

Local Area Plan for Ashtown-Pelletstown

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Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council





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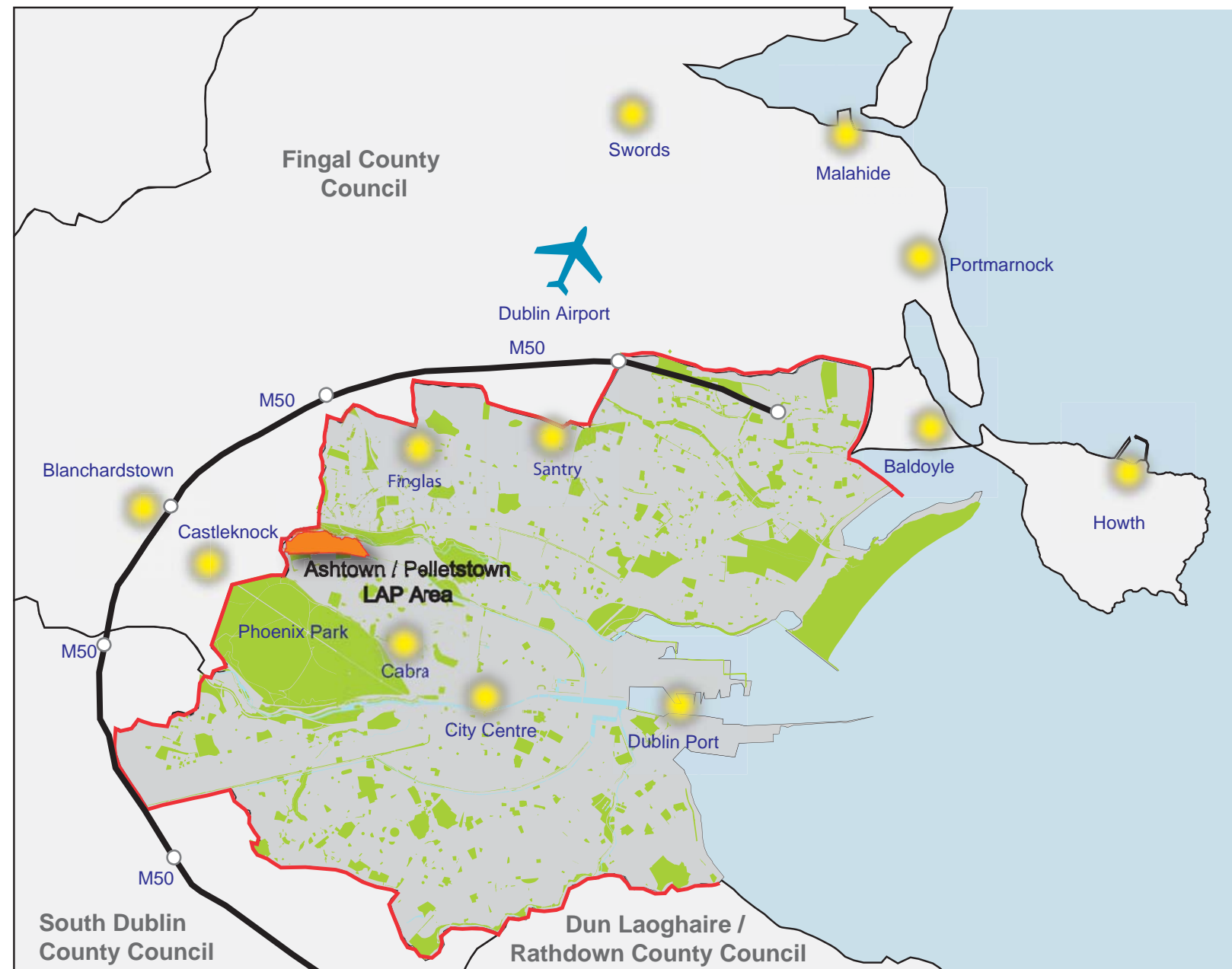
Chapter 1: Introduction & Policy Context

1.1 Introduction

The Ashtown-Pelletstown area covered by this Local Area Plan (LAP) is located only four kilometres northwest of the city centre. Positioned south of the River Tolka and north of the Royal Canal, the amenities of the Phoenix Park are within walking distance, and the area is also well connected to the city centre - having both public bus and rail connections. The nearby M50 route also provides good access to many areas of the city and outlying areas, including Dublin Airport (8km away) and suburban centres including Swords and Blanchardstown. In terms of built context, the area adjoins some longer established areas at Ashtown/Navan Road, Cabra, Finglas and Castleknock, and benefits from a range of community and commercial services in this wider area .

Within the area, much residential and commercial development has occurred to date on foot of an Action Plan prepared in the year 2000, which set various parameters to guide development. As a result, the area is now the focus of a growing community with new supporting services – yet substantial areas of land remain available for development and sustainable integration both into the Ashtown-Pelletstown area, and into the wider urban fabric of the city. Having been identified in the Dublin City Development Plan 2011 – 2017 as an area for which a Local Area Plan will be prepared, this plan for the future development of the area now takes account of best practice and sustainable development approaches. This involves focusing on a range of physical, economic, social, and environmental objectives in order to deliver a high quality environment.

Map 1.1: Strategic Context Setting of Ashtown/Pelletstown





1.2 Extent of the Plan Area

Bounded by the River Tolka to the North and the Sligo rail line to the south, the plan area is broadly rectilinear, extending from the Ashtown Road on the western side, to just east of the Ratoath Road at the eastern end. The boundary follows that of Dublin City Councils functional area for sections along the western and north-western sides, where it meets largely rural areas of Scribblestown and Dunsink, both of which are within Fingal County Councils functional area.

The northern boundary is defined by the Tolka River set in parkland, which forms part of the larger Tolka Valley Park, and further north, on more elevated lands are residential areas of Finglas South. The western boundary follows a largely developed section of Ashtown Road just north of Ashtown Train Station, and the eastern boundary marks the edge of Dublin Industrial Estate, - a long established industrial area. The Royal Canal, a recognisable feature of the area, runs parallel to the rail line close to the southern boundary, and is an attractive amenity extending both towards the city centre and into Fingal.

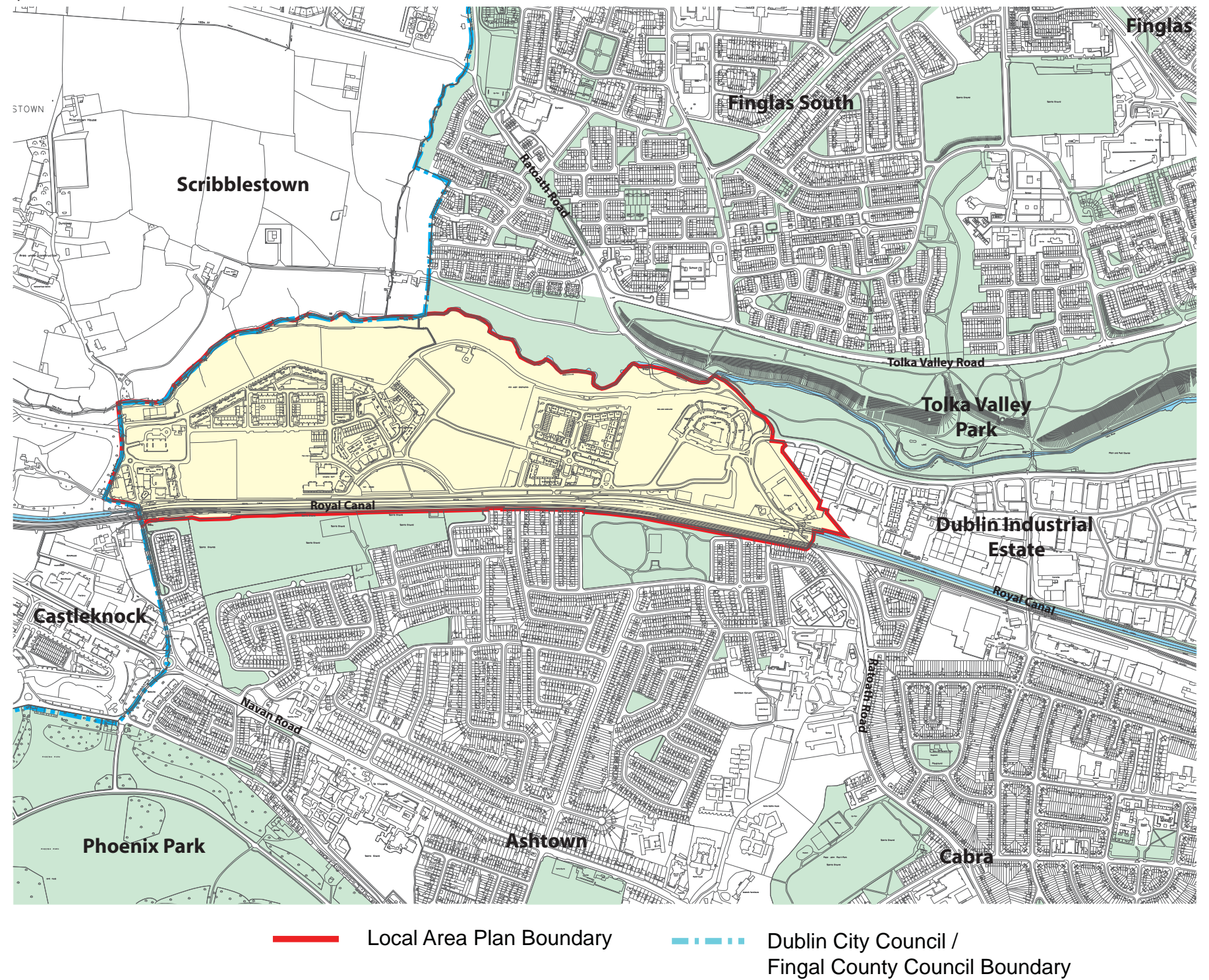
1.3 Rationale for the LAP

In the year 2000, a non statutory plan for the area titled 'Pelletstown Action Area Plan' was produced by Dublin Corporation, (now Dublin City Council), setting out a design led approach. The current development plan now contains a core strategy which sets out over-arching principles relating to development including the delivery of statutory LAPs. These LAPs, inclusive of Ashtown / Pelletstown, are crucial to the delivery of the core strategy.

The area is designated as one of nine Key Developing Areas (KDAs) under the development plan core strategy. These KDAs are identified as the main growth areas of the city over the lifetime of the plan. Pelletstown has also been designated one of 14 Strategic Development Regeneration Areas (SDRAs) dedicated to comprehensive development or regeneration. (See S1.6.2 for details).

The local area plan process presents a fresh opportunity to assess and evaluate development to date with a view to setting out a development framework for the medium to long term, focusing on a range of important areas relating to both physical development and community aspects. Community and stakeholder inputs have informed the plan preparation process.

Map 1.2 Location Context of Ashtown / Pelletstown





1.4 Local Area Plan Preparation Process

The process of preparing an LAP can be summarised in a number of key stages:

- (1) Pre-draft stage of research and consultation;
- (2) Draft LAP Preparation Phase
- (3) Public Notice and LAP Public Display
- (4) Preparation of Manager’s Report on Submissions/ Observations and public display of any alterations.
- (5) Making the Adopted Plan.

An overview of these stages for this LAP is outlined below.

Stage 1 : Pre-Draft Research and Public Consultation Phase. Preparing the LAP began with initial research and discussion with elected City Councillors. A workshop was held on 18th September 2012 with Councillors representing the Central Area Committee in advance of the publication of the pre-draft consultation issues paper. The Pre Draft Local Area Plan public consultation was launched on Friday the 28th of June 2012 with the publication of a public notice and the Issues Paper document. The pre-draft issues paper was put on public display for a six-week period from the 29th June to 10th August 2012 with public notification by way of a newspaper notice.

The paper was available for viewing at a number of locations throughout the city including the Civic Offices on Wood Quay, the Central Area Offices in Cabra and Finglas and the public libraries in Finglas and Cabra. In addition, members of staff were available locally in Pelletstown Community Centre (3rd July & 7th July 2012) and in Cabra Parkside Community Centre (10th July 2012), to assist with any queries in relation to the plan. In total 20 submissions were received.

Stage 2: Draft LAP Preparation Phase. The pre-draft submissions, consultation with landowners, local representatives and resident groups combined with national, regional and Council policy all have inputted into the content of the draft LAP. The content is also informed by other key requirements, such as Flood Risk Assessment, Strategic Environmental Assessment and Appropriate Assessment.

Stage 3: The draft plan was placed on public display for a period of 6½ weeks from 3rd May 2013 to 18th June 2013 inclusive during which time submissions and observations were invited. Public displays were erected where the draft plan was available for viewing in Dublin City Council’s Civic Offices on Wood Quay and in the Finglas Area Office, Mellowes Road Finglas. The draft Plan was also available for viewing in Finglas and Cabra Libraries and also in the Cabra Area Office.

An advertisement was placed in a national newspaper announcing the preparation of a Local Area Plan and detailed where it could be viewed as well as advising on how a submission could be made.

A series of consultation seminars were organised and held (see Table 1.1)

Table 1.1 Public Consultation Seminars

Day	date	time	Venue
Thursday	16th May	4.15-7.00 pm	Community Room, River Centre at Rathborne Dublin 15
Monday	20th May	4.00-7.00 pm	Laurence O’Toole Room (Rear of Church) Parish Church, Our Lady Help of Christians, Navan Road, Dublin 15
Thursday	23rd May	4.15-7.00 pm	Community Room, River Centre at Rathborne Dublin 15

A copy of the draft LAP was sent to bodies prescribed under the Planning and Development Act such as the Department of Education and Skills (DES) and the Department of Environment, Community and Local Government (DECLG).

Stage 4: A Manager’s Report was prepared on the submissions received during the public display period. In total 18 submissions were received. A workshop for Local Area Councillors was held on the 11th July 2013 in Civic Offices.

The Managers Report was then circulated to City Councillors on Tuesday 23rd July, for their consideration and a deadline of the 31st July set for the receipt of motions. The managers report on councillors motions and also the managers report on submissions received (during the public consultation period) were considered at the monthly Council meeting on September 2nd. The Council resolved to alter the Draft LAP in accordance with the recommendations of the two reports, and to place the proposed material alterations on display for a four week period in accordance with relevant legislation. The alterations were accompanied by both SEA and AA assessments of the alterations.

The consultation period took place from 23rd September to 21st October 2013. Nine Submissions and observations received during this period were considered and a subsequent managers report was submitted to elected members for their consideration during November.

Stage 5: Making the Adopted Plan. Following the City Councillors consideration of the draft plan and the managers report on submissions received during the public display of materials alterations, the LAP was officially made at a meeting of the full council on December 2nd 2013.

An LAP is a six year document, which can be extended to 10 years by the City Council. During its life the LAP may be amended or revoked following statutory public consultation processes.

Public Consultation

Consultation is a critical part of the process of preparing an LAP. The plan is prepared with input from many people and organisations including:

- 1. Elected Members of the City Council
- 2. Members of the public
- 3. Departments within the City Council
- 4. Residents’ associations, community groups, non-governmental agencies, etc.
- 5. Prescribed bodies, e.g. the Department of Environment, Community and Local Government (DoECLG), Department of Education and Skills (DES) etc.





1.5 Statutory Context for the LAP

The overarching theme of national planning policy which informs this LAP is the consolidation and sustainable use of land in urban areas, particularly urban environments well served by public transport. Urban consolidation is a key component in the achievement of sustainable development economic competitiveness, community well being, environmental protection and also to achieve full economic value from investment in public infrastructure. This LAP is informed and in keeping with the hierarchy of national, regional and city planning policy, the key provisions of which are detailed below. The purpose of this LAP is to translate national and regional policy to the local level, in accordance with the provisions of the Dublin City Development Plan 2011-2017.

The Ashtown/Pelletstown LAP aims to be consistent with the guidance, strategies and policies at national and regional level, as well as the development plan core strategy and its policies and objectives. This approach ensures that the LAP takes cognisance of and represents an appropriate fit with the higher level plans. It will also result in a hierarchy of plans from national to the local level relevant to the Ashtown/Pelletstown area. The plans and policy documents which have informed the preparation of this LAP include the National Spatial Strategy 2002-2020 (NSS), the Regional Planning Guidelines for the Greater Dublin Area 2010-2022, (RPGs), the Government's Smarter Travel - A Sustainable Transport Future 2009-2020, the National Development Plan 2007 - 2013, the National Climate Change Strategy 2007-2012 and the Dublin City Development Plan 2011-2017. The national and regional level policies have all been integrated into the City Development Plan which in turn directs and guides the strategy for the LAP. The LAP also takes account of the statutory retail Guidelines published by the DOEHLG (Guidelines for Planning Authorities – Retail Planning' published in April 2012).

National Spatial Strategy 2002 – 2020

The National Spatial Strategy (NSS) recognises that Dublin, as the capital city, plays a vital national role and that the performance of its economy is essential to the success and competitiveness of the national economy.

In order to sustain this role as the engine of the economy, it advocates the physical consolidation of Dublin, supported by effective land-use and transportation policies, as an essential requirement for a competitive Dublin.

The NSS places particular emphasis on the physical consolidation of the metropolitan area, which incorporates the entire functional area of Dublin City Council. There is also an emphasis on achieving intensification without compromising amenity or environmental quality. This emphasis is particularly relevant in the context of this local area plan, having regard to substantial areas of undeveloped and lands.



National Development Plan 2007-2013

The National Development Plan 2007-2013 (NDP) sets out a regionalised development strategy supported by a multi-annual investment commitment in the key areas of education and training, infrastructural development, the productive sector and the promotion of social inclusion. The NDP supports a strong and competitive Greater Dublin Area so that it continues to drive its own development and that of the state through improved and greater public transport mobility, development of more compact and sustainable communities and high quality international transportation connections.



Regional Planning Guidelines, Greater Dublin Area 2010 – 2022

The Regional Planning Guidelines for the Greater Dublin Area 2010 - 2022 (RPGs) translate the national strategy to regional level with an emphasis on Dublin as the driver of national development and the need to physically consolidate the growth of the metropolitan area, with clear direction for greater integration of land-use and transport planning.

The RPG settlement hierarchy seeks to prioritise and focus investment and growth to achieve integration in services, infrastructure, transport, economic activity and new housing. This approach reflects the prioritisation of public transport infrastructure, reducing the need to travel and a reduction in greenhouse gas emissions as set out in a number of government policy documents such as Transport 21, Smarter Travel, and the National Climate Change Strategy.



Retail Strategy for the Greater Dublin Area 2008-2016

The purpose of the retail strategy is to guide the activities and policies for retail planning across the seven Councils of the Dublin and Mid East Region and to set out a coordinated, sustainable approach to the assessment and provision of retail within the GDA. This is to ensure retail is provided in tandem with population growth on suitable sites, and in areas of proven need. This is to safeguard existing town centres from potential detrimental impacts.

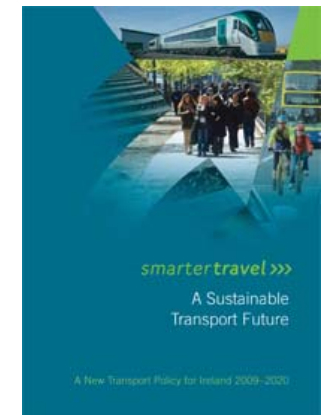


Smarter Travel – A Sustainable Transport Future 2009 – 2020

The overarching aim of the document is that by 2020 future population and economic growth will occur predominantly in sustainable compact locations. It sets out how the government's vision of sustainable travel and transport in Ireland by year 2020 can be achieved. A target of reducing car based commuting from 65% to 45% nationally by 2020 is set.

Five key goals of 'Smarter Travel – A Sustainable Transport Future' are to:

1. Reduce dependency on car travel and long distance commuting
2. Increase public transport modal share and encourage cycling and walking
3. Improve quality of life and accessibility for all
4. Improve economic competitiveness through increased efficiency of the transport system, and
5. Reduce green house gas emissions and dependency on fossil fuels.

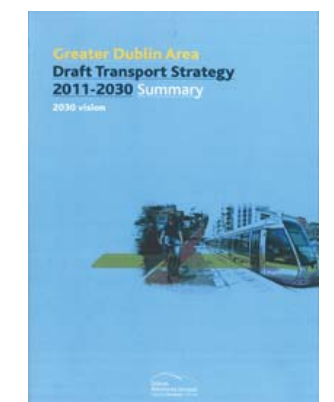


Greater Dublin Area Draft Transport Strategy 2011 - 2030: 2030 Vision

The goal of the Strategy is to support the GDA in meeting its potential as a competitive, sustainable city region with a good quality of life for all. The strategy represents the top level of transport plans within the regional hierarchy that will include an implementation plan and a strategic traffic management plan.

The strategy identifies key transport principles important to quality of life, including:

- a strong focus on pedestrian and cycling movement for local trips,
- exploring the ability of public transport to cater for the mass movement of people while using a fraction of the fuel and street space required for cars,
- intensification and consolidation of towns and cities by building on brownfield and vacant land or reusing underutilised lands





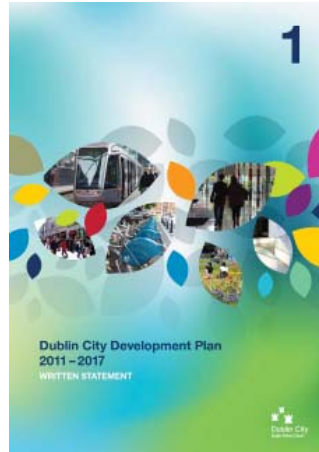
1.6 Dublin City Development Plan 2011-2017

The Dublin City Development Plan 2011 – 2017 provides a clear spatial framework to guide the future growth and development of the city in a coherent, orderly and sustainable way, framed on a vision of sustainable city living and a core strategy seeking –

- a compact, quality, green, connected city
- real economic recovery, creative networks and a smart innovative city;
- the creation of sustainable neighbourhoods and communities

The development plan strategy for the city has a strong policy emphasis on the need to gain maximum benefit from existing assets such as public transport and social infrastructure, through the continuation of consolidation and increasing densities within the existing built footprint of the city.

This is in line with the regional planning guidelines policy of consolidation of the metropolitan core. A further key aspect is that future expansion whether housing or mixed-uses, occurs in tandem with high-quality rail based public transport and on a phased basis within the context of local area plans.



1.6.1 City Development Plan & Land Use Zoning

The vast majority of the lands are zoned Z14 'to seek the social, economic and physical development and/or rejuvenation of an areas with mixed use, of which residential and 'Z6' would be the predominant uses'. Z6 which aims 'to provide for the creation and protection of enterprise and facilitate opportunities for employment creation' applies to a former industrial site on the eastern side of the plan area.

1.6.2 Development Plan Strategic Guidance

a. Key Developing Area (KDA)

KDAs are areas in the city with substantial development capacity and the potential to deliver the residential, employment and recreational needs of the city. All the KDA locations are served or proposed to be served by high quality rail-based public transport and relate to a zoning objective which seeks the social, economic, physical development or rejuvenation of an area with residential, employment and mixed-uses.

The development plan core strategy sets out the relative share of housing growth and identifies the employment / commercial capacity of each KDA. For the Pelletstown KDA, the residential capacity is estimated at 1,800 housing units on a site of 41 Ha (Table 3.3 Development Plan). Given that the area is zoned for mixed uses, significant housing development will take place in association with other uses such as retail, office, or community uses.

b. Pelletstown Strategic Development and Regeneration Area (SDRA)

The development plan seeks to realise the full potential of the SDRAs. These are areas with the potential to deliver a significant quantum of residential development and ancillary commercial and service development. To this end, guiding principles have been set out in the development plan specifically for the Pelletstown lands, as set out in the table below:

Map 1.3 - Extract from Dublin City Development Plan

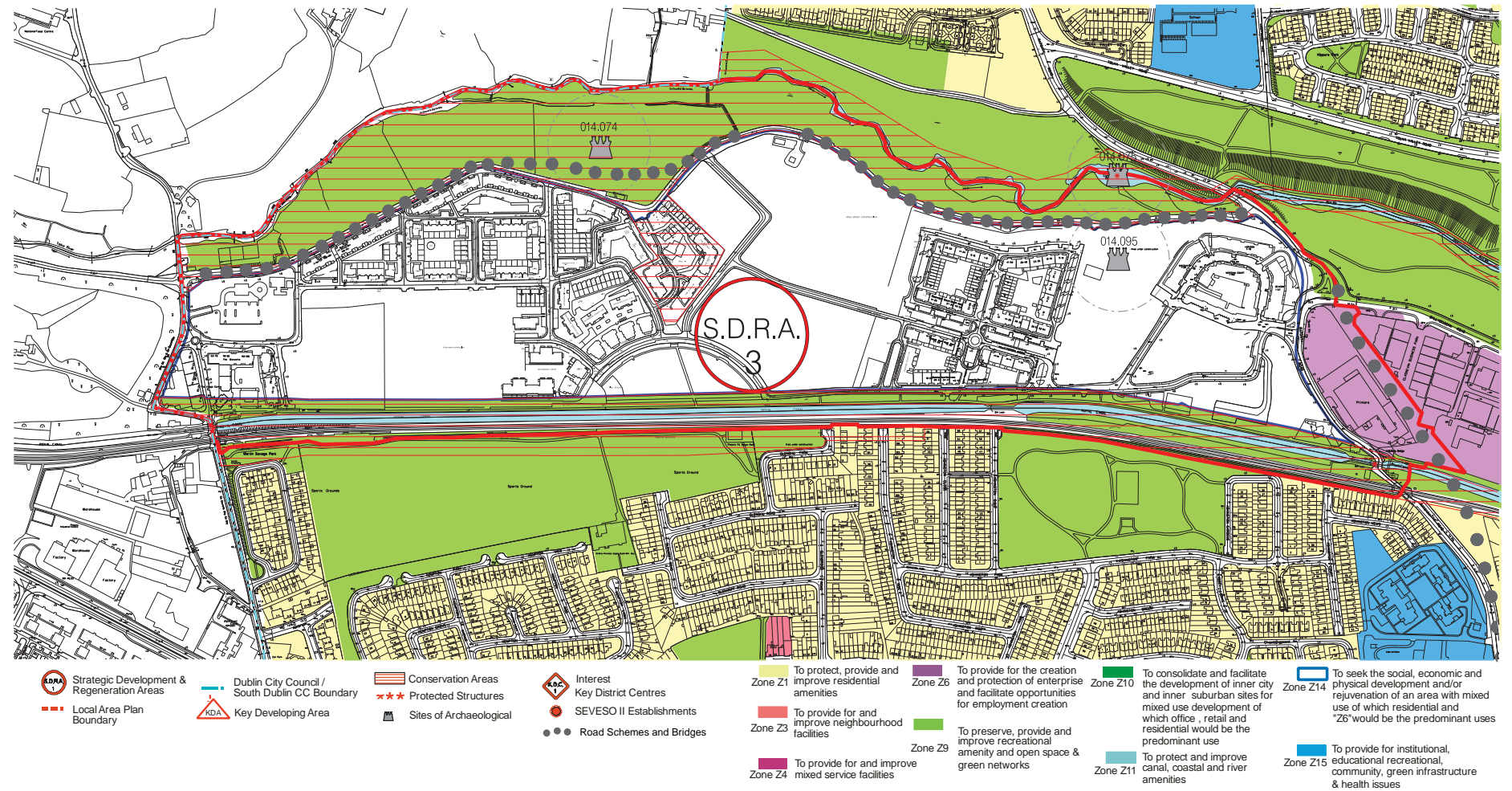




Table 1.2 SDRA Guiding Principles

Pelletstown Strategic Development and Regeneration Area (SDRA): Guiding Principles	
1	To provide for a sustainable living environment, prioritising public transport and mixed use.
2	To achieve a density of development that can be met by the public transport, social, educational, recreational and community infrastructure available in the immediate area.
3	To ensure that buildings in the area are such that they do not facilitate social isolation, detachment or militate against opportunities for regular engagement with neighbours.
4	To ensure social and public amenities and spaces do not facilitate anti-social behaviour.
5	To ensure that development is provided in a context that does not overwhelm the surrounding areas and residents.
6	To develop a coherent spatial structure, based on a hierarchy of linked streets, public spaces, and design in keeping with the natural and other adjacent amenity areas of the Phoenix Park, the Royal Canal and Tolka Valley. The main components of this spatial structure are; <ul style="list-style-type: none"> • Two high quality village centres, one to the east and west respectively, as the focus for mixed use development and community activities. • A tree lined canal-side boulevard linking the two village centres and providing the potential for developing a range of different experiences, including recreation uses. • A central park to provide the setting for leisure uses and community activities. • North/south linkages facilitating good access to public transport and to the amenity of the Tolka Valley.
7	To promote the creation of a high quality public domain by establishing a high standard of design in architecture and landscape architecture.

c. *The Strategic Green Network*

The Ashtown / Pelletstown area is positioned on the Dublin Strategic Green Network, having immediate links to the Tolka Valley and Royal Canal. The LAP will facilitate the long term enhancement of amenities and bio-diversity as set out in Chapter 6, of the development plan, 'Greening the City', and will have a strong focus on green infrastructure.

d. *Height Strategy*

The Development Plan, in providing guiding principles on building height, defines the area as 'low rise' pending the adoption of an LAP. This limits proposals to 6 storeys for residential and 7 for office. Through the LAP process however, the Development Plan recognises scope for the delivery of a limited number of mid-rise buildings (up to 16 storeys for residential and 12 storeys for office and an upper limit of 50m), particularly in proximity to public transport hubs. (please refer to height section 4.5.4)

1.6.3 Implementing the Core Strategy

The Regional Planning Guidelines for the Greater Dublin Area prescribe housing unit allocations that inform the Core Strategy of the City Development Plan. In shaping the Core Strategy the Development Plan identified Key Developing Areas as being of significant importance in delivering housing needs for the City, of which this area is one. This LAP provides for the complete build out of the LAP area to accommodate a population between 6300 and 7200 and approx.3040-3,400 housing units. These figures are shown as a range because the implementation of the LAP requires the taking into account a number of specific standards and objectives regarding the quality of the housing types, mix of unit types, the provision of adequate community and recreation spaces and the accommodation of infrastructure needs, including water attenuation and Suds within each housing area. This area will, over the lifetime of the Development Plan and beyond, provide a sustainable location for new housing development at appropriate densities within the catchment of high quality public transport service, thus meeting the core policy requirement of the RPGs and the Core Strategy of the Development Plan.

In relation to figures provided in Table 3.3 of the City Development Plan, which gives a breakdown of planned core strategy housing figures for all Key Developing Areas in the city, the targets now set within the Ashtown-Pelletstown Plan and also planned figures in recent LAPs and SDZs, are considered consistent with the said core strategy.

1.7 **Other Relevant Plans**

Pelletstown Action Area Plan (2000)

The action area plan set out a strategy for the lands at Ashtown/Pelletstown, and included an urban design framework. The plan detailed a diverse mix of land uses and indicative block layouts along with proposals for improvements to the public realm such as new open spaces. Indicative residential densities were also set out. Full development of the plan lands was expected to generate a population of 10,000 people housed in mixed residential typologies, within walking distance of good rail and bus transport links and serviced by shops, small offices, workspaces and community facilities. The objectives of the action plan were:

- To encourage the creation of a sustainable living environment.
- To optimise the use of public transport.
- To achieve a sufficient density of development to sustain public transport and create urban vitality.
- To provide an urban design framework to generate imaginative responses in the development of a viable and vibrant living environment.
- To promote the creation of high quality urban spaces where art, architecture and landscape architecture are dynamic components.

Waterways Ireland - Environment and Heritage Policy

Waterways Ireland are preparing an Environment and Heritage Policy. The purpose of this document is to guide the development and management of the waterways in a sustainable manner whilst ensuring the protection of the environmental and heritage resource. Policies adopted may impact at a further date upon development within the LAP area given its proximity to the Royal Canal.

Fingal County Council County Development Plan 2011-2017.

The area that borders the LAP area, to the west and north-west is within the Fingal County Council administrative area and under their 2011-2017 development plan is zoned 'Objective HA' 'to protect and enhance high amenity areas', and covers the lands of the Tolka Valley and those between the Tolka and the Canal. Adjoining these lands, the bulk of the lands within the M50 to the immediate north of the LAP are zoned 'OS'- to preserve and provide for open space and recreational amenities'. This includes most of Scribblestown Lane, Dunsink Observatory and the former Dunsink civic amenity site. Two local objectives seek to protect views and to undertake a study of the lands bounded by Cappagh Road, the M50, N3 and the City boundary. Various policies and objectives within the Development Plan relate to these lands, including a current project to develop a Greenway strategic regional cycling route along the Royal Canal towpath between Ashford Bridge and Granard Bridge. This, along with the zoning policies and other objectives of the County Development Plan have been taken into account in the drafting of this LAP.

Fingal Sludge Management Plan

The current Sludge Management Plan (SMP) for Fingal County Council was published in 2002 and considered all types of non-hazardous sludge arising and predicted to arise in Fingal over the 20 year period to 2020 and proposed sustainable management strategies for them. This SMP needs to be reviewed in the context of the proposal for a new Regional Wastewater Treatment Plan as part of the Greater Dublin Drainage project. The 2002 SMP was completed prior to any plans for the Greater Dublin Drainage project being envisaged. The objective of the GDD is to identify a location in the northern part of the Greater Dublin Area for a regional Wastewater Treatment Plant (WwTP) associated marine outfall location and an Orbital Drainage System linking the plant to the existing regional sewer network. The GDD project proposes to divert wastewater flows from the northern and western parts of the Ringsend WwTP drainage catchment to the proposed Regional WwTp for treatment. Therefore sludge currently generated at Ringsend WwTP from the treatment of these wastewaters flows will in the future be generated at the Regional WwTP instead. The Draft review was produced in March 2013 by Jacobs. As part of this review a Strategic Environmental Assessment was required. An Appropriate Assessment is required to be carried out also on this project as it may affect a Natura 2000 site (either alone or in combination with other plans or projects). An NIS was produced for the Fingal Management Plan. The NIS has determined that the components of the Fingal SMP which may affect the Natura 2000 network can be readily mitigated and would not result in any likely significant effects. The AA process was completed for Stage 1 and 2 and was not required to be progressed to Stage 3 and 4.





Chapter 2: Site Context and Analysis

2.1. Description of the Area and Adjoining Lands

The lands at Ashtown/Pelletstown, located at the north-western boundary of Dublin City Councils administrative area are positioned immediately to the north of the suburb of Ashtown, east of Castleknock, and south of Finglas. The southern boundary is formed by the Maynooth rail line, which separates it from the Ashtown/Cabra residential areas. The eastern and western boundaries are delineated by the route of the proposed realignment of Ratoath (eastern side) and the Ashtown Road (western side). The northern boundary is the River Tolka, positioned within Tolka Valley Park.

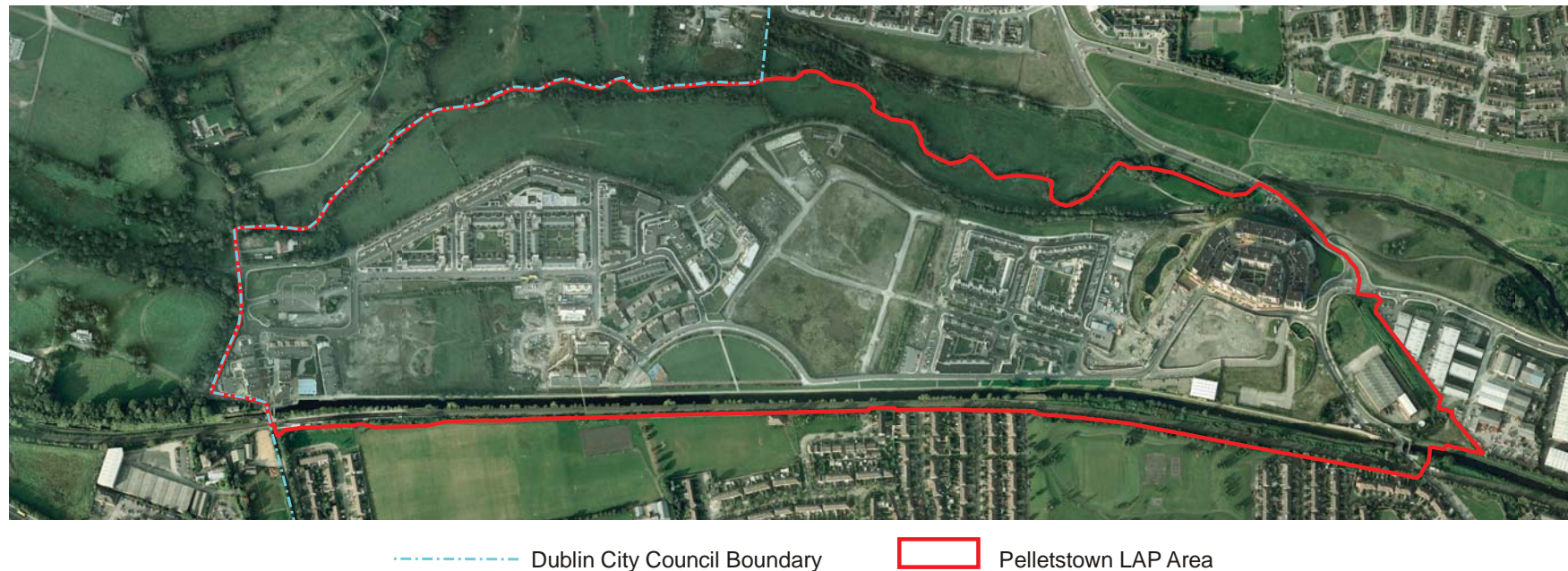
The area benefits from access to the Royal Canal on the southern side and the Phoenix Park to the southwest. Road access to the subject lands is generally from the N3 Dublin-Cavan National Primary route, as well as from the more local road network comprising the Ratoath Road, Ballyboggan Road, Ashtown Road and River Road. The existing Ashtown rail station is located at the south-west corner of the plan area. Playing fields and other areas of open space lie immediately to the south of the railway line. To the east of the plan area is Dublin Industrial Estate and a range of industrial lands in active use and extending to Broombridge rail stop and beyond (see map 2.2).

Whilst within distinct areas, development is generally dispersed within the LAP area and comprises mainly residential with some mixed uses, the latter located mainly around the eastern and western nodes.

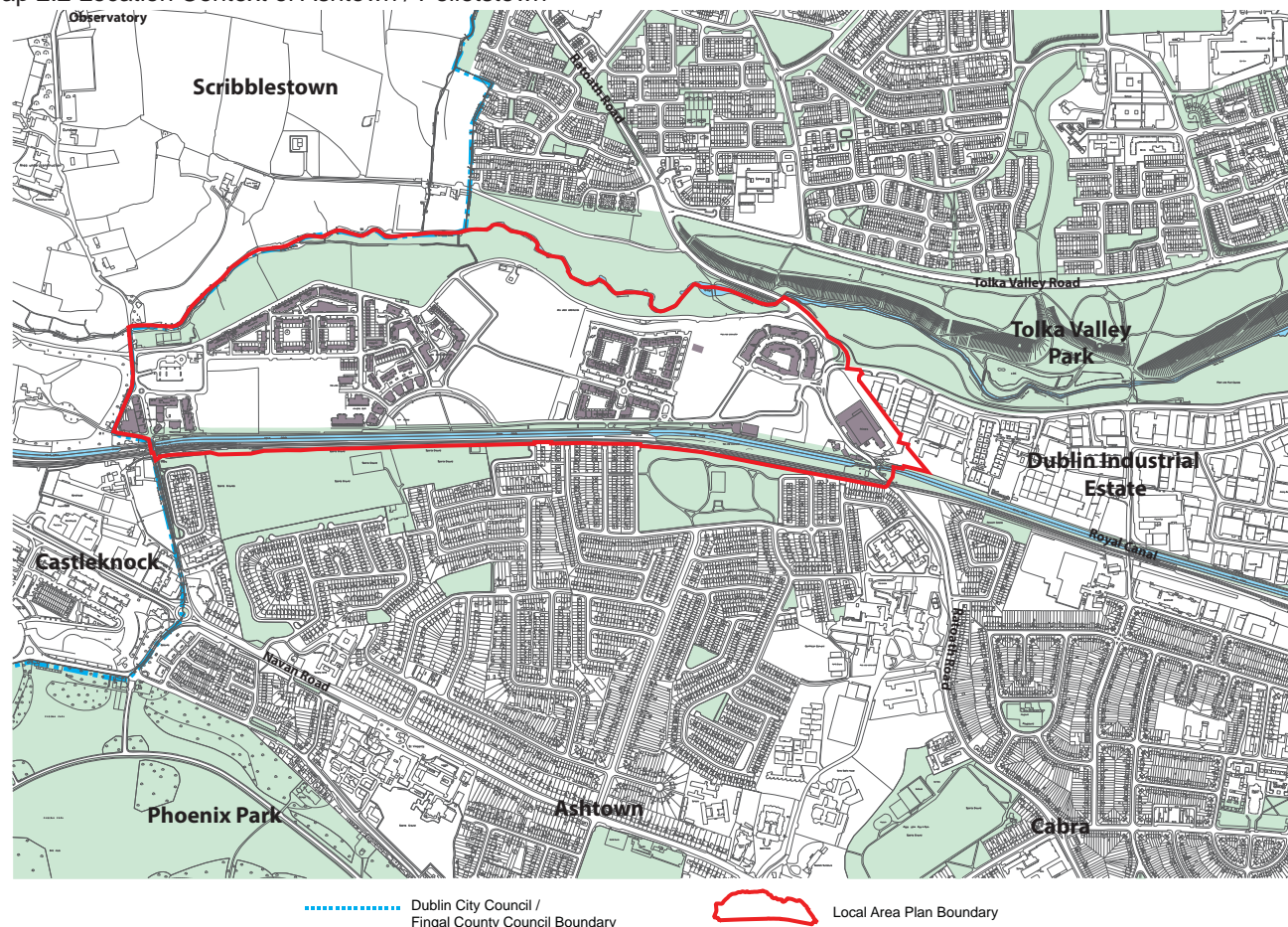
Land Use Zoning

The predominant land use zoning of LAP lands is Z14 ; 'To seek the social, economic and physical development and/or rejuvenation of an area with mixed use of which residential and "Z6" would be the predominant uses'. The only exceptions to the above are Tolka Valley Park, which is zoned Z9 'To preserve, provide and improve recreational amenity and open space and green networks', and the former industrial site in the south-east corner, which is zoned Z6 ; 'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation'. The surrounding areas are predominantly residential with Finglas to the northeast, Ashtown and Cabra to the south, and the Phoenix Park 'Racecourse' residential development to the west. To the east are light industrial uses (Z6) in Broombridge industrial estate and to the northwest, at Scribblestown, are undeveloped lands in Fingal County Council. The lands at Scribblestown are zoned with Objective 'HA' in the Fingal County Council Development and this states 'to protect and enhance high amenity areas'. To the southwest of the LAP area and at the boundary between development and amenity areas, (south of the rail line) is an area zoned 'HT' to 'Provide for office, research and development and high technology manufacturing type employment in a high quality built and landscaped environment'.

Map 2.1: Ashtown / Pelletstown LAP Area



Map 2.2 Location Context of Ashtown / Pelletstown





2.2 Historical Development of the Area

The earliest indication that the area was inhabited is the presence of a number of archaeological remains in the form of burial sites dating from the early Christian era, 200 - 700 AD, and these sites contain adult and juvenile remains in stone-lined structures. There are also rubble remains and embankment works indicative of a castle (1654 civil survey) which date to the early medieval period. Of medieval provenance also is the bridge in Cardiffsbridge spanning the Tolka, a four arch design, with three round arches close together and one on the south bank. This bridge is now designated as both a protected structure and recorded monument.

During the 18th century and with the expansion of trade, the Royal Canal was routed through the area and created a link from the city to the midlands. The Royal Canal is an excellent example of 18th century industrial heritage. A former tow path is located along its northern bank, while the southern bank has been artificially raised in order to provide a level area for the railway track. Both the canal and towpath are recorded in the current Industrial Heritage Record. A development plan conservation area designation covers the Royal Canal itself and extends over some of its immediate environs. The canal is also a proposed Natural Heritage Area (pNHA)

Rail Line, Royal Canal & Linear Park /Former Tow Path (looking west)



The development of the Royal Canal also included the related canal locks (8th & 9th), lock keepers houses and two bridges (Longford & HS Reilly). Both the bridges are protected structures and still in use. Longford bridge was built in 1792 and has a single arch and is of stone construction. Similarly HS Reilly bridge was built in the same year and is of a single arch, ashlar stonework construction. Both bridges are indicative of the canal bridges of the era and indeed the craftsmanship of the period. These structures, as well as having conservation and protected structure designations are recognised as prime examples of industrial heritage and are included in the Dublin City Industrial Heritage Record (DCIHR). Some remains of the lock-keeper's house at the 8th lock survive, while no remains are to be found of the lock-keeper's house at the 9th lock.

A cast-iron statue commemorating lock-keepers is located along the former tow path close to Ashtown Road.



Pelletstown House is located in the north of the plan lands and close to River Road. It is not a protected structure although it is considered to be of historic significance, and has undergone major renovations since the turn of the 20th century. It is a two-storey detached dwelling and remains in residential use. The wider setting of the house and garden has changed significantly due to recent residential development.

Table 2.1 summarises conservation designations for the various structures/features in the LAP lands and immediate surroundings ;

Map 2.3 Heritage

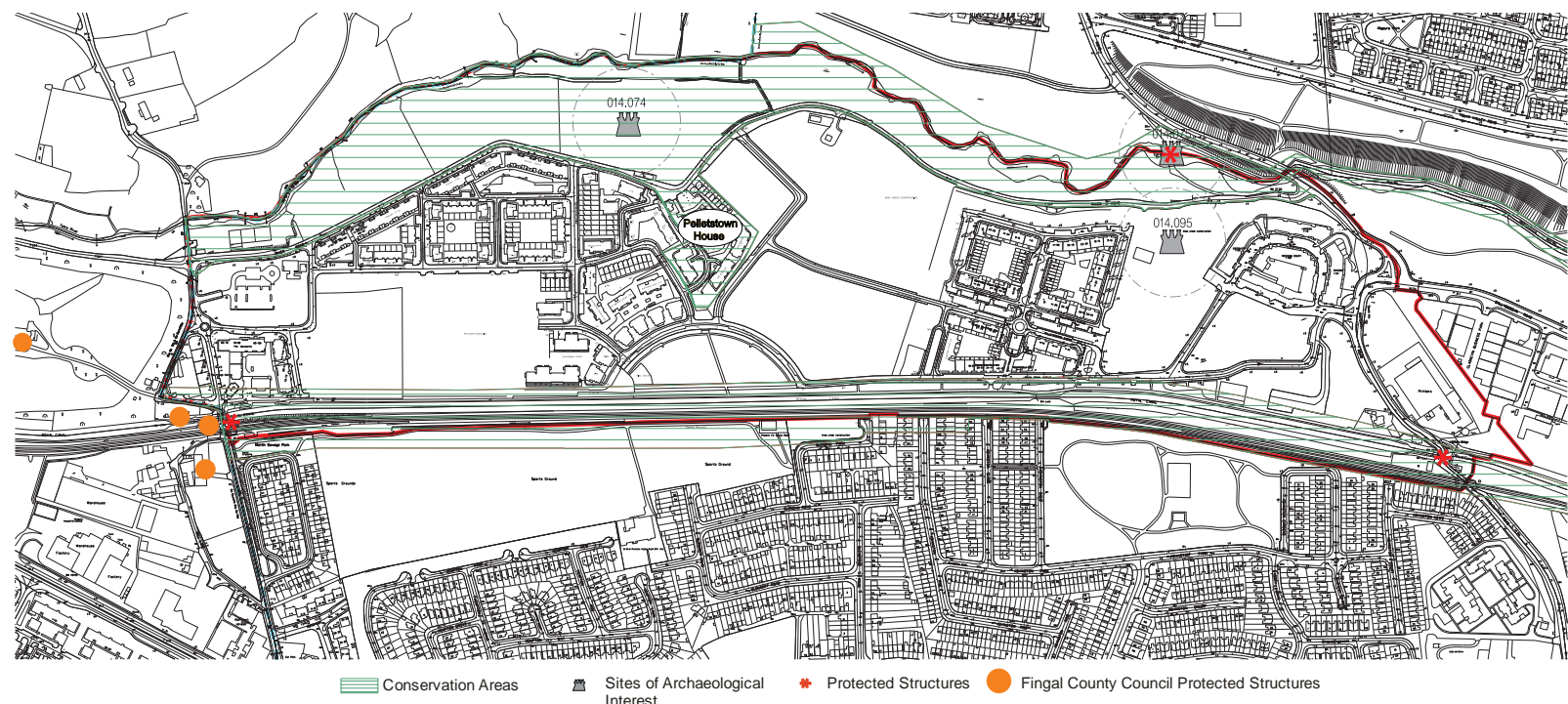


Table 2.1 Conservation and Related Designations

Structure/Feature	Designation
HS Reilly Bridge	Protected Structure (Ref 913) Industrial Heritage Record (Ref 18.02.007)
Longford Bridge	Protected Structure (Ref 913)
Cardiffsbridge Bridge	Protected Structure (Ref 895) National Monument (Ref DU014-075)
Castle Remains	National Monument (Ref DU014-074)
Burial Ground	National Monument (DU014-095)
Royal Canal	Conservation Designation in Development Plan. Industrial Heritage Record (Ref 18.02.001)
Lock Keepers Cottage	Industrial Heritage Record (Ref 18.02.022)
Lock Keepers Cottage	Industrial Heritage Record (Ref 18.02.024)
8 th Lock	Industrial Heritage Record (Ref 18.02.004)
9 th Lock	Industrial Heritage Record (Ref 18.02.003)
Royal Canal Tow Path	Conservation Area in Development Plan. Industrial Heritage Record (Ref 18.01.010)

The current development plan for Dublin City sets out designations and details policies and objectives supporting the ongoing protection and enhancement of the city's built heritage. These include (a) safeguarding historic sites and Zones of Archaeological Interest, and (b) protecting and embracing the built heritage as a finite resource. Map 2.3 illustrates to location of protected structures, archaeological sites and Development Plan conservation areas.



2.3 Current Land Uses

Further to AAP (2000) developments that have been completed to date, have generally adhered to the design and layout envisaged, with blocks of development connected by thoroughfares. The dominant form of existing development is now residential – mainly in the form of apartments, although there are also duplex units and some standard houses. Mixed uses are generally at service centres where there are retail outlets and services mainly at ground floor level, and these are the main employment related uses.

The services available at the Village Centre and the smaller River Centre are varied, and whilst retail and office units are available at Royal Canal Park (eastern end), these remain largely vacant at present. The only brownfield industrial site in the area is the ‘Ormond Printworks’ site at the eastern extreme of the LAP area, and this includes a large vacant building.

Tolka Valley park and the centrally-positioned crescent park now provide natural amenity resources, and the linear route of the canal and its associated towpath is now a well recognised amenity for cycling and walking. Community uses are generally dispersed and comprise crèches, gyms, community rooms and other services.

There are a number of large undeveloped sites, mainly earmarked for residential uses, and some of these have live permissions that have not commenced due to economic circumstances. Most of these lands have however been screened off with hoarding and remain available for development having (in some cases) pre-existing service infrastructure.



2.4 Population and Housing Profile

The National Census was conducted in 2011, correlating such information as population, household formation and employment. Information is gathered for every ‘Electoral Division’ (the smallest administrative unit for electoral purposes). The LAP area is located within the northern section of ‘Ashtown A’ Electoral Division (ED), an area which includes large areas of older housing stock in Ashtown. ED figures therefore reflect the characteristics of both the new housing stock in Ashtown/Pelletstown and also the longer established areas.

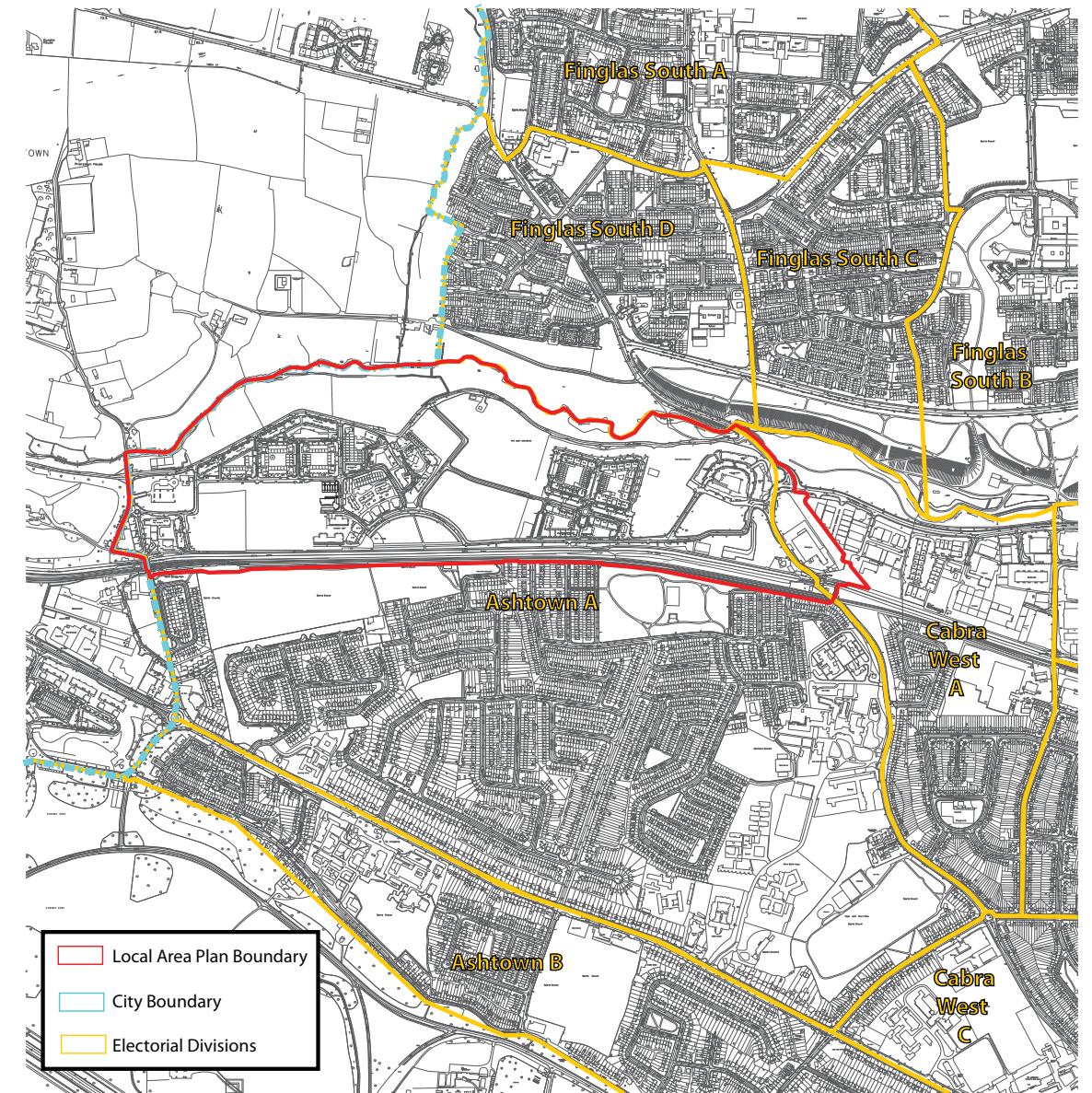
‘Ashtown A’ Electoral District Statistics

‘Ashtown A’ ED showed an increase of 32.6% in population from 2006 to 2011, while EDs adjoining it and within the DCC administrative area have shown either a decrease or no increase. The ED population rose from 6,817 in 2002 to 7,715 in 2006 and then to 10,227 in 2011, an increase of 50% over 9 years. This increase in population is explained largely by the development of residential schemes on foot of the AAP.

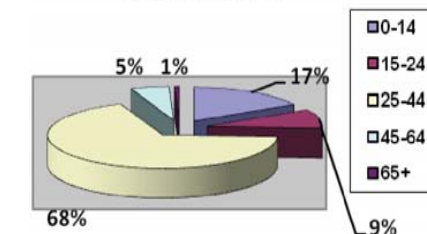
LAP Area Statistics.

Using small area statistics based on sub-areas contained within the LAP area boundary, the census figures 2011 details a total population of 3,777. In terms of nationality, 2115 of those were Irish and the remaining 1662 were other EU or non EU citizens. The age profile shows a relatively high proportion in the 25-44 age bracket, when compared with the city as a whole, and a low proportion in the 65+ bracket, reflecting a young population generally, as illustrated by the pie charts below. (Data from 2011 Census)

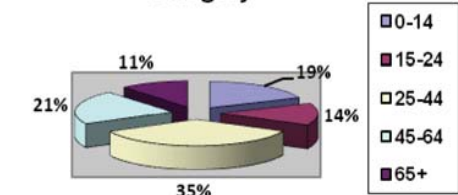
Map 2.4: ‘Ashtown A’ ED Area in Context



LAP area: Population breakdown by age category



Dublin City and Suburbs: Population breakdown by age category





Map 2.5- Development Typology

The average number of persons per household in Ashtown/Pelletstown in 2011 was approximately 1.86 (based on total census population divided by number of dwellings). This may be compared with a figure of 2.73 for the 'Ashtown A' DED or 2.4 for Dublin. In terms of accommodation, Census 2011 figures show that 19% of households in the plan area live in duplexes/houses while 81% live in flats/apartments. The following table gives a breakdown of units built to date in the area as of 2012 ;

Table 2.2 Existing housing number by housing type

Unit type	Number built	% of total
Apartments	1725	81
Duplexes	239	12
Houses	157	7
Total	2121	100

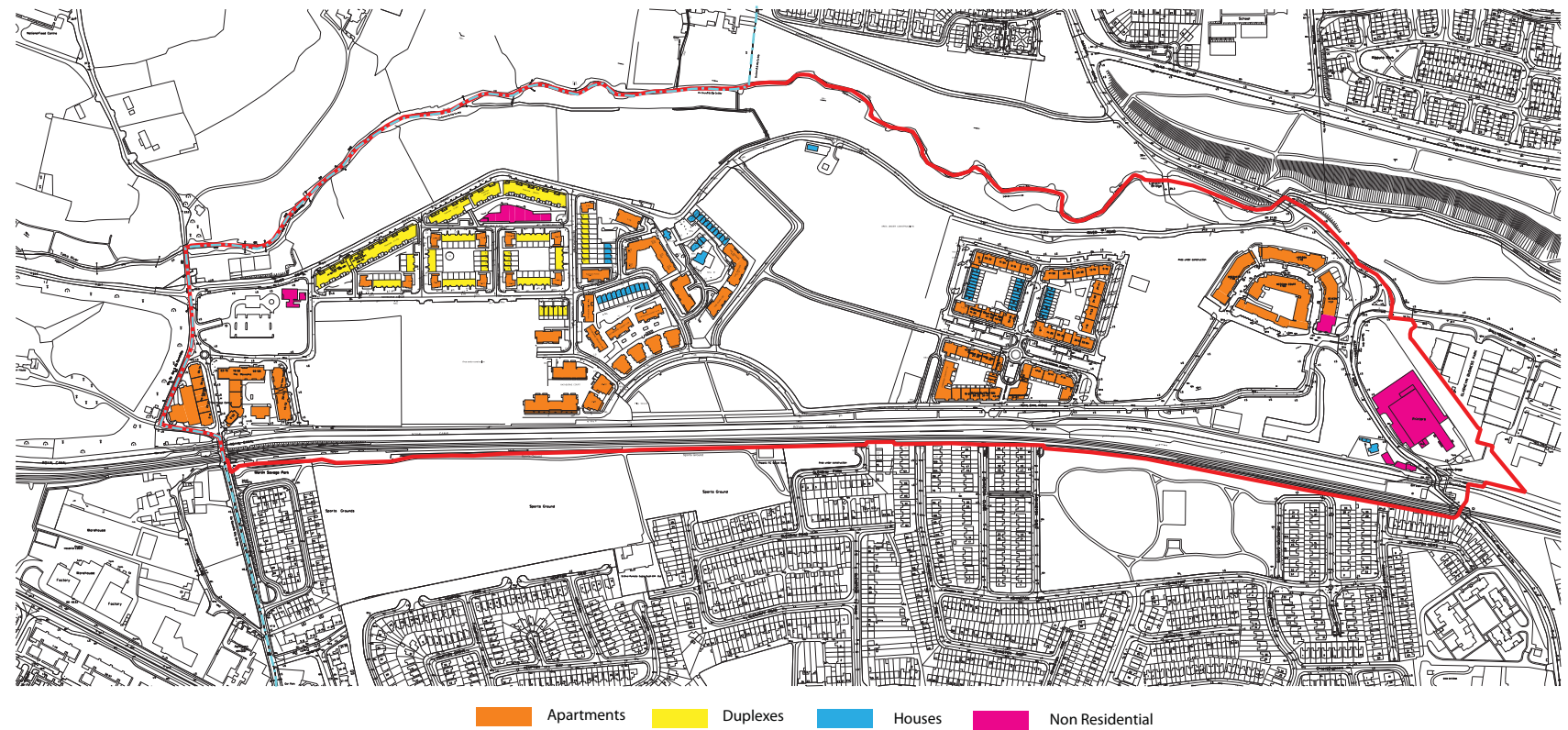
Source ; compiled planning application data and survey work , 2012

The geographical distribution of the above unit types is shown in Map 2.5, in which it is evident that standard houses are very limited in both number and location. Apartments are present both as freestanding blocks and as larger perimeter blocks enclosing communal open spaces, and duplex units are largely confined to a few specific areas.

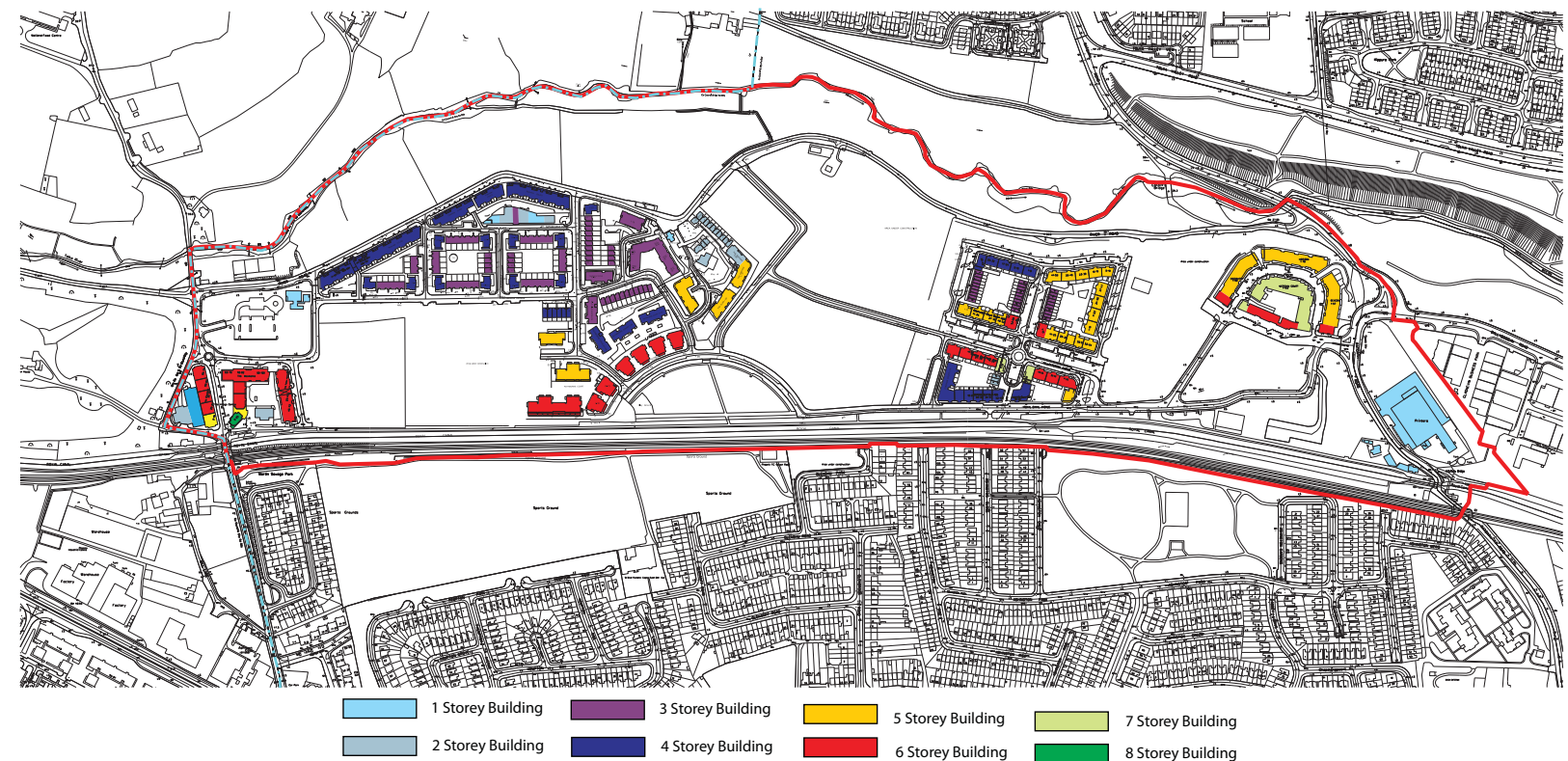
In terms of the size of units delivered to date, an examination of the breakdown of one, two, and three plus bedroomed units has shown that one and two bedroomed units, when taken together, account for 77% of the existing total. In summary, there is a high proportion of apartments and a low proportion of larger (3+ bedroomed) units. A challenge for this LAP is therefore the delivery of a balanced mix of housing types supporting a sustainable community, and the availability of undeveloped lands represents an opportunity to address this.

2.5 Building Heights

The area contains a variety of building heights and designs, reflecting the aims of the Action Area Plan (2000). The majority of existing buildings are three and four storeys high, with buildings higher than this generally positioned around the eastern and western mixed-use nodes – where heights extend to 8 storeys, and also around the central crescent park and at locations facing the canal (6 storey blocks). Map 2.6 adjacent shows the heights of all existing buildings within the LAP area. The pattern of heights generally reflects the content of guidelines set out in the 2000 Action Area Plan - which had a strong urban design focus. Hence there is a discernible pattern of elevated storeys at corners and at locations fronting public spaces, where these height variations provide visual punctuation and legibility.



Map 2. 6 - Existing Building Heights





2.6 Infrastructure

The LAP area has reasonable accessibility in terms of vehicular and public transport links, although there is restricted access across the level crossings, which are barrier controlled, and this can cause significant traffic delays, particularly at peak times. Access through the plan area is also limited for pedestrians and cyclists because some sites remain fenced off pending future development.

There are two principal north/south roads, located to the east and west of the site. They are the Ratoath Road serving Finglas, and the Ashtown Road linking to the Navan Road (N3 primary route). Main east-west road routes in the area include the Navan Road to the south, and River Road, which forms the northern boundary of built development. At present River Road is problematic due to poor alignment and narrow width, carrying high traffic volumes at peak hours.

There is a commuter rail stop at Ashtown that provides regular services to the city centre, (20 minute journey) and westwards towards Maynooth. Dublin Bus provide the No 120 service through the site linking to the city centre and terminating at RDS, Ballsbridge for selected journeys. Future plans include a new vehicular bridge across the rail line and canal at Ratoath Road and also a new rail stop close to the existing Ratoath Road. The 'Luas Cross City' line, when complete in 2017, will terminate at Broombridge a few hundred metres east of the new rail station.



2.6.1 Service Infrastructure

Water supply for the Pelletstown/Ashtown area is part of the Dublin Region Water Supply which is sourced from the Liffey, Dodder and Vartry Rivers and is an integrated network covering Dublin City and adjoining counties. Drainage infrastructure in the area is relatively new, having been designed and constructed as one overall masterplan serving the new residential developments in the area. At a local level, water supply to the Ashtown/Pelletstown lands is supplied from the public watermain at Deanstown Avenue approximately 1km north of the development lands. The connection to this watermain involved the construction of a new 300mm diameter watermain from Deanstown Avenue along Ratoath Road junction crossing the River Tolka at Cardiff's Bridge and entering the subject lands at the new Ratoath Road junction. The water supply network also includes a 300mm diameter spine through the site to Ashtown Road with the potential for linking the existing mains to the west if required by DCC Water Division. Therefore a substantial area of the site is already serviced. Sustainable Urban Drainage Systems (SuDS) installed to date include surface water attenuation lakes located just west of buildings at Royal Canal Park.

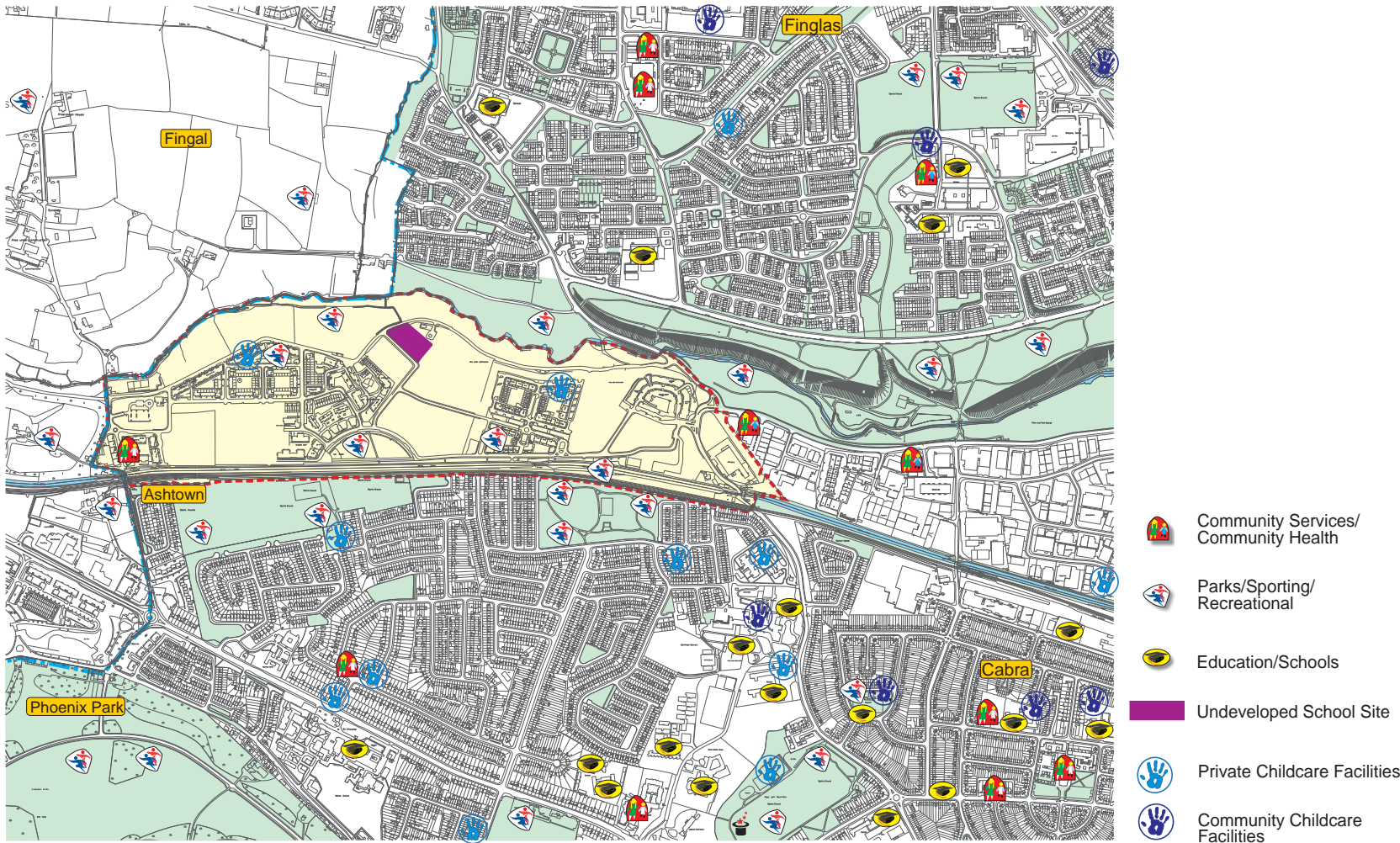
2.7 Community, education and childcare facilities

2.7.1 Community Facilities

Having regard to the extent of development to date, provision of community and related facilities has been somewhat limited. A community room in the River Centre is frequently used by local residents and organisations. A second facility, a room within the Royal Canal Park complex, will soon be available for similar purposes. There are also two operational gyms, one in the River Centre and the other in Royal Canal Park. Within a 2-kilometre radius of the plan area however there is a range of established and well-frequented sports and community facilities. Many of them are not easily accessed on foot from the plan lands due to the distances involved. The vast majority of the facilities in this wider area relate to outdoor sports, and consist primarily of playing pitches for football and GAA games. Extensive GAA sports grounds and a clubhouse for the St. Oliver Plunkett club are located directly to the south of the plan area in Martin Savage Park. This park is easily accessed from the western side of the Pelletstown plan lands. To the east of Martin Savage park lies Ashington Park, which includes hardcourt surfaces set in open space.

The closest community centre, Cabra Parkside Community Sports Centre, is located approximately 1.5 kilometres from the eastern end of the plan lands to the south on Ratoath Road in Cabra. This is a modern centre and includes a community and leisure centre, a skateboard park, a children's playground and games pitches. In relation to healthcare, one health centre has been built in Royal Canal Park, but is not yet operational. Other community facilities in the wider area include Cabra Library, located on the Navan Road.

Map 2.7 : Community Facilities within and around the LAP lands.





2.7.2 Education and Childcare Facilities

To date three crèches have been built and two are operational, - the Early Learning Crèche in Royal Canal Park and Giraffe in Rathborne. The completed Crescent Park now includes a public playground which is popular and well used. With regard to the provision of a primary school for the plan area, a site was identified under the AAP as a possible location for such a school along with associated playing pitches. This site is located towards the centre of the overall plan lands. Pending the provision of a permanent school by the DES, the possibility of providing a temporary school on another site within the plan lands remains an interim option.

Giraffe Childcare



Early Learning' Creche



2.8 Local Retail and Commercial Space.

Of the two mixed-use nodes planned under the AAP, the one at the western node has largely been completed and is now known as The Village Centre. The majority of retail units here are currently occupied. With regard to the provision of mixed uses at the eastern node, this is incomplete yet 7,000 sq.m. of commercial floor space has been built to date at Royal Canal Park. Of this floor area, approximately 5,500 sq.m of office space remains unoccupied. The smaller River Centre, located approximately 400 metres to the north-east of The Village Centre, accommodates some 1,800 sq.m. of non-residential floorspace including small-scale businesses, a retail unit and a gym.

Commercial and Retail areas in the LAP area ;

The Village Centre, Ashtown

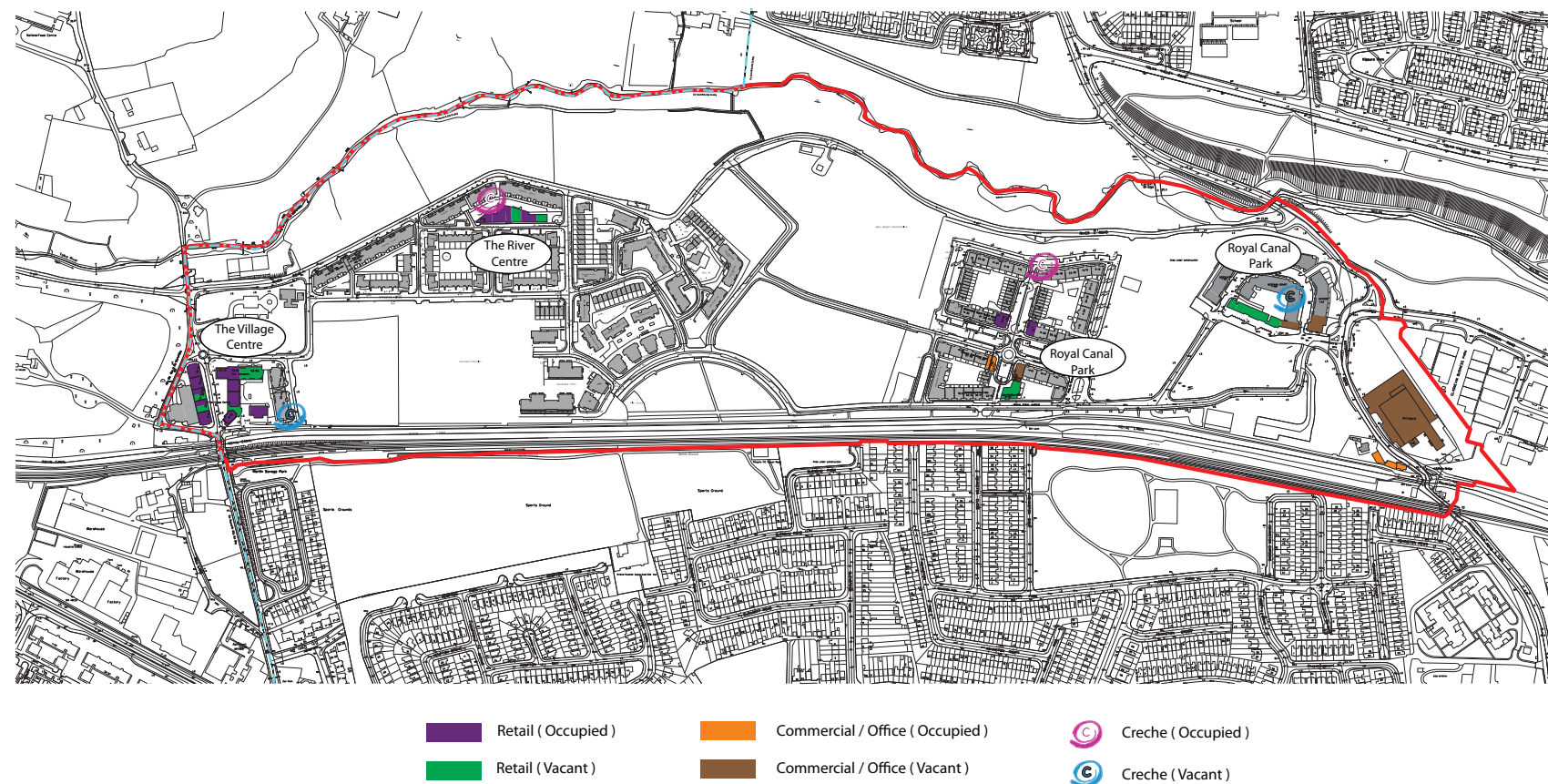
Royal Canal Park.,

The River Centre.



Map 2.8 illustrates retail, commercial and crèche locations throughout the plan area, distinguishing between occupied and vacant spaces.

Map: 2.8 Commercial and Retail Cores



2.9 Implementing the 2000 Action Plan; Progress to Date.

The AAP was published during the housing boom, and significant development took place up until 2008 when the property market collapsed. Just over half of the developable lands (21 hectares) were developed in accordance with the structuring principles of the Action Plan, and this took place on large land parcels which are now separated by some undeveloped lands. Over 2000 housing units were built in total and the residential population now exceeds 3,700. The remaining undeveloped lands are essentially in three areas – at the eastern and western ends and in central areas, and some of these sites include sewers and partly constructed roads installed in tandem with the development of adjoining schemes. These present an opportunity to re-examine opportunities for future development in accordance with best practice.

The dominant land-use to date is housing in the form of a variety of apartments, duplex units and standard houses. Supporting uses such as retailing, services and childcare facilities have also been provided, with most of these being either in the eastern and western commercial nodes or in the secondary 'River Centre'.

Public transport is now provided by both the Ashtown Train Station and also by a Dublin Bus service connecting to the city centre. Public open spaces have been provided in the form of a centrally positioned crescent park and playground, a linear park along the Royal Canal (incomplete), and the new park at Tolka Valley, which has recently opened. Whilst these are positive developments there is further scope for delivery of active recreational facilities and for new community/school facilities to support a growing community.



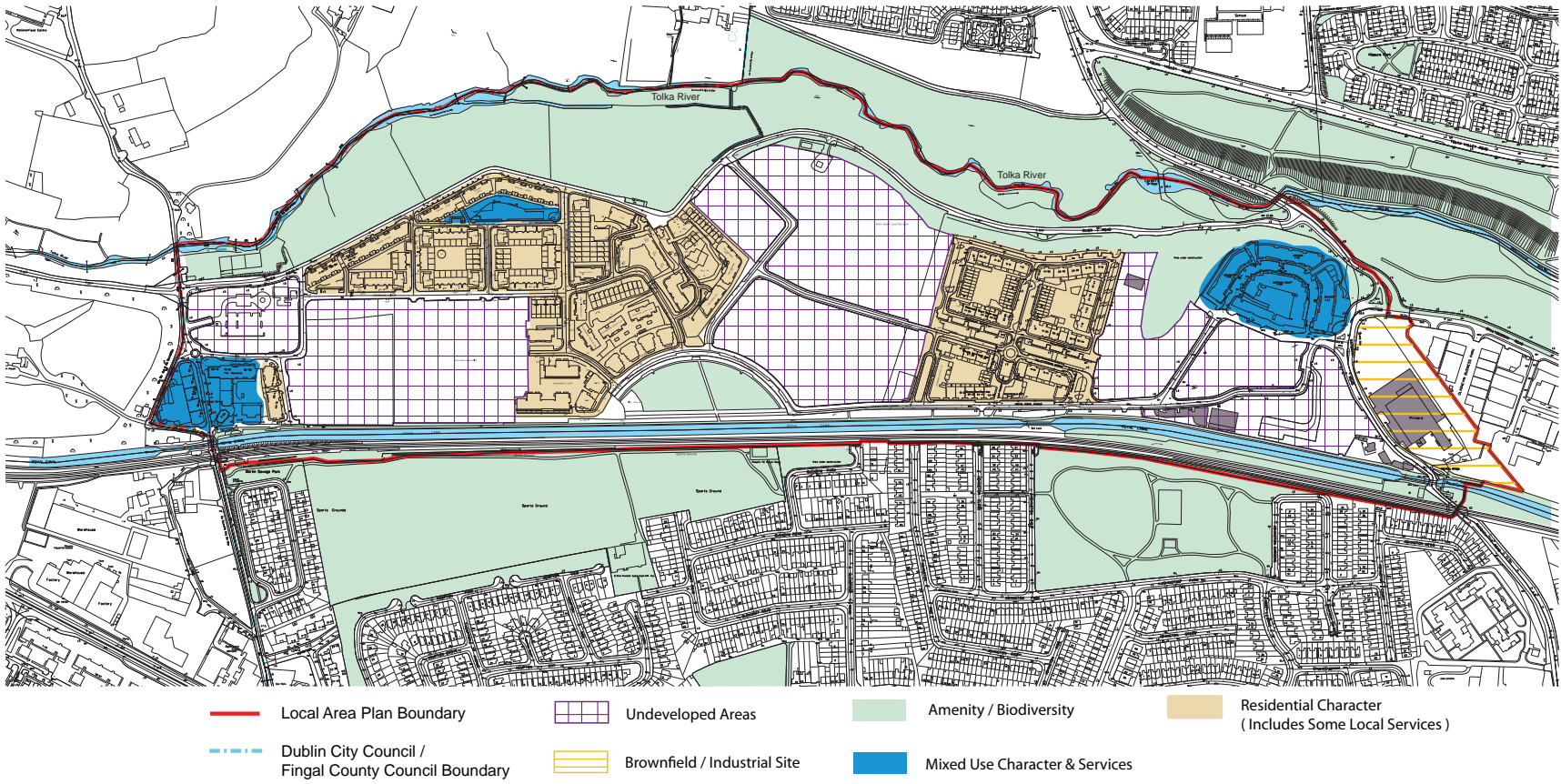


2.10 Character Appraisal

As illustrated in Map 2.9 , the area can be sub-divided into distinct character areas based on broadly similar characteristics. The main developed areas are largely of occupied residential development within two large areas shown in beige colour. Within these there are some local services primarily to serve local residents. Contrasting with these are three large undeveloped areas, characterised by fenced off or hoarded development sites. A former industrial site located in the south-east corner constitutes the only 'brownfield' land in the LAP area and hence has its own character. Flanking the northern and southern boundaries are two biodiverse amenity areas - the Tolka Valley and the Royal Canal edge/towpath, the latter connecting to a centrally positioned crescent park. These have an open and attractive character. Given the proximity of the existing attenuation lakes to the Tolka Valley, this biodiverse area has been included in the same character area. Mixed use development of residential over office, services, and commercial units, are shown in blue shading and denote the three hub areas of Rathborne Village, the River Centre and Royal Canal Park.



Map 2.9: Character Areas



2.11 Challenges and Opportunities for the LAP.

In considering future policy options, the following are considered strong positive attributes of the area ;

- a) The established local community is both strong and focused, having a keen interest in the planning and development of the area.
- b) The existing built living environment is of high quality, both in terms of design and also in regard to access to quality amenities including the Phoenix Park, the Royal Canal, Tolka Valley Park, and Crescent Park.
- c) The area benefits from good access to public transport - both bus and heavy rail, and this is reflected in a high level of current public transport use.
- d) The area is well positioned on a developing cycle network that includes scenic routes along the River Tolka and Canal towpath.

Notwithstanding the above, the area faces a number of challenges which must also be considered in devising future policy ;

- a) There is a limited housing mix in the LAP area at present, with limited availability of family-sized accommodation, i.e. units with three bedrooms or more.
- b) The road network remains incomplete and there is limited connectivity throughout the area. River Road is also a challenge because of its poor alignment, its use by high volumes of through traffic, and because it acts as a barrier between housing areas to the south and Tolka Valley Park. The realignment of Ratoath Road is a second challenge, and delivery of an overbridge remains an urgent need because of ongoing traffic delays at the Ratoath Road rail level crossing, where road users are inconvenienced by long delays.
- c) Given current population and demographic trends, there is an emerging need for a local primary school and additional community facilities to support and sustain the growing community.

- d) The severance of developed areas from nearby development due to the presence of large fenced-off and undeveloped sites is problematic. This has restricted walking and cycling options and has generated circuitous vehicular journeys. The challenge is now to improve connectivity in tandem with the delivery of a more integrated urban structure.





Chapter 3 Vision

3.1 Strategic Vision

The vision for Ashtown/Pelletstown LAP area is as follows:

The creation of a sustainable living and working environment with a strong urban identity, anchored by mixed-use supporting hubs and benefitting from both good permeability and quality public transport options. The area shall be characterised by a vibrant social mix, reflected in a variety of housing options and community facilities/amenities, well integrated with the wider city via improved infrastructure and green infrastructure.

Future development in the area will be guided by the policies and objectives set out in this LAP, as well as by the policies and objectives of the Dublin City Development Plan.

3.2 Guiding Principles

Guiding principles for this LAP which aim to support the above vision are as follows:

Land Uses

- Ensure a land use strategy which capitalises on the area's locational advantages and realises its full potential in light of the area's designation as a key development area (KDA) and as a strategic development and regeneration area (SDRA).
- Support the development of a coherent spatial structure, characterised by two mixed use hubs (east and west) and predominantly residential areas in between. The Tolka Valley and Grand Canal amenities framing the northern and southern boundaries shall be interconnected via links through key open spaces, contributing to an attractive public realm.
- To encourage employment-generating uses in vacant commercial buildings, on brownfield sites, and in identified mixed-use areas.
- In light of the current challenging economic environment, to focus on phasing opportunities to sequentially deliver key elements of the overall strategy pending the achievement of longer term objectives. Temporary land-uses may also provide an opportunity for interim benefits.

General Urban Design/Layout

- To improve connectivity throughout the area, removing existing barriers to movement and facilitating completion of a main east/west thoroughfare with associated public squares at each end and secondary north/south routes. Pedestrian and cycle routes are given specific consideration.
- In conjunction with the above objective, to interconnect the existing amenities of the Royal Canal and Tolka Valley Park as a basis for expanding a green infrastructure network integrating with the wider city area.
- In determining future block layouts and building heights, to ensure a smooth visual transition is achieved between existing and proposed development. Contemporary sustainable urban building design will be encouraged.

Detailed Design:

- To ensure a mix of residential typologies and designs at densities appropriate to ensure the viability of public transport and other supporting community facilities within a high quality living environment.
- In developing remaining vacant lands, to ensure a quality and legible urban design approach is achieved, based on effectively integrated masterplanning.
- To promote high environmental standards and energy performance at a practical level in the plan area through appropriate planning and design of all developments.

Note: Development management guidance set out in this LAP should be read in conjunction with the relevant chapters of the city development plan





Chapter 4: LAP Development Strategy

4.1 Introduction

The overall strategy for the Ashtown/Pelletstown LAP area is the completion of development on the remaining sites and their successful and sustainable integration into the urban fabric of both the immediate area and the wider city. Building on developments in the area to date and current development plan designations, the original strategic structuring principles of the AAP remain largely applicable, and the significance of the area as a priority is reflected in the KDA and SDRA designations in the current development plan.

Given that the area is intended primarily as a residential area, it is important that any strategy recognises the supporting requirements of sustainable communities, and therefore this strategy seeks delivery of these, including quality amenities, community facilities, infrastructural improvements and commercial services. Mixed-use areas need to be identified, and these can accommodate a range of uses in close proximity to good public transport. In addition to the above, objectives can be applied to specific locations where it is considered appropriate to provide more focused land-uses. A theme relevant to all land-uses is that of permeability and sustainable transport linkages, and green infrastructure objectives can effectively integrate walking and cycling routes with biodiversity and attractive amenities. Hence, this section should be considered in tandem with Green Infrastructure and related urban design objectives.

4.2 Land-Use Strategy

4.2.1 Shaping the Land Use Strategy

In shaping a land use strategy for the LAP, a number of key inputs are seen as influential. These include ;

Table 4.1 LAP Key Inputs

Input	Relevance
1 The City Development Plan	Development plan guidance for the area is contained in the core strategy, zoning objectives, and also KDA and SDRA objectives. Various standards also apply.
2 The AAP 2000	Re-evaluation of the objectives and structuring principles therein, on foot of development realised to date.
3 Planned infrastructure Provision	The proposed Ratoath Road realignment, new rail station and nearby Luas terminal (Broombridge) can influence the pattern of land-use.
4 Flood Risk Analysis, SEA and AA	Influential environmental assessments.
5 Recent survey and analysis work including public consultation.	This has assisted in identifying trends, understanding property market considerations, and identifying emerging community needs.

Survey and analysis work has identified the dispersed nature of pockets of development across the plan lands and has determined the extent of retail, services and commercial development to date. The natural resources associated with the Royal Canal and Tolka Valley are also important given their existing and future amenity/biodiversity potential, and the relationship of these to both existing and planned development is an important factor in defining specific land-use areas.

The Strategic Environmental Assessment (SEA) and the Appropriate Assessment (AA) were key elements in informing the plan. These environmental assessments were carried out in tandem with the plan and ensured full integration and consideration of the significant environmental issues during the plan-making process.

This represents a further iteration of environmental assessment at local area plan level, given that the higher level city development plan and the regional planning guidelines have also been subject to separate SEA and AA processes.

4.2.2 Development Plan Zoning and Designations

The plan area comprises three development plan zonings (Z6, Z9, and Z14). The predominant zoning, 'Z14', states 'to seek the social, economic and physical development or rejuvenation of an area with mixed use of which residential and 'Z6' would be the predominant uses.' There are also Z9 'amenity, open space and green networks' zones along the banks of the River Tolka and edge of the Royal Canal, whilst a Z6 objective relates to the 'Ormond site' at the eastern end of the plan area.

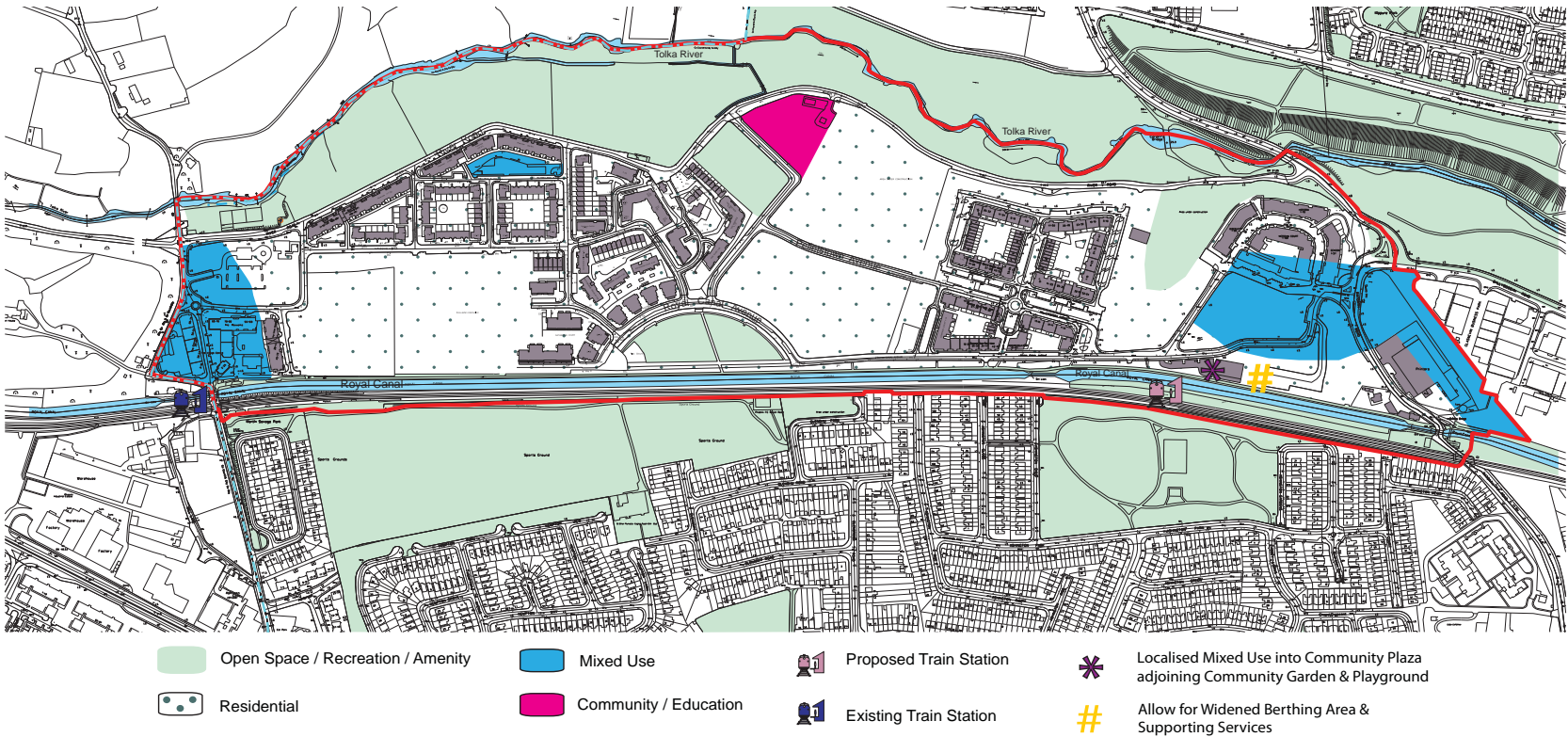
This reads 'to provide for the creation and protection of enterprise and facilitate opportunities for employment creation'. KDA and SDRA designations that apply to the area have been previously documented and highlight the significance of Z14 zoned lands.

4.2.3 Land Use Strategy

This land use strategy seeks the following:

- To support the continued development of residential, employment and enterprise uses as articulated for the Z14 area.
- To encourage further residential development on specified lands and its effective integration with established development.
- To progress the development and growth of two high quality mixed-use centres, to the east and west respectively, supported by a secondary centre at the River Centre.
- To seek the enhancement of open spaces and amenities and their connectivity both within and beyond the plan area.
- To allow for community, educational, and cultural uses/services at appropriate locations to serve the growing population.

Map 4.1 Land-use strategy map





The form of development sought in relation to each of the mapped land-use categories is also set out hereunder.

Residential

This is the main use of the lands, encompassing both development built to date and also lands considered suitable for further development. Whilst residential is the main use intended, other local services are generally permissible provided their function is clearly to serve local residents only.

On this basis, the scale of such services will be tightly controlled. New residential development should comply with other requirements of this plan relating to urban design, phasing, standards, layouts and heights. These ensure the effective integration of new development with that existing, and adherence to key structuring principles.



Mixed uses

The two main areas at the eastern and western nodes reflect the original structuring principles of the AAP and are partly built. The western area includes the existing Village Centre area (inclusive of shops, residential and services) and also some undeveloped lands further north.

The eastern area encompasses the existing commercial and office space available at Royal Canal Park, but extends further south and southeast, encompassing lands on the southern side of the access road and also a portion of the Ormond (former industrial) brownfield site. This area allows for uses considered appropriate to a gateway development and sufficient to serve the emerging larger residential community. A smaller mixed use area at the River Centre serves an immediate local catchment, and is illustrated on the land use strategy map in recognition of existing services at this location.

All new mixed use areas should contribute to active streets and quality public realm.

Ground floor shops, cafes and restaurants in particular can add vitality to an area. There is also scope for additional office development as part of mixed use buildings.

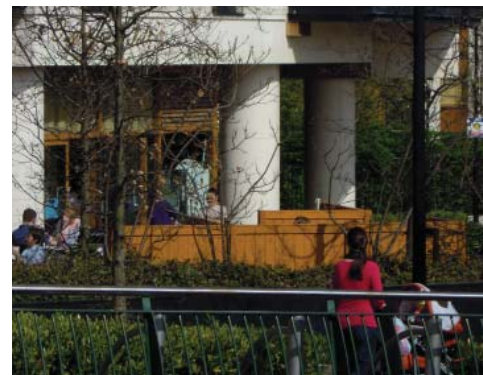


See also section 4.3.4 'economic development strategy' in relation to employment generating uses. In relation to retailing, a variety of local level shopping is envisaged, with possibly small-scale neighbourhood level facilities where it is demonstrated that they can contribute positively towards urban design and meet other planning requirements.

Community/education

The main area for community and education is a centrally positioned block of land adjoining river road which is reserved for a primary school site. This is seen as a necessary resource for the future based on the emerging residential demography and anticipated demand.

Associated with this school shall be a multi-functional hall, made available to the wider community. See 'community and social infrastructure' section of this plan for further detail and point locations identified for specific community uses such as crèches and community/cultural facilities.



Open space/recreation/amenity

This land-use category aims to protect and enhance existing green areas and allow for new ones. It includes the canal bank and towpath area, the crescent park and playground, and also Tolka Valley Park. A specific area beside the school site has been included as it shall provide for new active recreation uses.

A separate area surrounding existing surface water ponds located next to Royal Canal Bank has also been included in this category because of its amenity/biodiversity potential as part of any new development.

Note that more minor spaces to be provided in association with new residential areas are not set out here but are nevertheless a requirement, and the interconnection of the hierarchy of spaces for both walking and cycling is also an aim of this LAP.



The locations of these are represented by individual symbols on the strategy map.

- *Localised mixed uses onto community plaza - adjoining community garden and playground.*

Similar uses to those set out in the 'mixed uses' category above, these uses also apply to the area immediately around the proposed community plaza, and integrated community garden and playground. These uses provide a local urban form and design of activity in close proximity to the proposed train station. See 'Urban Design' section for further detail relating to the community plaza and community garden.



- *Allow for widened berthing area and supporting services.*

Adjacent to the above, this objective aims to create an attractive widened canal area, allowing for boat berthing and the provision of related waterside services. Such services would be tightly focused around the immediate area, supplementing mixed uses around the community plaza, and adding vitality to the area.

Temporary Land Uses

Temporary land-uses which benefit the community will be considered on their merits provided they do not militate against the achievement of longer term objectives for the specific lands in question. Any temporary land-use proposals should take into account phasing and implementation objectives of this plan.





Land Use Policies

LUS1 To actively pursue the completion of development on remaining lands, predominantly for residential uses and related services, with regard to planned infrastructural improvements and the need for improved connectivity and integration with both existing adjoining development and also the wider city.

LUS2 In support of residential development, to seek appropriate mixed use development in selected areas, the protection and enhancement of green areas and amenities, and to allow for the sustainable development of community/educational uses.

Land-Use Objectives

LUSO1 To promote the development of an urban community plaza adjoining the entrance to the proposed new train station, and framed by mixed uses. A playground and community garden will be integrated with this plaza

LUSO2 To promote the provision of a widened berthing area at the Royal Canal and adjacent to the community plaza. Associated with this will be related services focused around the immediate area, and supplementing mixed uses around the community plaza (see above)

Note ; The development of lands for all uses are subject to normal constraints and development plan policies and objectives





4.3 Economic Development and Employment

4.3.1 Introduction and context

The City Development Plan sets out a strategic approach to the challenges facing the economy and focuses on the importance of enterprise and innovation as drivers of economic progress.

As one of a number of designated Key Developing Areas in the city, the LAP area has potential for clustering of economic, commercial and residential neighbourhoods.

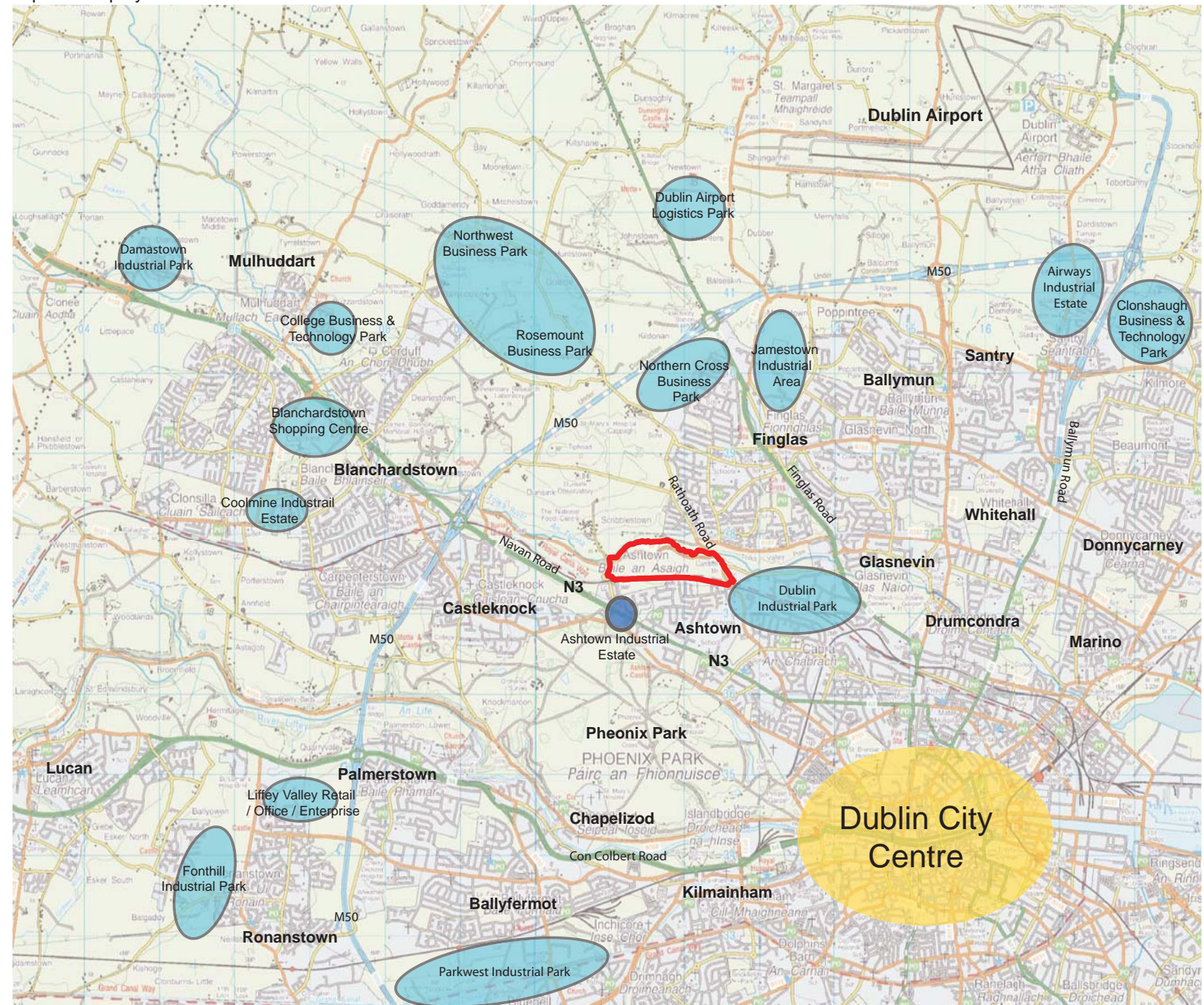
The development plan identifies an economic cluster of manufacturing in the northwest of the city, which includes industrial areas at Finglas and Broombridge, - the latter containing a range of industrial schemes at Tolka Valley Business Park and Glasnevin Business Centre.

These areas form a substantial portion of the city's resource of industrial lands and are positioned to the east and northeast of the LAP boundary. Broombridge, Dublin Industrial Estate, and Jamestown Industrial area (to the north of Finglas village) are long established industrial areas, yet there are also new office developments in the vicinity – e.g. 'Ashtown Gate' on the N3 route.

Given the high level of accessibility through the wider area, the general employment context must be considered, and in this regard there are large industrial areas and business parks nearby, many of which are within the functional areas of Fingal County Council and South Dublin County Council

The illustration shows the distribution of these areas, which range from traditional industrial estates, to business campuses and logistics parks, a number of which have the locational advantage of proximity to the M50 orbital motorway and other primary routes.

Map 4.2 Employment centres and industrial lands in the wider environs



 LAP Boundary  Main Industrial Employment Areas

