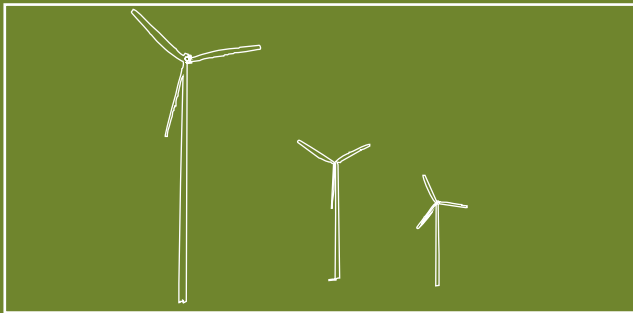


Clongriffin - Belmayne

Local Area Plan 2012 - 2018



December 2012

FOREWORD

The Clongriffin-Belmayne (North Fringe) development area is a very ambitious project in terms of both scale and importance. It is one of the largest urban projects in the state and is also large scale in European terms. The area is in close proximity to Dublin Airport and the amenities of the coast and is provided with generous public transport infrastructure that encourages sustainable movement.

The original plan was never based on a short term delivery phase but on a longer timescale. While a current challenge is the re-connection of large pockets of disconnected development, there have been considerable achievements in delivering front loaded infrastructure including new schools, public transport, parks, a new street network and underground services.

The development of this area is design led with a strong legible urban structure. The original urban design vision is evident in developments advanced to date including progress in developing a main street boulevard, sections of the northern perimeter road, station square, accessible bus and rail services in a town centre setting, internationally designed Fr Collin's Park and residential squares.

Since the publication of the North Fringe Action Area Plan in 2000, this LAP is the first statutory plan to be prepared for the developing area. It provides a great opportunity to adapt to the current economic climate, enhance the quality of life for existing and future residents, ensure optimal connection with the adjacent communities and deliver a coherent set of interim responses and a longer term strategy to develop a vibrant, high quality and sustainable urban neighbourhood.



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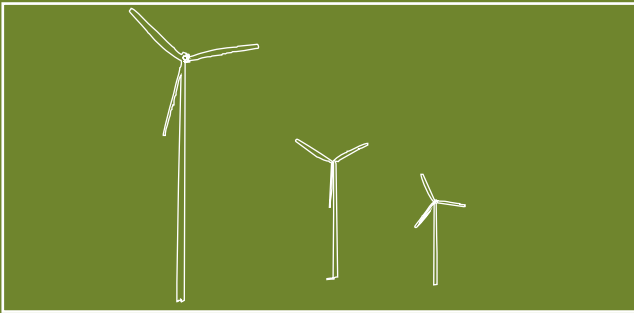
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Survey & Analysis

Section A

local area plan



1.1 Introduction to the Local Area Plan

This LAP provides a framework for proper planning and sustainable development of Clongriffin-Belmayne (the North Fringe) area in accordance with the policies and objectives of the Dublin City Development Plan 2011-2017.

The lands of the North Fringe area were initially designated for development in 1999 and in 2000, the North Fringe Action Area Plan was published to guide developments across the area. The two main objectives of the plan have been to provide a coherent urban structure with distinct identity and to integrate new and existing communities successfully.

Since the publication of the Action Area Plan, a number of significant developments and infrastructural works were granted planning permission. Some of these developments are completed, others are partially complete and there are remaining land banks where development works have yet to commence.

The Clongriffin-Belmayne (North Fringe) area is a growing community and there has been considerable progress and delivery of infrastructure in this developing area including:

- (a) Approx 3,400 homes completed to date
- (b) Approx 41,000 sq.m of commercial floor space constructed
- (c) Construction of Clongriffin Rail Station and the No 15 Bus Service, accessing the Malahide Road QBC, which terminates in Clongriffin
- (d) The North Fringe Sewer and North Fringe Watermain projects
- (e) Significant sections of the main street network, including the distributor roads, completed
- (f) Two primary schools, Educate Together and St Francis of Assisi, successful established (in temporary accommodation with progress towards permanent sites being advanced)
- (g) The innovative 21ha Fr Collins Park
- (h) Park and Ride public car park and town centre plaza at Clongriffin completed

The LAP presents the opportunity to provide an updated strategy on how this area should be developed and managed in line with best practice in sustainable urban planning to meet the needs of all existing and future residents. The LAP will focus in particular on policies and mechanisms that deliver necessary physical, social and environmental infrastructure for the local area. It will set out interim priorities to improve the quality of life for the existing community and address the challenges caused by the decline in the economy,

including the issue of vacant land banks. It will also set out a logically sequenced phasing strategy to complete infrastructure and development in a coherent manner.

The LAP is focused on the area zoned Z14 under the Dublin City Development Plan 2011-2017 which is *“to seek the social, economic and physical development and/or rejuvenation of an area with mixed use of which residential and “Z6” (enterprise and employment) would be the predominant uses”*

Outside the Z14 zone, it is notable that the LAP lands are closely integrated with the established residential communities of Donaghmede and Clarehall (to the immediate south).

A district level shopping centre, library, schools, parish church, parks and other services in Donaghmede are within close proximity to the new developing area. Likewise, new services and facilities including Fr Collins Park and the Dart Station are close to residential estates in Donaghmede and Clarehall. It is important that the LAP maximises the integration between established and new communities. For this reason, Donaghmede and Clarehall are included in the LAP for context analysis, particularly with respect to themes of integration, transportation, pedestrian and cycling links, public open space networks and community facilities.

1.2 The need for a Local Area Plan

The Dublin City Council Development Plan 2011-2017 states that the City Council will prepare area specific guidance for the key developing areas (KDA's) and key district centres using the appropriate mechanism of Local Area Plans. Local Area Plans will in particular be prepared for areas subject to large scale development within the life time of the Development Plan. They are a key mechanism to deliver the Core Strategy as set out in the Dublin City Development Plan.

Accordingly, the subject lands are part of the existing urban area of Dublin City Council with existing zonings and designations for strategic development. The preparation of a Local Area Plan is considered the most effective mechanism to co-ordinate future development across the area, in consultation with the communities in the area in order to ensure that the necessary physical, social and environmental infrastructure is delivered to meet the needs of both existing and future communities of the area.

1.3 Steps in Making a Local Area Plan

The preparation of a Local Area Plan can be summarised as three stages.

Pre Draft Stage / Issues Paper

Firstly, the pre draft preparation stage includes the assembly of a project group, initiation of the process with the City Council and local area councillors, background analysis, site survey work, initial contact with key stakeholders and consultation with the local community. This stage has been completed in preparing the Draft LAP.

Consultations with the community are an important part of the pre draft preparation stage. The issues that are important for the community, from their experiences and perspective, can be identified through consultation at the outset to inform the preparation of the Draft LAP.

To assist this consultation process, an Issues Paper was published on the 8th April 2011 to encourage public observations on what the LAP needs to address. The observation period was open between 8th April and 25th May 2011. Four public consultation meetings were held during that period including venues at Unit 60 on the main street in Clongriffin and Donaghmede Library.

The response to the Issues Paper and consultations held demonstrated a keen desire to engage with the process. A total of 93 submissions were received. Of particular note and encouragement, new residents living in the area actively engaged in the consultation process and completed their own detailed surveys addressing all aspects raised in the Issues Paper. Submissions were also received from land owners, business interests, state departments, the National Transport Authority and residents from the adjoining communities including Donaghmede, Clarehall and residents from housing estates on the Fingal County Council side of the boundary. These submissions highlighted the importance of interaction between the immediate developing area and the communities interacting with it.

A detailed Managers Report summarising the outcomes and issues raised during the Issues Paper consultation was presented to the City Council in July 2011.

The issues raised during that consultation have been carried through into the research and preparation of this Draft LAP. The following theme headings capture the main issues identified for the Draft LAP to address:

- i. To expedite the treatment of vacant sites and unoccupied units.
- ii. To encourage start ups for commercial, community and other mixed services.
- iii. To improve connections.



- iv. To create a high quality family neighbourhood.
- v. To encouraging integrated neighbourhoods between the developing and established communities adjoining.
- vi. To create a high quality built environment and high quality public areas.
- vii. To protect and highlight the assets of the natural environment of the local area, local heritage and opportunities for recreation.

The City Council agreed that the LAP proceed to Draft stage and that it should address the above matters raised during pre draft consultation.

The preparation work on the Draft LAP is also required to comply with EU directives including Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment processes, legislation and the new Dublin City Development Plan 2011-2017.

Draft LAP Stage

The publication of the Draft LAP is the current stage. It has incorporated the research and analysis from the pre draft preparation stage and the items identified during the Issues Paper consultation. It is also informed by the Strategic Environmental Assessment, Appropriate Assessment and Flood Risk Assessment processes.

From the date of publication of notices that the City Council intends to make a Draft LAP, strict timeliness as set out under the Planning and Development Acts 2000-2010 must be followed. The Draft Local Area Plan must be available for observation for a period of at least 6 weeks. Not later than 12 weeks after the notice is published, a managers report shall be prepared for the councillors of the local authority summarising the observations received, the items raised and recommending if amendments are required to the Draft LAP on account of items raised. Within 6 weeks of furnishing this report, the members of the local authority, by resolution, decide whether to make, amend or revoke the LAP. If amendments are recommended and they are considered material, a further process of public consultation will be undertaken.

The adopted LAP, Phasing, Monitoring and Implementation

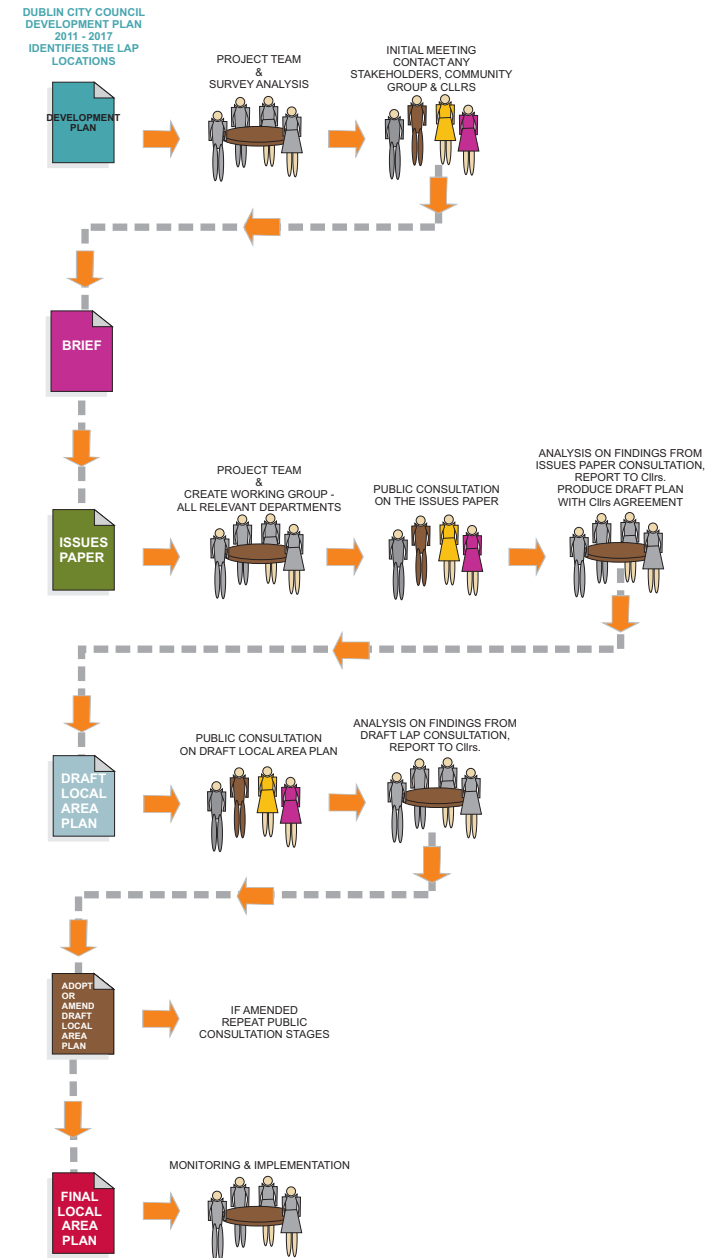
This is a future stage that the LAP process will reach following adoption of the Draft LAP as the new six year statutory LAP for Clongriffin-Belmayne (the North Fringe).

Just as important as the preparation and adoption of the LAP, continual monitoring of progress towards achieving stated policies and objectives are an integral element of the LAP process, particularly if an LAP is to be effective and deliver identifiable progress on the ground. An appropriate phasing strategy that includes targets for completion and differentiates between short term proactive measures, interim proactive proposals and overall longer term goals will be effective.

In recognition of this important aspect, the Draft LAP includes a section dedicated to establishing an effective implementation and monitoring strategy at the outset. As many policies and objectives require co-ordination and co-operation between different state agencies and public and private sector stakeholders, the LAP provides an important focal document and tool to deliver necessary physical, social and environmental infrastructure for the local area.

An LAP is a six year document. It may be amended or revoked by the City Council during this time by following statutory consultation procedures. Otherwise, a review process to update the LAP will commence in the future before the expiry of this plan.

Fig 1.1 Steps In Making A Local Area Plan





1.4 Environmental Assessments and Strategic Flood Risk Assessment

An important part of preparing the Local Area Plan is to assess the policies and proposals being made under the plan for potential impacts on the environment and in particular impacts on sensitive and protected habitats. The findings from such assessments will inform the preparation of the Local Area Plan. They are a parallel process which ensure that the final plan promotes sustainable development and protects the environment (the following diagram summarises this integration).

The tools used to carry out these assessments are transposed into Irish law from the European Union. They are Appropriate Assessment (AA) and Strategic Environmental Assessment (SEA).

Appropriate Assessment (AA) is the process to assess plans and projects for their potential to impact on designated Natura 2000 sites which are sites of high biodiversity importance and with threatened and rare habitats. In Ireland, such sites are designated as Special Areas of Conservation (SAC's) and Special Protection Areas (SPA's). It is a protection mechanism to consider the possible nature conservation implication of any plan or project on Natura 2000 sites before any decision is made to allow a plan or project proceed.

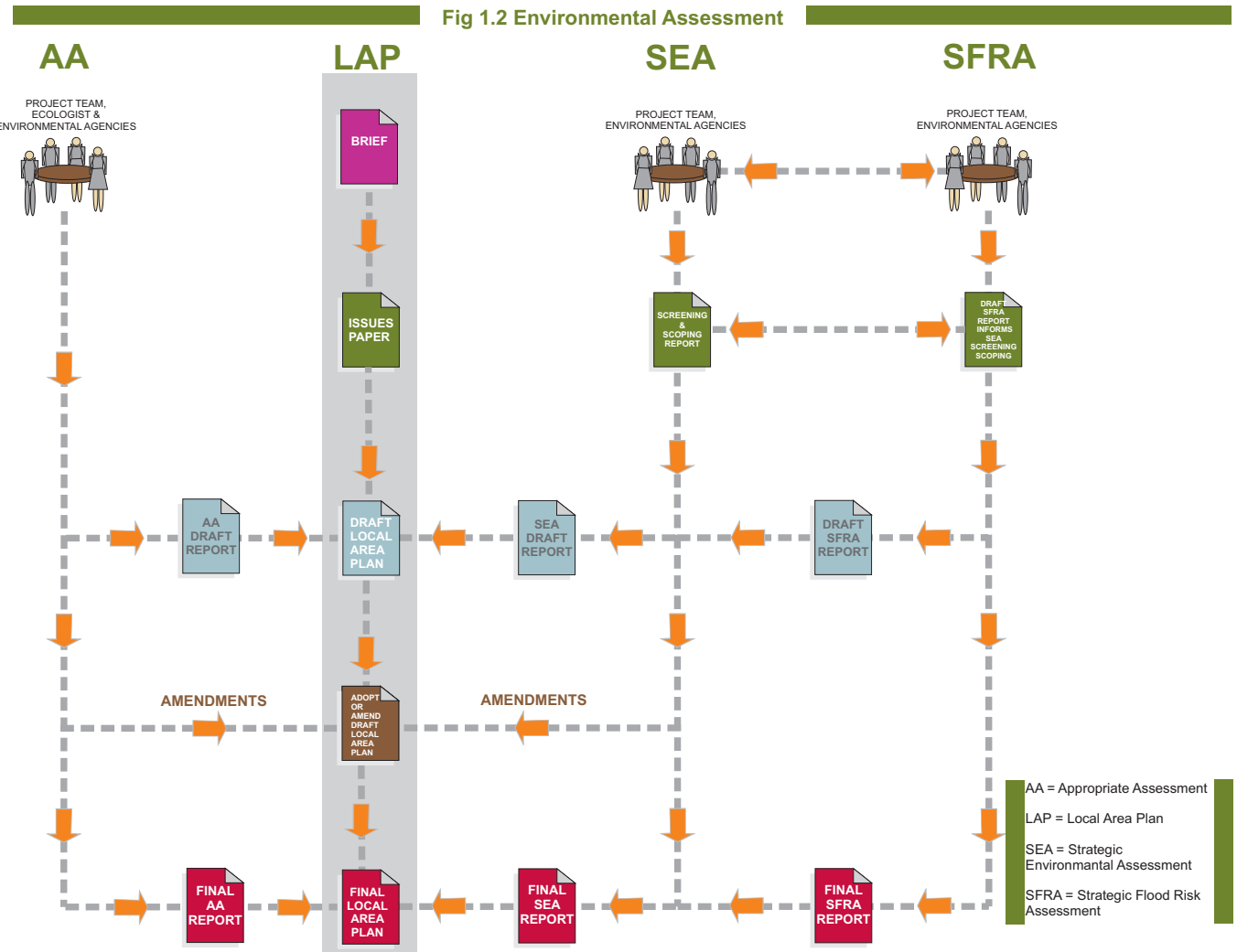
The AA process derives from Articles 6(3) and 6(4) of the EU Habitats Directive (92/43/EEC). The DoEHLG have also published "Appropriate Assessment of Plans and Projects in Ireland- Guidance for Planning Authorities". There are several steps in the process, each of which are well documented and included within the separate AA document accompanying the LAP.

Strategic Environmental Assessment (SEA) is a higher level of assessment on the environmental impact of plans which shape projects. It provides a formal and systematic assessment of the likely effects on the environment of implementing a plan before a decision is made to adopt a plan. The intention of SEA is to influence decision making at an earlier stage when the plan is being developed. It should lead to more sustainable development through the appraisal of policy options. The process of SEA, which includes reporting and consultation, can modify plans and influence the outcomes for a greater level of environmental protection.

The SEA process derives from SEA Directive 2001/142/EC and S.I No 436/2004 Planning and Development (SEA) Regulations 2004. The DoEHLG have also published guidelines for planning authorities on "Implementation of SEA Directive (2001/42/EC): Assessment of the effect of certain plans and programmes on the environment". All the steps in the process are well documented and included in the separate SEA document accompanying the LAP. Both SEA & AA will be carried out in tandem with the stages of the LAP.

A third assessment which is integrated into the SEA process and is a key consideration in the preparation of LAPs is flood risk assessment and implementation of the DoEHLG and OPW issued guidelines "The Planning System and Flood Risk Management". These guidelines are a mechanism to incorporate flood risk identification, assessment and management into the planning process and ensure that flood risk is a key consideration in preparing the LAP. The LAP should seek in particular to avoid inappropriate developments in areas at risk of flooding and avoid new development increasing flood risk elsewhere

including that which may arise from surface water run off. A separate section of this LAP will detail the Flood Risk Assessment analysis undertaken for the study area.





2.0 LOCAL AREA PLAN CONTEXT

2.1 Strategic Context in North Dublin City & North County Dublin

The location of the LAP area is notable for its position at the boundary between Dublin City Council and Fingal County Council, its immediate proximity to rural areas and villages in north County Dublin and its close proximity to the Irish Sea coast and Dublin Airport.

The Clongriffin - Belmayne Area is located in the north eastern corner of the county borough approximately 7km north of the city centre and c.1km west of the coastal village of Baldoyle. The area is to the immediate north of the existing neighbourhood of Donaghmede.

The area is about 2km south - east of Dublin Airport, and 3km from Swords. The area is immediately adjacent to the boundary with Fingal County Council.

The boundaries of the LAP area, which is zoned for social, economic and physical development are largely defined by the Dublin to Belfast rail line to the east (also the boundary with Fingal County Council), the river Mayne to the north (also the boundary with Fingal County Council), the junction of the Grange Road extension, the N32 and Malahide Road to the west (this junction is now notable for the Northern Cross development and Airport Hilton Hotel at the junction) and the N32 and Grange Road extension to the south. The Hole in the Wall Road and recently completed Fr Collins Park are located in the approximate centre of the plan area.

The Area to date

The area today is characterised by recent developments including the mixed use residential and commercial development at Northern Cross and residential and mixed use developments at Belmayne and Clongriffin. The residential character area of Beupark is well established. Other residential schemes include Marrsfield and Priory Hall.

The developing area has two new primary schools in temporary buildings (St Francis of Assisi National School and Belmayne Educate Together). Fr Collins Park is an award winning open space and recreational area with its sustainable design and wind turbines providing a new landmark for the area. The new train station at Clongriffin and adjacent town centre plaza is another landmark development in place and provides an important new public transport facility.

In the wider context, the study area is strategically close to a number of important character areas in the locality where opportunities for connections and synergies will be explored under the Draft LAP.

It is noteworthy that many of the areas close by have a strategic value for the city as a whole and include:

- Dublin Airport.
- M1 Dublin to Belfast Economic Corridor.
- Industrial estates and business parks close to the airport zone in both Fingal and DCC.
- The M50 and national motorway road network.
- Beaumont Hospital.
- Dublin Port Tunnel.
- Industrial lands of Clonshaugh Industrial Estate and Newtown/Malahide Road Industrial Estate (strategic enterprise land reserves identified under Maximising the City's Potential). Baldoyle Industrial estate is also in close proximity.
- Public Transport corridors including the DART and Dublin Bus Network.

On a more local level, the plan area is close to the following areas:

- Donaghmede Shopping Centre (a district centre with shopping and a library facility).
- Clare Hall Shopping Centre.
- Belcamp Neighbourhood Centre.
- Network of open space, parkland and sports facilities including Santry River Valley, Belcamp Park, Darndale Park, Sports pitches at Blunden Drive, Belcamp Collage sports grounds etc.
- The natural amenities of Baldoyle Bay and the Irish Sea.

Fig 2.1 highlights the strategic value of the location of the LAP area and its connections with other important character areas.

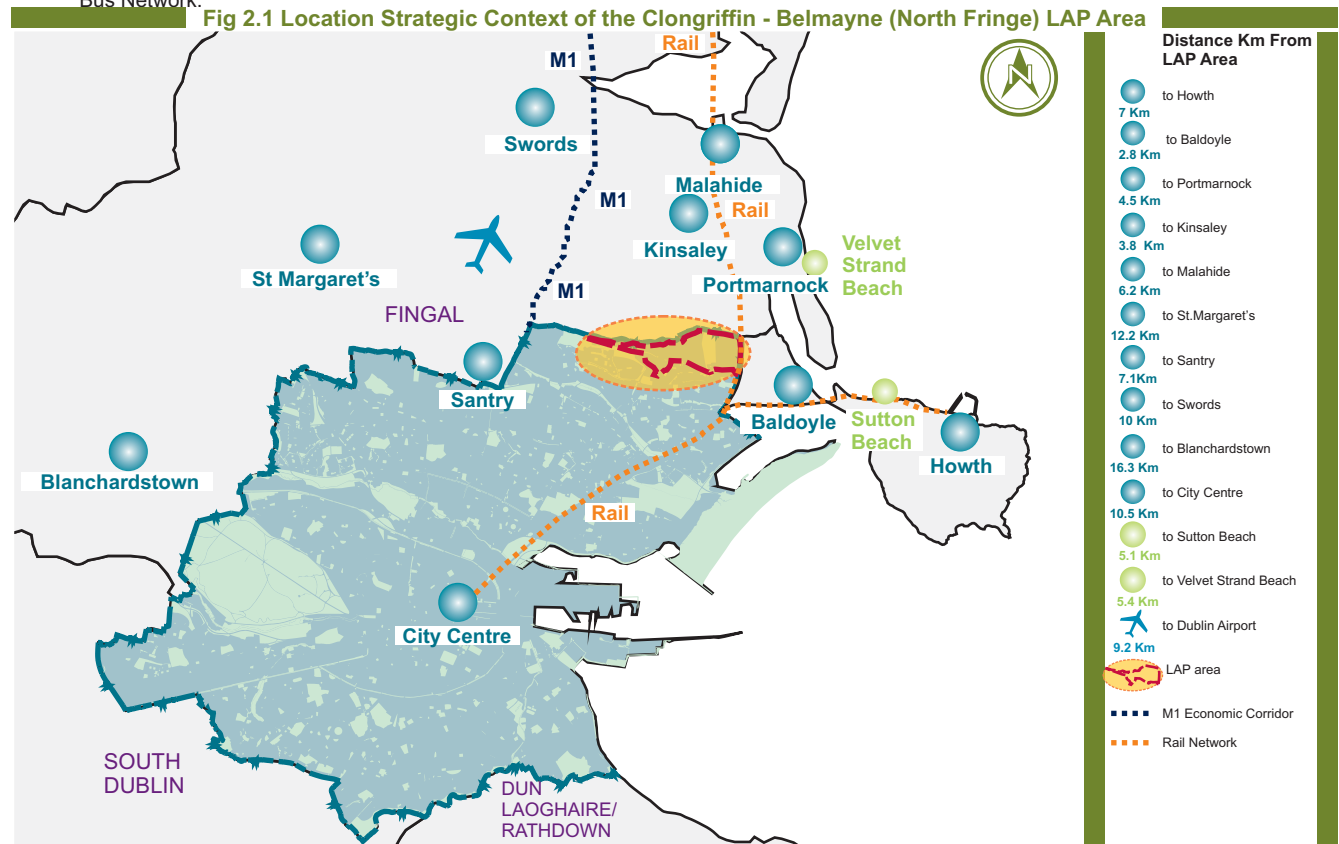
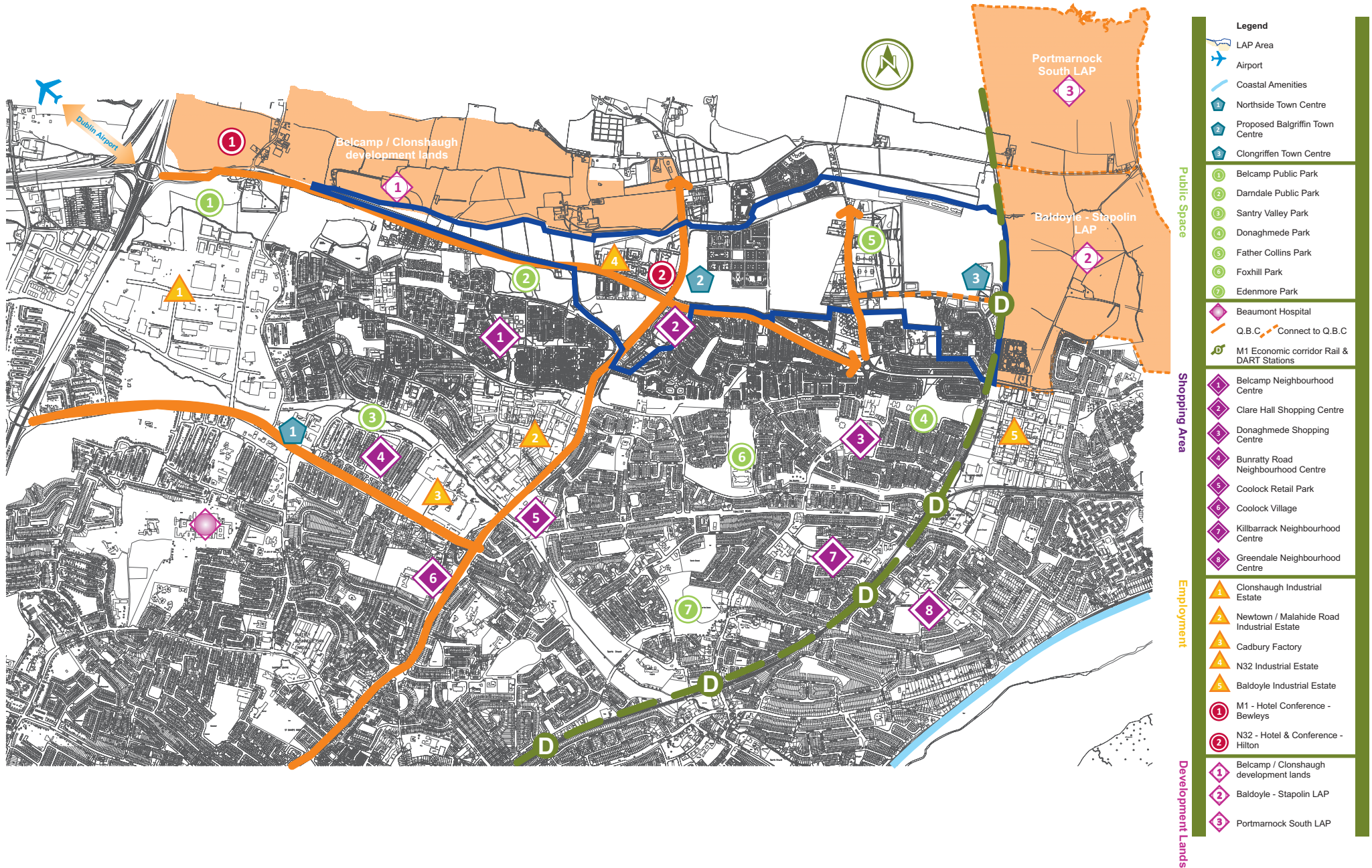




Fig 2.2 Strategic Context of the LAP Area





2.2 Extent of Local Area Plan

The Dublin City Development Plan 2011-2017 has designated the Key Developing Area of the North Fringe (corresponding with the Z14 zoning objective) for a Local Area Plan. The Z14 zone boundary is the primary focus area for the LAP as it is in this designated area that recent developments and land parcels yet to be developed are located. Also the LAP area echoes that of the original Action Area Plan from 2000.

However, the Z14 zoned area cannot be looked at in isolation from the communities that adjoin it. It is essential that the developing area integrates successfully with the communities and character areas adjoining. Residents of the existing communities should be encouraged to interact with new public spaces, facilities and residents of the developing area and likewise new residents of the developing area should be encouraged to access and interact with public spaces, facilities and residents in the communities adjoining.

This is particularly important for Donaghmede and Clarehall to the direct south of the developing area. The local shopping centre, library, parish church, schools, parks and other facilities are located in a short walking distance south from Fr Collins Park for example.

Where the Z14 lands adjoin Belcamp Lane, it is important to consider the interaction with Darndale and in particular the Darndale and Belcamp Village Centre. This is important for the open space strategy see chapter 10) and brief for DCC Belcamp Lane lands (see chapter 8)

The LAP boundary is inclusive therefore of the Z14 zone and an additional area of the adjacent communities which will be included and considered for proposals to maximise integration. This area extends to Kilbarrack Road, Tonlegee Road and Blunden Drive south of the Grange Road Extension for context and integration with Belmayne and Clongriffin. For issues of context and integration with the Z14 zoned lands adjoining Belcamp Lane, the LAP boundary will extend southwards to include Priorswood Avenue.

Across the administrative boundary with Fingal County Council, the Z14 developing area has direct and obvious connections to the Baldoyle area to the east and Balgriffin area to the north. New residents in housing areas in the Fingal area including The Coast, Myrtle, The Red Arches, St Sampson's will interact daily with the LAP lands on the Dublin City Council side. It is important that integration between developing areas in both Council areas is maximised and that development proposals are co-ordinated so that residents in both areas can move freely and easily access public spaces, amenity areas and facilities in both areas. For residents, this area is one location close to the amenities of the sea. Creating a successful well integrated place offering a high quality of life irrespective of Council boundaries is a priority.

As part of this joint Council collaboration, an area of influence for the LAP is indicated on the Fingal side which will be considered for context and integration.

Fig 2.4 shows the LAP boundaries differentiated between the Z14 developing area zone as designated for a LAP under the Dublin City Development Plan 2011-2017 and the adjoining residential communities in Dublin City Council and Fingal County Council included in the LAP for context and integration.

At the time of preparing this draft LAP, Fingal County Council also commenced preparation of the Baldoyle - Stapolin LAP. Both Council's consulted on priorities for each LAP, in particular integration between communities, services and amenities. Both local authorities will also ensure continued co-ordination between the LAP area and

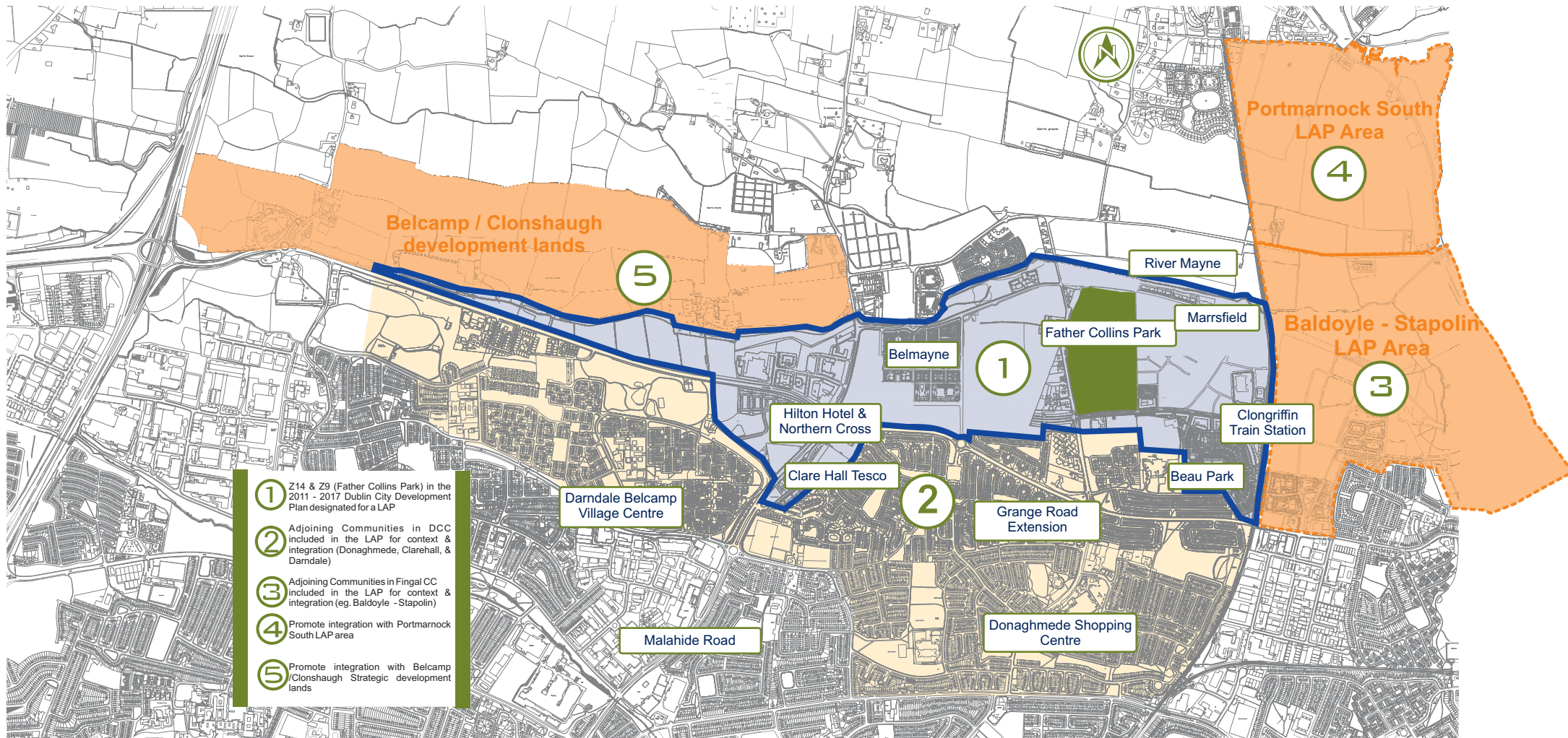
Portmarnock South LAP and a future Belcamp/Clonshaugh LAP, both in Fingal.

Fig 2.3 Aerial from 2009 showing the developing area of Clongriffin - Belmayne (North Fringe)





Fig 2.4 LAP Area related to Adjacent Communities





3.1 The National Development Plan 2007-2013



The National Development Plan “Transforming Ireland- A Better Quality of Life for All” (NDP) set out a roadmap to Ireland’s future. The NDP endorses sustainable regional development and the integration of effective land use planning and public transportation investment. The Dublin Gateway is a particular focus for investment to ensure that it can improve its position as Ireland’s international Gateway. This Lap accords with the principals of integrated land use & infrastructure investment in NDP.

3.2 The National Spatial Strategy 2002-2020



The National Spatial Strategy for Ireland (NSS) is a twenty year planning framework designed to achieve a better balance of social, economic, physical development and population growth between regions.

The NSS emphasises the importance, particularly in urban areas, of combining the location of housing with good transport facilities, and the need to ensure that housing requirements are matched by the supply of zoned and serviced lands.

A broad evaluation framework is provided to aid the assessment of the most appropriate spatial locations for housing land. This framework is summarised in Table 5.2 of the NSS and is set out below.

NSS Housing Location in Urban Areas	
Criteria	Evaluation Considerations
The Asset Test	Are there existing community resources, such as schools etc with spare capacity? Is the environmental setting capable of absorbing development in terms of drainage etc?
The Carrying Capacity Test	Is there potential for reinforcing use of public transport, walking and cycling? Is there potential to ensure integration between the location of housing and employment?
The Transport Test	Will the proposal reinforce a sense of place and character?
The Economic Development Test	Will the proposal reinforce the integrity and vitality of the local community and services that can be provided?
The Character Test	
The Community Test	

NSS Housing Location in Urban Areas	
Criteria	Evaluation Considerations
The Integration Test	Will the proposal aid an integrated approach to catering for the housing needs of all sections of society?

The LAP addresses all these criteria in the following chapters.

3.3 Regional Planning Guidelines for the Greater Dublin Area 2010-2022



The Regional Planning Guidelines (RPG's) is a policy document which aims to direct the future growth of the Greater Dublin Area (GDA) over the medium to longer term and works to implement the strategic planning framework set out in the NSS.

The RPG's set out a settlement strategy for the region which takes into consideration the current economic and market conditions. The settlement strategy for the GDA is focused on achieving the key vision for the region which seeks to achieve the potential of the GDA as an international gateway, consolidated and sustainable cities and towns, and supporting high quality public transport and increase opportunity for walking and cycling.

The guidelines advocate the development of “Core Strategies” within Development Plans which provide evidenced based information as to how the Development Plan and the housing strategy is consistent with the RPG's and NSS. It also provides the policy framework for Local Area Plans. This LAP is fully consistent with the Core Strategy of the Development Plan.

The guidelines advocate the development of “Core Strategies” within Development Plans which provide evidenced based information as to how the Development Plan and the housing strategy is consistent with the RPG's and NSS. It also provides the policy framework for Local Area Plans. This LAP is fully consistent with the Core Strategy of the Development Plan.

3.4 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 co-ordinated, sustainable approach to the assessment and provision of retail within the GDA so that:

- Adequate and suitable provision is made to meet the needs of the growing and changing population.

- Retail in suitable locations is provided, integrated within existing growth areas and public transport investment and

- Significant overprovision, which would place more marginal locations under severe pressure and undermine sustainability driven policies aimed at revitalising town centres is avoided.

At the core of the strategy is the revised retail hierarchy for the GDA. The hierarchy and policy of the strategy re-confirms the role of Dublin City Centre as the prime retailing centre for the Greater Dublin Area. The hierarchy re-enforces the RPG policies.

The strategy states that it is important where large areas of new housing are planned that new retail centres are provided in tandem with the housing at a scale appropriate to meet the regular convenience and lower order comparison shopping needs of these new communities. In the interests of sustainable development, the strategy recommends the provision of new district centres where they are (a) needed and (b) appropriate and justified from a co-ordinated planning perspective. The LAP identifies two District Centres.

3.5 Greater Dublin Area Draft Transport Strategy 2011-2030



Produced by the National Transport Authority the strategy’s role is to establish appropriate policies and transport measures that will support the Greater Dublin Area in meeting its potential, as a competitive, sustainable city region with a good quality of life for all. The five overarching objectives for the strategy to support this vision are:

- Objective 1: Build and strengthen communities
- Objective 2: Improve economic competitiveness.
- Objective 3: Improve the built environment.
- Objective 4: Respect and sustain the natural environment.
- Objective 5: Reduce personal stress.

The NTA Strategy recognises the spatial hierarchy or urban centres within the region recognising the primacy of Dublin City as the gateway core at the top followed by designated towns and designated district centres.

The strategy provides a set of measures that local area plans should incorporate to meet the strategy objectives for Designated Districts. These are set out in Measure LU2 on the next page:



Measure LU2 (Strategy Objectives for trips within Designated Towns and Designated Districts) Local area plans should ensure that

Local services such as convenience stores, doctor's surgeries and schools are located and provided in a manner which ensures that access for the local community by walking and cycling is direct, safe and convenient;

All development areas provide for internal permeability for walking and cycling;

The design of new developments incorporate new walking and cycling routes, or exploit existing direct routes, to social and commercial facilities in the central area of Designated Towns and Designated Districts. This will broaden permeability within the wider area;

Parking, where required, is located and designed in such a manner that it does not dominate the streetscape and does not compromise walking, cycling and public transport;

The provision for the delivery of goods and services is taken into account in the design for new and existing development, to improve efficiency and minimise impact on the local community, and the built and natural environment;

Severance within local catchments, particularly on key access routes, is avoided to the extent practicable;

All transport links take account of the impacts on the wider environment in terms of visual impact;

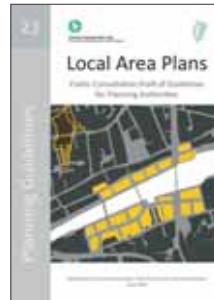
A mix of dwelling types will be provided to facilitate and encourage mixed use residential communities;

The re-development of brownfield (previously developed) sites close to existing or proposed public transport corridors is supported.

The elements of the DoEHLG "Sustainable Residential Development in Urban Areas: Best Practice Urban Design Manual" which are particularly important for the strategy include:

- Densities;
- Layout of developments;
- The use of Home Zones and Shared Space;
- Width of roads;
- Level and quality of open space and their use as walking and cycling routes; and
- The needs of disabled and mobility impaired people .

3.6 Draft Local Area Plans: Public Consultation Draft Guidelines for Planning Authorities DoECLG June 2012

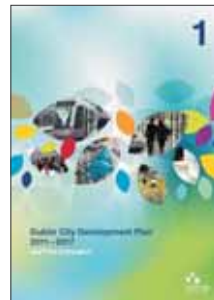


The DoECLG have published new guidelines to assist the making of effective local area plans across local authorities. The aim of the guidelines are to:

- Highlight best practice and improve the quality of LAP's.
- Ensure effective community and institutional involvement.
- Demonstrate practical implementation approaches to ensure effective co-ordination and provision of essential public infrastructure.

These draft guidelines have been considered in the preparation of the LAP.

3.7 Dublin City Council Development Plan 2011-2017



The lands designated for a LAP under the Dublin City Development Plan 2011-2017 are zoned 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 predominant uses. Z6 zoning is to provide for the creation and protection of enterprise and facilitate opportunities for employment.

These areas are capable of significant mixed use development; therefore developments must include proposals for additional physical and social infrastructure facilities.

In addition to zoning designations, the area has a number of special designations under the Dublin City Development Plan which highlight the strategic importance of the area for growth and development of the city and for consolidating the metropolitan area within the region.

The North Fringe lands are designated as one of nine **Key Developing Areas** (KDA's) under the Core Strategy of the 2011-2017 Dublin City Development Plan. KDA's are defined as the main growth areas of the city over the lifetime of the plan. The North Fringe is also designated with two **Key District Centres** (KDC's). Their function is to

provide a localised hub for commercial, retail, employment and community facilities with a distinctive local identity. Where they coincide with the KDA designation, they anchor the focal point or hub for the larger development area.

The KDC locations for the North Fringe are the locations of existing and future envisaged district shopping services. The western KDC includes the location of Clare Hall Shopping Centre which provides important retail, other commercial and community services to the local community.

The Dublin City Development Plan 2011-2017 provides principles to guide the strategic development of KDA's and KDC's. They are designated as **Strategic Development and Regeneration Areas** (SDRA 1 is the designation for the North Fringe) and are provided with the following guidance under the Development Plan:

- 1) To create a highly sustainable, mixed-use urban district, based around high quality public transport nodes, with a strong sense of place.
- 2) To achieve a sufficient density of development to sustain efficient public transport networks.
- 3) To establish a coherent urban structure, based on urban design principles.
- 4) To promote the creation of a high quality public domain by establishing a high standard of design in architecture and landscape architecture.
- 5) To develop the amenity potential of the river Mayne in the creation of a linear park.
- 6) To develop an Urban Design Strategy for the lands at St. Michaels Cottages that is co-ordinated with the overall strategies for the Developing Areas.
- 7) To include a phasing programme to ensure that physical and social infrastructure is provided in a timely manner, using a sequential approach.

The Development Plan provides building height guidance for LAP areas. The North Fringe is designated as an area with Mid Rise potential. Guiding principles are set out in section 16.3.1 of the City Development Plan.

The North Fringe Area forms part of the **Strategic Green Network** designated throughout the city. A green corridor, forming part of that network, is designated along the river Mayne. There are also other green corridors designated south of river Mayne (following river valleys such as the Santry river and following linked open spaces throughout the Donaghmede area). These routes are also proposed as green cycle corridors. Strategic green routes are defined as important corridors connecting different areas where a high



environmental quality and sustainable mode of travel is promoted.

The policies and designations for this area under the Dublin City Development Plan 2011-2017 will be incorporated into the Local Area Plan.

3.7.1 Implementing the Settlement Strategy of the Dublin City Development Plan

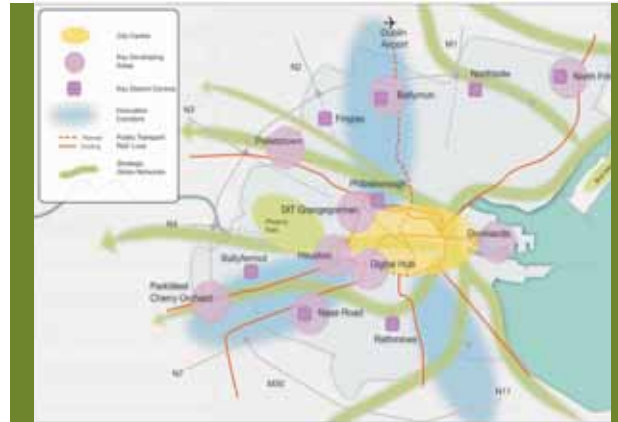
The Regional Planning Guidelines 2010-2022 prescribes housing unit allocations for Dublin city for the period 2002-2016. The Development Plan has taken the housing targets, accounted for housing completions achieved within part of that timeframe and targeted approximately 31,764 units for the period 2011-2017 to meet population requirements. The RPG's require that each local authority makes adequate provision for housing supply so that it is in a good position for economic recovery in the medium to long term.

Aligned to this residential growth, the settlement strategy of the Development Plan advocates consolidation of the existing built footprint of the city and to maximise the potential of locations well serviced by public transport and social infrastructure. The LAP area is one of nine Key Developing Areas identified in addition to the inner city as locations with substantial development capacity and potential to deliver residential, employment and recreation needs of the city. The LAP location is included in the Core Strategy for the Dublin City Development Plan 2011-2017 which outlines this settlement strategy.

Accordingly, the requirement for KDA areas to accommodate future residential growth is set out relative to the size and character of each KDA under Table 3.3 of the Development Plan. The North Fringe (DCC area) is identified as having a capacity to yield 4,000 units of overall city target in the period 2011-2017 additional to what is already completed.

This future yield may change as the LAP is implemented taking into consideration specific residential designs that allow for a quality mix of typology, net residential density achieved and the provision of infrastructure to service future residential developments, in particular important road and public transport infrastructure to facilitate the completion of the KDC at the western side of the LAP area. The full completion of these areas may be longer term beyond the current LAP timeframe owing to the property market and funding ability for significant infrastructure. It is evident however from the Development Plan settlement strategy that the LAP area is of strategic importance in accommodating the housing growth and needs for the growing population of the city and region in the medium and longer term and

should be valued as an opportunity to plan for this growth in a sustainable manner in accordance with the strands of the Core Strategy of the Dublin City Development Plan.



Extract from the Development Plan: Core Strategy Map



4.0 REVIEW OF THE NORTH FRINGE ACTION AREA PLAN 2000

4.1 The North Fringe Action Area Plan 2000

The North Fringe Action Area Plan was published in June 2000 to guide development across a 200ha green field land bank on the north city boundary adjoining Fingal County Council. The plan set out a spatial structure and a range of specific design objectives and principles against which development proposals would be assessed.

In the preparation of the new LAP, the original vision for the area under the North Fringe Action Area Plan 2000 was reviewed and in particular the original key design principles where progress and investments have been made towards achieving them. It is important to evaluate the extent to which these design principles have been achieved to date and incorporate within the new LAP those principles that are still important to deliver to improve the quality of life for residents and workers of the local area. The LAP provides an opportunity to reassess these principles and prioritise the completion of key elements.

The original Action Area Plan was prepared following to the zoning of these lands for development under the Dublin City Development Plan 1999. The designation of these lands for development and their zoning was a response to government policy (outlined for example under Sustainable Development- A Strategy for Ireland 1997, Strategic Planning Guidelines for the Greater Dublin Area 1999 and the Residential Density Guidelines for Planning Authorities 1999) to supply new areas of quality housing at higher densities integrated with public transport and services to meet housing supply, address housing affordability and reduce the unsustainable trends towards commuting and urban sprawl in the neighbouring region.

The stated main objective of the plan was to provide for the establishment of a coherent urban structure, provide a distinct identity for the new area and integrate new and existing communities successfully both in the City Council area and within Fingal County Council's area. Maximising linkages between the two local authorities was part of this key objective. The plan advocated an urban model placing public transport, increased densities and a mix of uses at its core.

The Action Area Plan identified five development parcels which formed particular character areas across the North Fringe lands. These parcels includes:

Area 1 which were lands north of the R139/Northern Cross and west of the Malahide Road. This area is characterised by the linear form of the parcel influenced by the location of the river Mayne and the boundary with Fingal County Council to the north. Owing to the national route status of its road frontage, this area has a small number of entrances. Closer to the junction with the Malahide Road, the IDA business park and Northern Cross mixed use development is located. Area 1 has a close relationship to Belmayne and in particular the proposed Belmayne town centre.

Area 2 is a land parcel bordered by Belcamp Lane, the Malahide Road, the R139/Northern Cross and Darndale Park. A greenfield site in the ownership of Dublin City Council occupies most of this parcel. The site has an integration context with a NABCO housing scheme to its north and is located opposite the Clare Hall shopping Centre on the Malahide Road. This parcel is also important as it accommodates part of the R107 Malahide Road re-alignment. The site is also adjoined by travellers accommodation.

Area 3 is a land parcel on the east side of the Malahide Road characterised mostly by the location of the Clare Hall shopping centre and adjoining residential schemes. Area 3 adjoins Grove Lane on its south boundary and is close to the roundabout junction at Blunden Drive. The northern end of this parcel is occupied by the Total Fitness gym at the Malahide Road/ Clare Hall road junction. This parcel adjoins established two storey housing estates on its east boundary (Temple View).

Area 4 is the largest parcel which is now known as Belmayne. This parcel stretches from Clare Hall road to the river Mayne moving south to north and from the Malahide Road to Hole in the Wall Road moving west to east. This parcel adjoins existing housing at Grattan Lodge on its south boundary. It also includes the site of Priory Hall. This parcel has important designations for east to west road connections which would integrate Clongriffin and Belmayne.



Fig4.1 Development Parcels as identified under section 2.5 of the North Fringe Action Area Plan June 2000

Area 5 is the second largest parcel and includes developments at Clongriffin, Beaupark and Marrsfield. This parcel is distinguished by the location of Fr. Collins Park on the east side of Hole in the Wall Road, the new rail station and its shared boundary with the rail line and developments in Baldoyle (Fingal County Council) side. This parcel has a boundary with the river Mayne to its north. On its south boundary, it adjoins established housing on Grange Road and a secondary school site.

These areas are shown in fig 4.1 and have experienced developments at varying capacities since the adoption of the North Fringe Action Area Plan in 2000. Area 5 constitutes the highest residential development and Area 1 with the most commercial activity presence. Section 4.2 provides an overview of developments granted on the Clongriffin-Belmayne lands.

The Action Area Plan 2000 identified eight principal elements of the spatial structure and thirteen urban design proposals.

The eight Principle Elements were:

- 1: An activity spine in the form of a boulevard axis extending from the Malahide Road to the proposed railway station, as the primary community focus.
- 2: A series of green links running north to south terminating in recreational or other community facilities with high space requirements
- 3: A redesigned and significantly enhanced central park (Fr Collins Park) with improved sports and recreational facilities.
- 4: Strong links back to existing developments at Clarehall Estate and Donaghmede Shopping Centre
- 5: A new perimeter road defining the northern development limit.
- 6: The landscape features of the Mayne River and its associated tree belt protected as an ecological habitat and linear amenity area
- 7: A series of residential squares linked by a network of pedestrian/ cycle routes
- 8: Malahide Road re-alignment option

Tables and diagrams from the original North Fringe Action Area Plan summarising these objectives, with comments on their progress and delivery to date, are in Appendix 2.



4.2 Progress with Developments to Date

The first planning permissions for development at the North Fringe were granted in 2002 and 2003 (planning application register references 0132/02, 0354/02 and 4315/03).

Since the first planning applications, there have been approximately twenty four subsequent applications granted for the area of Clongriffin and approximately sixteen subsequent applications granted for Belmayne over the period 2002-2009. Many of these applications sought design amendments and in some examples alternative uses were proposed (such as a nursing home development in lieu of residential uses in part of Clongriffin).

Other development sites with planning applications lodged and developments completed include the Northern Cross (mixed use residential, retail, hotel and commercial development), Clare Hall (shopping centre and apartment development) and Priory Hall (mostly residential with ground floor retail/live work units).

Other locations have been completed and occupied in the area, such as the residential neighbourhood of Beaupark, Phase 1 of Belmayne, sections of Main Street Clongriffin and the hotel, retail, office and apartment development at Northern Cross.

The figures below provide an approximate indication of the scale of development permitted and scale of development completed to date:

- 8,000 residential units granted to date.
- 40,000m² retail floor space granted.
- 58,000m² commercial floor space granted.
- 21,000m² hotel, restaurant and leisure space granted.
- 21,000 m² social and community facilities granted.

In addition, lands in the ownership of DCC include lands at the Grange Road Extension and Malahide Road junction and lands adjoining Belcamp Lane, the Malahide Road and R139. These two sites have had previous feasibility studies and could contain mixed residential, commercial, community uses and public open space. The new LAP will renew the brief for these sites.

The following has been delivered to date:

- 3,200 residential units (approx)
- 41,000m² of mixed commercial, retail and hotel space (approx)

These figures are for developments in the Dublin City Council area only inclusive of new residential developments at Northern Cross, Clare Hall, Belmayne and Clongriffin.

The larger sites had developments proposed over a number of phases and were designed with a number of character areas. While the first phases have been completed and infrastructural works for future phases put in place, progress with completing later phases of the development has slowed and halted in many cases.

The economic downturn has impacted on both progress with phases of development and also the market conditions to attract occupancy of completed retail and commercial units. As a result, key retail services such as an anchor supermarket in the town centre of Clongriffin have not been delivered to date. The financial restrictions on both private and public sectors have also impacted on progress in the delivery and occupation of community and social services.

It is noted that in the absence of a permanent community building, the developer of Clongriffin facilitates community meetings and community uses within a vacant commercial unit (Unit 60 Main Street Clongriffin) without financial charge to the local community

The original planning permissions in this area received ten year planning permissions. It is noteworthy therefore and relevant that for those lands where phases of development have not commenced to date, the original planning permissions will expire within the early stages of the LAP (some permissions will expire in 2013 and 2014 for example).

It is therefore considered appropriate that in preparation of the new LAP, an evaluation, in the context of consultation with the stakeholders concerned, is carried out for the longer term strategy for sites where planning permissions exist but for which (a) no significant works have progressed to date (b) on which completion is unlikely between now and their permissions expiring and (c) circumstances have changed in the intervening years.

The LAP provides an opportunity to evaluate the proposals on these lands, assess the qualitative standards and benefit in considering updated proposals for their long term development and consider what short term and interim proposals may be appropriate should their overall development not be likely in the medium to longer term horizon.

The LAP also provides an opportunity to proactively market the location and highlight the investment to date in providing floor space opportunities for mixed uses and services in this area. The LAP seek to put in place policies that promote and encourage market uptake in completed but currently vacant units and engage with all relevant stakeholders to encourage occupancy and delivery of a range of potential uses (including innovative temporary uses, retail services, job creating offices and businesses and community services).



Fig 4.2 Diagram from Section 3.5 of the North Fringe Action Area Plan (2000)



4.3 Delivery of Key Infrastructure to Date

In addition to progress in developing residential and non residential uses in the developing area, it is important to reiterate and take account of the key infrastructural projects delivered to date.

Such works provide important social, physical and environmental infrastructure to service the needs of the developing area and existing communities and are a good example of front loading such infrastructure so that these facilities are in place in advance of new developments.

Transportation

- Clongriffin rail station is complete and operational. This was a joint development between the developers and Irish Rail. A Park and Ride facility has also been developed adjacent to the train station.
- The Malahide QBC has been completed. The concept is for the QBC to extend and run through the North Fringe area on the main street boulevard with connections to the rail station and an interchange proposed at the Malahide Road /R139 junction. The main street boulevard route is not complete but the No 15 bus services that connects the rail station with the QBC is in place.
- The re-alignment of the Malahide Road R107 is an important road project which was originally targeted for submission to An Bord Pleanála in 2009 with commencement on site following a decision subject to funding. This project would be a joint initiative between Dublin City Council and Fingal County Council. Although stalled due to current financial constraints, the delivery of the project will be in phases and in consultation with the NTA. It will be an important objective of the new LAP to progress that element of the project which will favour the completion of the LAP Area.

Water Supply and Drainage Infrastructure

- The North Fringe Sewer and North Fringe Watermain infrastructural projects have been completed. The developing area is now serviced with adequate water and drainage capacity.

Education Facilities

- There are site reservations for primary schools within the developing area. Two primary schools are in place in temporary accommodation in Belmayne. The Department of Education and Skills are actively pursuing the delivery of the permanent primary school sites.

Public Open Space

- Fr. Collins Park is a 20Ha (52 acre) public park funded through development levies on the new developments permitted in the area. Construction on the park commenced in 2007 and was completed in 2009. The park is named after a local parish priest in Donaghmede, Fr. Joe Collins. The park was as a result of a winning competition and designed by an architectural firm from Argentina. The park is designed with sustainable principles and incorporates five wind turbines that generate electricity to power the water features and public lighting of the park. The park facilities include playgrounds, sports pitches, changing rooms, a skate board park, picnic areas, an amphitheatre, natural woodlands and a 1.5km walking and cycling track. The park was delivered at an early stage of the area's development so that it would be in place as a significant public amenity for the new and wider community.
- In addition to the main public park, investment in other areas of public and communal open space areas include the town centre plaza at Station Square in Clongriffin and neighbourhood parks for local residents in Beaupark, Belmayne and Northern Cross.

4.4 Community Forums and Events

The North Central Area Office, communities and elected representatives of the local area are active on the ground and positively contribute to the ongoing development of the area through a number of meeting groups and forums which meet regularly.

These include the North Fringe Forum which is an inclusive forum with schools, Councillors, TD's, developers, community and councils participating. These forums are effective for bringing together the community and stakeholders (public and private) and for addressing important issues for the community as they arise.

In addition, there are a number of active resident associations in the area (in both the new residential communities and adjacent existing communities such as Donaghmede) which engage with the North Central Area Office and are successful in initiatives such as the City Neighbourhoods Competition. A number of community events are held in the local area which is helping to generate community spirit and encourage integration. Many of these events focus on Fr Collins Park and include family sports days, market days and musical events.

All of these initiatives are an important part of the local social and community infrastructure for the local area and play an important role in developing a strong sense of local identity and community spirit and encourage community engagement in how the area is developed.





5.0 Survey and Analysis of the Local Area Plan Area

5.1 Introduction

Having reviewed the North Fringe Action Area Plan 2000 in Chapter 4, noting its urban design and spatial principals and progress towards achieving them in particular, it is important to survey and evaluate the current character of the LAP area, focusing in particular on the zoned lands where recent large scale developments have been progressing.

In order to make policies and proposals for the area, it is necessary to take into consideration the character of the area, evaluate its strengths, opportunities, its weaknesses and challenges which the LAP should help address. It is also important to take into consideration the profile of the local population and the extent of existing community facilities and social services both within the immediate area and wider catchment. This approach is necessary to support and promote interaction with the community assets that exist in the wider area and identify the need for facilities that may not already be available and therefore benefit a wider catchment of local community.

Using this survey data will help inform the next stages of the LAP in making effective proposals that are relevant to the area, shape its special character and address its needs.

5.2 The existing urban landscape of Clongriffin - Belmayne area

The Z14 zoned "North Fringe" is a growing urban area to the north of Dublin city centre. The area is mostly residential in nature with an active community spirit. The area is located in a suburban context close to coastal and rural amenities, established communities with schools and shopping services and the national motorway network. It also provides direct access to the city through rail (Dart) and bus (QBC extension) services.

There are challenges facing the area which need resolution in both the interim and longer term. These include development proposals on undeveloped sites and completing the fragmented road connections.

The following characteristics provide an insight to the urban landscape of the LAP area.

Residential Typologies

The North Fringe area displays various examples of good building typologies and densities. Residential unit types vary across the area providing a mix of residential types including terraced townhouses in Beaupark, mixed town house and corner apartment blocks in Belmayne, mix of house types and apartments in Clongriffin and higher density apartment blocks at gateway locations such as Northern Cross and adjacent to Clongriffin rail station.

To date, approximately 970 new houses and 2,200 new apartments have been completed in the developing area. Large areas of land are still to be completed with residential units. Where apartments have

been developed to date, they are located at the identified public transport and town centre locations, along the Main Street spine and northern distributor road. Apartments are also developed on the corners of residential cells. Spatially however, distinct new housing areas have emerged which define the character of much of the developing area. Lands yet to be completed would also have contained housing. Apartments are an important part of the mix of residential types and they are also suitable where increased densities and higher building forms are warranted (such as at public transport nodes, enclosure of main routes, to define gateway locations etc). The apartments in Marrsfield are designed as pavilion blocks in a linear format to give definition to the edge of the development and address the linear form of the river Mayne and the proposed linear park along it, but at present are somewhat isolated due to the slow down in development to the south.

House types including two and three storey terraced units with own door access and rear gardens /terrace have been developed and characterise Belmayne and Beaupark. Spatially, similar housing are envisaged as a significant housing type in the developing area.

The pattern of residential development north of the Main Street in Belmayne provides residential squares with a fine grain of terraced houses and corner apartment blocks. Each street is addressed with front elevations and the residential squares enclose an area of both private rear gardens and communal open space for the residents. Local parks are interspersed to provide amenity and play areas for the local residents and also to provide local landmarks, help orientation and provide focal points for the community.

Beaupark, to the south of main street, has developed as a distinct and compact home zone with mixed house designs, a connected series of residential streets, residential courtyards and public open space. Figure 5.1 below "Residential Typologies" gives a spatial picture of the mix of residential types, the different character areas emerging and the role of different typologies to create a sense of place. The location of apartments in particular can be seen as defining main routes, corners and gateways to the area.

Fig 5.1 Residential Typologies

