



Building Heights and Design

Building heights developed to date largely reflect the original Action Plan. Along sections of the Main Street in Clongriffin, adjacent to the Clongriffin Rail Station and at Northern Cross, apartments are located above ground level and commercial units are located at street level. The height of buildings in mixed use locations is five storeys mostly and the height combined with materials and vertical articulation provide a scale and rhythm of buildings consistent with the status of this route as a boulevard thoroughfare.

There are two examples where a commercial only building is developed and in each case, the corner element is higher than the rest of the block to define the corner and create a local landmark presence. These examples include the Hilton Hotel and the junction of the Malahide Road and R139 and the commercial building at Clongriffin Town Centre which addresses the north side of the town centre plaza. The height transition between five storey to corner seven storey is graduated to give the area localised landmarks and reference points to aid orientation.

Another building of note, but with a lower height profile, is Clarehall Shopping Centre. The elevation and roof profile of this building has a distinctive appearance and creates a visual focal point onto the Malahide Road. It creates an architectural feature for the area from a use that otherwise could have contributed little positive visual impact (a conventional supermarket box shape for example). This is a good example of how shape, materials and height can create interesting visual impressions that add character and identity.

Modern architectural expression is the dominant style for the higher density buildings and apartments. In particular where the buildings define public spaces, the design creates architectural individuality, the material choice is varied and includes high quality and durable finishes that complement the public realm (Clongriffin Town Centre plaza, feature public stepped access to the train station and buildings adjoining for example)

The height of buildings reduces in scale as one moves away from the main boulevard, mixed use commercial locations and public transport nodes. The transition in scale reflects the movement to a predominantly residential character (three and two storey). The exceptions to this occur where apartments are reintroduced to diversify the house mix and to distinguish certain locations such as the street corners of residential squares or defining the linear park and edge to the development at Marrsfield. Typically the residential squares are characterised as two and three storey terraces and four to five storey corner apartment blocks. Set backs are used so that the transition in height in all cases is graduated creating a well ordered appearance.

The height character of Beaupark is also an example of transition from the Main Street (four and five storeys) in the developing area towards existing two storey housing on Grange Road and Grange Abbey Road. The new houses of Beaupark are mostly two storey in character to respect this integration. Modest increases in height are used in parts to define corners and give definition to important new local spaces such as the neighbourhood park in Beaupark (three storey crescent housing enclose this park).

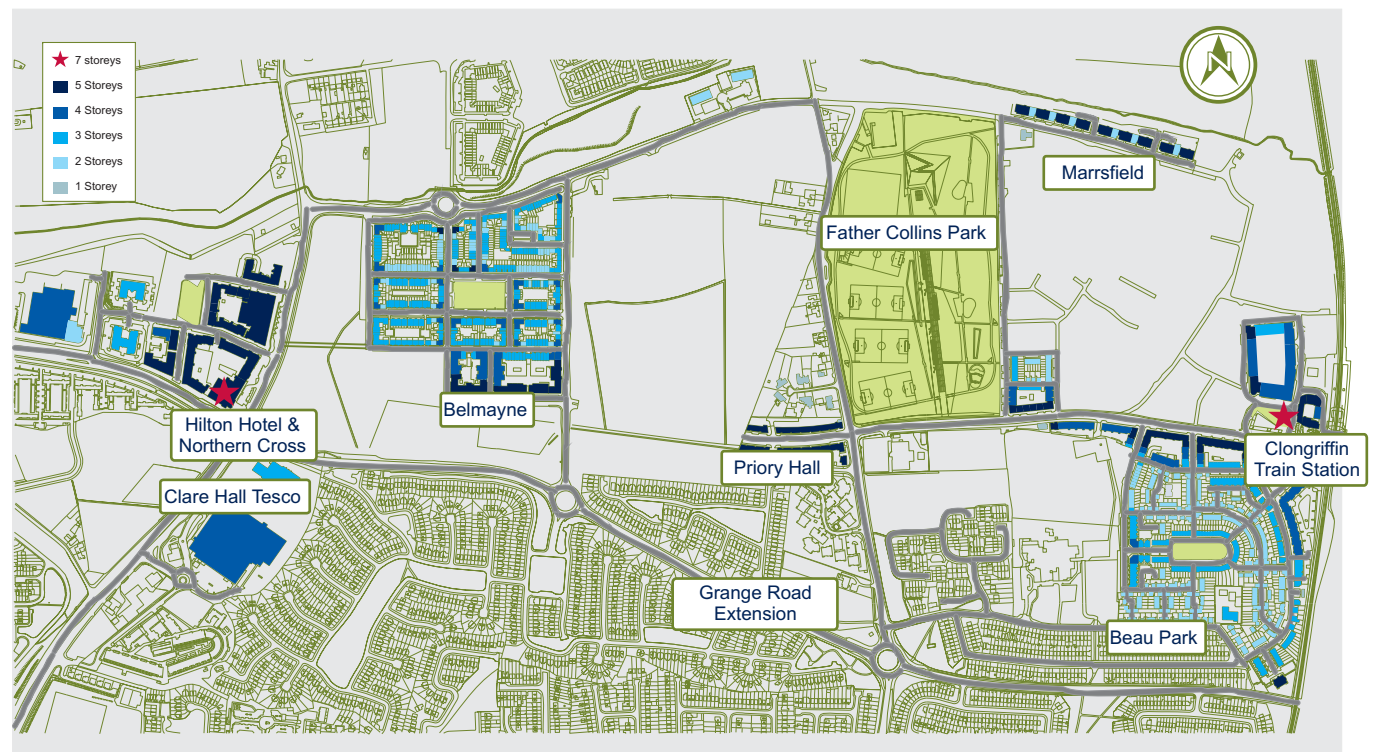
It is noted that within the developing area, vacant sites adjoining new buildings can create an “out of context” impression for some buildings.

This is the case for Priory Hall for example where the incomplete nature of the Main Street and lack of connection back to the planned community square in Belmayne makes these blocks appear somewhat isolated.

Similarly, development that would define the approach to Marrsfield would place those pavilion blocks in a context. These situations are transitional pending development on the vacant sites adjoining them.

These emerging characteristics are considered strengths and opportunities with respect to creating a distinct area and sustainable community with a range of house types. Different house types and variations in height create legibility, create a sense of place and help provide integrated communities. If not properly guided, inappropriate height and poor residential type mix could create threats to the quality of the area. The “gaps” created by vacant sites and isolated context of some blocks as a result is evident of a threat if vacant sites remain in the area in the long term.

Fig 5.2 Building Heights





Commercial Locations

There is an evolving commercial character in the area particularly on the western end at Northern Cross where the Hilton Hotel, Meadows and Byrne and Euro Spar are located at street level. The Northern Cross development is also located close to Clarehall Shopping Centre where major convenience shopping and other services (including a Post Office) are located. What is notable about the retail facilities at the western end of the area is they are accessible to both the local population and also passing customers on the Malahide Road and R139. The road network and in particular the traffic junctions at this location are very busy with significant traffic volumes (especially at peak times). This situation is intimidating for pedestrians and causes severance between the different sides of the R139/Malahide Road Junction.

Some recent interventions in this area have included the provision of a pedestrian route between housing in Belmayne and the Malahide Road (through the vacant site of the future proposed town centre development) to provide a direct walking route towards the retail services established at Northern Cross. This is an example of a small but important measure which improves pedestrian access to services for local residents.

The vacant site on the east side of the Malahide Road/R139 Junction and the proposed by pass of this junction provide important opportunities that could address the weakness and threats to this area (heavy traffic volumes, severance, hostile pedestrian environment etc) and create an opportunity by providing a traffic calmed and integrated town centre development. This would better connect the Northern Cross and Clarehall with Belmayne and provide new opportunities for mixed uses, public spaces and a public transport (bus) interchange. It would create a better sense of "town centre" and a focal point with an emphasis on people as opposed to passing traffic.

The Northern Cross development is also notable for its office accommodation suitable for both smaller firms and larger companies. The office park in turn adjoins an industrial park which includes the Bewleys factory. This is an important existing employment zone and is an opportunity for the area for future local employment.

Moving through the developing area, proposals for a community square in Belmayne at a mid point along the Main Street was planned for and is partially developed on one side only. Owing to the economic downturn, there are vacant units addressing the main street at this location and some important anchor uses have not materialised to date.

This is a weakness and a threat to the viability of the Main Street should units remain vacant in the long term.

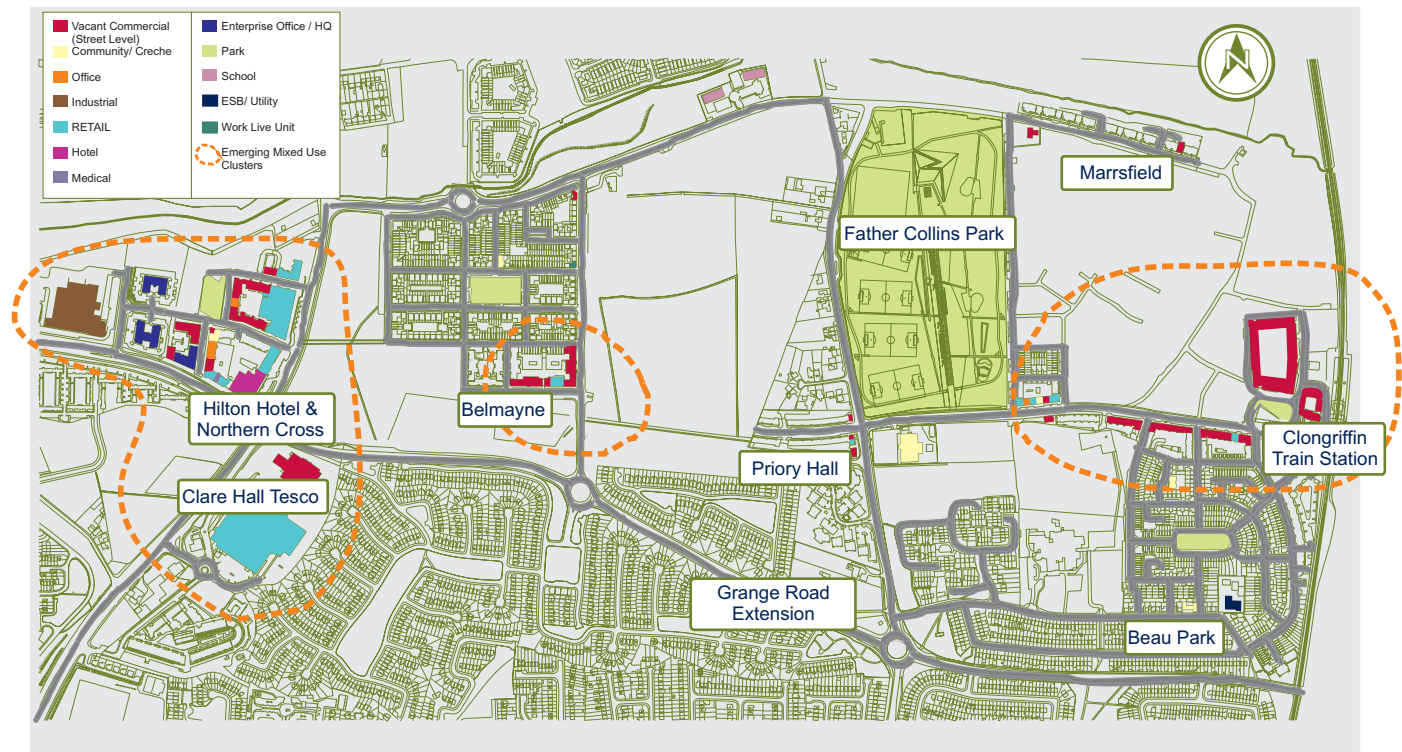
There are opportunities to improve this situation however. Progress with development works could help to generate activity and justify the viability for new shops and services. The completion of street connections and attraction of anchor uses such as the permanent primary school campus for example would help the community square materialise. Should the financial situation improve for public and private investment, a well connected location, a high quality public domain and availability of suitable accommodation could attract the community and commercial services that bring this square to life.

A good example of facilities in place ahead of occupancy is the eastern end of the developing area at Clongriffin Town Centre. High quality commercial units have been built and have been complemented by public transport facilities, high quality public realm and parking facilities. These are strengths of the area and the facilities exist to attract investors. The weakness is the lack of connections and permeability for the catchment including connection east of the rail line

into Baldoyle and completion (a recurrent theme) of the Main Street to connect with Belmayne. Clongriffin town centre and the Main Street connecting to it have many of the right ingredients to create a successful town centre. Some units established including Centra provide a very important local service. The use of the vacant Unit 60 on Main Street for community meetings and activities is a positive example of temporary uses that benefit the local residents. Should the weaknesses as identified be addressed (i.e connections), the town centre may be able to attract its main anchors (such as an anchor supermarket) and a critical mass of people will have easier access into the town centre generating activity and conditions that make commercial and other services viable.

The Non Residential Uses Survey figure highlights (i) the main mixed use zones emerging as three clusters; (ii) the current weakness created by vacancy and disconnection and (iii) where the future opportunities lie to enliven these locations.

Fig 5.3 Non Residential Uses Survey





Quality open space

The developing area of the North Fringe possesses Ireland's first wholly sustainable park which has the capacity to be entirely energy self-sufficient. Father Collins Park is approximately 20ha and characterised by sports, (playing pitches) recreation and leisure facilities, children's playgrounds, skate board park, pathways, cycle paths, exercise areas, water features and promenade. It is also recognised for its biodiversity through retention of existing hedgerows and creation of new water habitats. The wind turbines harness the wind and provide the energy that powers the park's lighting, aeration and water features. These structures have become landmarks for the area. The park is a significant strength of the local area and is a focal point for many community events.

The river Mayne is located to the north of Fr Collins Park and it connects with the Baldoyle Estuary. A section of a new linear park along its course has been created adjacent to the Marrisfield apartments and there are plans to extend and complete a linear park along its course where it adjoins the Z14 developing area. This linear park is important for both recreation and amenity and also as a riparian corridor protecting the river channel and protecting its biodiversity. The linear park is a major opportunity for the area. It has potential to become a greenway and connect beyond the DCC boundary to open space and amenity areas in Baldoyle.

There are several parks within close proximity of North Fringe (Dardale Park, Belcamp Park and Donaghmede Park). There is a potential to connect these parks to provide a cluster of connected public spaces and amenity areas that can provide varying experiences for residents and visitors to enjoy. Pedestrian and cycle routes in particular between this network of local parks are important tools to achieve successful linkages. These parks are strengths of the area and the possible interconnection between them is an opportunity.

5.3 The main gaps and disconnects in the urban landscape

Vacancy

Owing to the dispensed nature of developments in the area, there is in some parts of the area a very limited relationship among the different forms of space and land use. The separation distance between phases complete and lack of direct connection between them can create a fragmented impression. For example Marrisfield appears cut off from Clongriffin and Belmayne.

Streets with buildings that adjoin or are opposite to vacant sites can have an uninviting character. Buildings cannot relate to, interact with or overspill with activity onto space owing to vacant conditions adjoining.

The western side of the Clongriffin town centre plaza and partial enclosure on both sides of the Main Street is an example. Generating activity and movement can often be promoted by people crossing streets and public spaces to access different uses. It is difficult to establish such activity in an interim condition where buildings on opposite sides of streets and public spaces are not yet developed.

Vacant units also exist in the intended commercial locations and their prominent positions addressing areas that were intended to be active and full of life again impact on first impressions and sense of vitality about a place.

The visual amenities of the area are affected by views of hoarding and overgrown sites with building materials and soil mounds on them. With the absence of on site construction works and progress, there is a sense of incompleteness and this can impact on first impressions and promotion of the area.

These issues of spatial incoherence, visual impacts and lack of activity created by vacancy are a city wide and national issue as well as an issue for the developing area owing to the national economic climate. It is recognised that the situation is representative of an area in the process of development and in a state of transition but the conditions, if they remain in the long term, are a threat to the character of the area.

An opportunity can be created from this condition if an interim strategy that examines creative temporary uses, improved visual treatment and incremental forms of gradual development on such vacant sites.

Physical barriers to accessibility.

Arising from incomplete sections of the development, there are large land areas which are impenetrable to vehicular and pedestrian movement and this situation is likely to remain pending recommencement of development. This gives rise to weak permeability and longer than otherwise necessary local trips for residents. The incomplete Main Street, Northern Parkway and absence of interconnected pathways and cycle ways across the area isolate residents from services and locations that include their local shops, public transport and open space amenity. This situation is contrary to the original spatial principle of maximising linkages across the area and with the communities adjoining. It is also frustrating for local residents to see initial road works commenced on vacant sites which require finishing courses to complete but yet remain located behind hoardings.

Physical barriers exist both at the local and wider strategic level. Connections into Baldoyle across the rail line and a successful bypass of the Malahide Road/R139 junction would improve access into the area and encourage greater movement through the area, especially for those accessing new services being developed and thus accessing by public transport, walking and cycling.

It is important that severance is avoided between different residential communities and land uses both within the local area and within the wider community catchment. This is a weakness and threat if the situation remains in the long term. Opportunities exist to open accessibility, especially walking and cycle routes, and phase development to complete the street infrastructure and should be explored.

Positives and Challenge Summary

The figure 5.4 summarise the positives and challenge for the area. These findings should be incorporated into proposals for the area with particular emphasis on using opportunities to address the challenges facing the area.

Section B, the LAP Strategy, provides a series of policies and objectives to deal with these challenges.

Section C, Phasing and Implementation, sets out a mechanism to achieve progress and actions in dealing with these challenges.

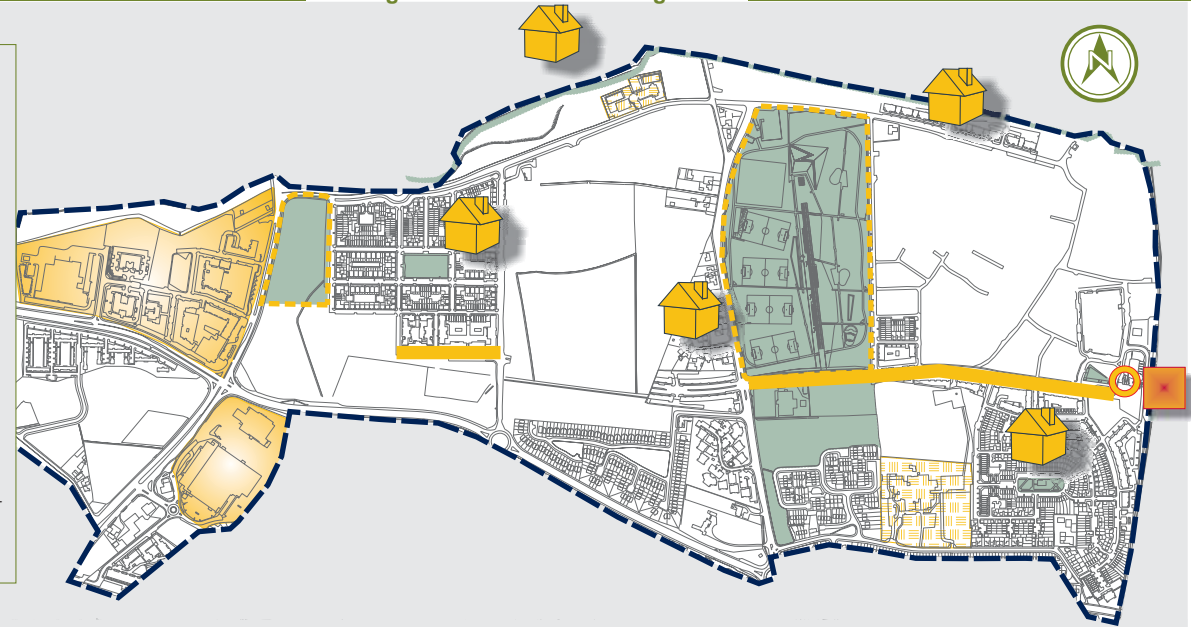


Fig 5.4 Positives & Challenges



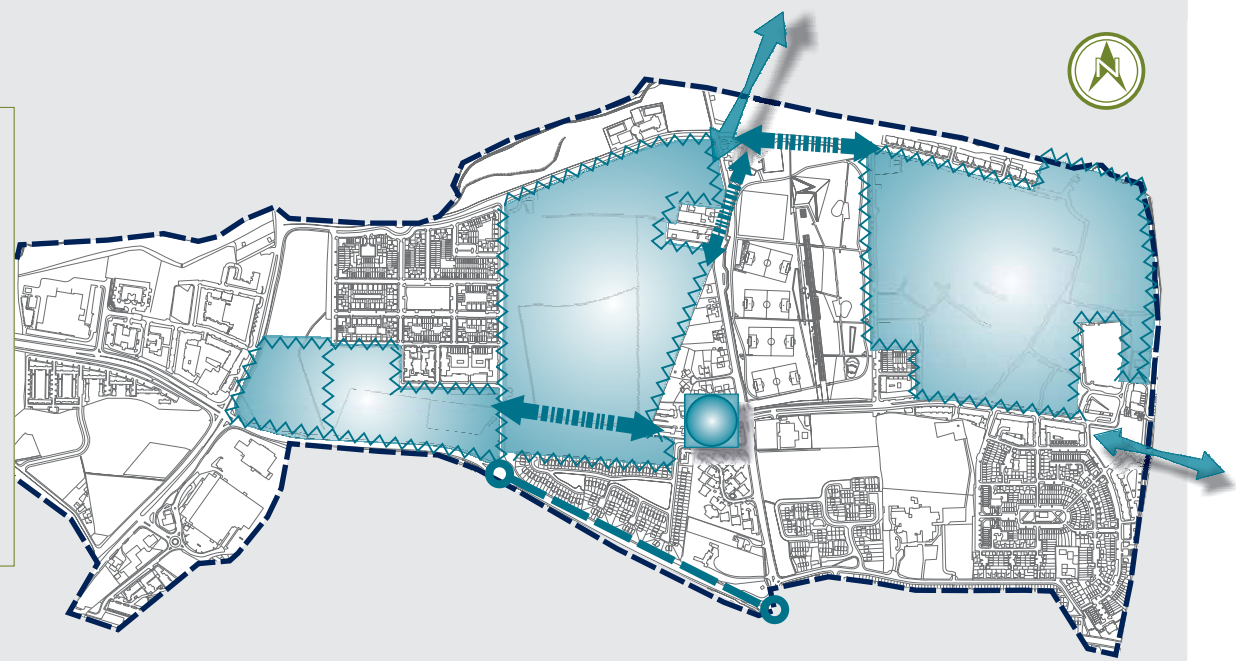
Legend - Positives

- High quality open space(s)
Potential for green / open space network
- Fencing boundary treatment
- High quality main street boulevard
- Evolving high end commercial & retail core
- Public Transport hub with Clongriffin Train Station & Dublin Bus Terminal
- The area exhibits a variety of housing typologies ranging from apartment blocks to single storey cottages along The Hole in the Wall road
- School
- High quality retail units for lease in town centre



Legend - Challenges

- A very limited relationship among the different form of space and land use within the North Fringe
- Poor integration within surrounding housing area
- Vacant Sites
- Physical barriers that impinges on the visual amenity
- Connection barriers permeability within North Fringe is problematic
- Design Challenge
- Poor Pedestrian Environment





5.4 Community & Social Infrastructure

The provision of community services and facilities has been audited for the North Fringe Plan area and adjoining zones of influence that include Donaghmede, Darndale & Baldoyle.

The survey results found that 21 educational facilities were located within the wider area, and the surrounding area including Baldoyle, Darndale, Belcamp, Donaghmeade, Coolock (approximately a 1km radius). Due to the boundary of the plan area extending in a linear form adjacent to a number of these areas it was considered that while some educational facilities would be beyond the desired 10 minute walking distance (approximately 800m) the areas would be included as they could be accessed by a short car journey.

The North Fringe Plan Area comprises two temporary primary schools located to the north of the plan area. As part of the original planning applications for development on the lands at Belmayne a site for the permanent schools was identified. The subsequent halt in development in the area has resulted in the temporary schools remaining in operation for a longer period than originally intended. The second level education for the area is provided by the Grange Community College located within the plan area and the adjoining areas of Donaghmeade, Baldoyle and Darndale all located within the 1km radius.

Overall within a 1km radius of the plan area there are 7 educational facilities, 3 Parks/Playgrounds/Sporting facilities one of which includes Father Collins Park. The area benefits from 8 community related services and a further 15 within the wider research area including Baldoyle.

The community audit map for the North Fringe Area and Baldoyle and the details of those facilities have been attached.

Community Audit North Fringe



Educational Facilities

- 1 Belmayne Educate together & Saint Francis of Assisi National School
- 2 Grange Community College, Baldoyle, D.13 Gaelcholaiste Reachrann
- 3 Scoil Bhríde, Baldoyle, D.13
- 4 Holy Trinity S.N.S
- 5 Saint Kevins Junior
- 6 Scoil Naomh Colmcille, Donaghmede, D13
- 7 Saint Francis NS, Clonsaugh, D17
- 8 Our Lady of Immac
- 9 Darndale Junior NS, Darndale, D17
- 10 Saint Josephs NS, Coolock, D17
- 11 Coliaste Dhulaigh College of Further Education, Coolock, D17
- 12 Scoil Fhursa, D.5
- 13 St. Pauls Sen NS
- 14 The Donahies Community School, Donaghmede, D13
- 15 Saint John of God NS
- 16 Saint Fiachras NS, Beaumont, D5
- 17 Saint Davids NS
- 18 Chanel College Secondary School
- 19 SN Cairtriona Naionain
- 20 Mercy College, Coolock, D5
- 21 St Malachy's BNS
- 22 St Eithne's Senior GNS
- 23 Ardscoil La Salle
- 24 St Benedicts & St Marys NS
- 25 St. Marys NS
- 26 St. Peter 7 Pauls, BNS Baldoyle, D.13
- 27 St. Michaels House Special School
- 28 St. Marys Secondary School
- 29 Pobalscoil Neasain



- 1 Future Belmayne School Site
- 2 Reserved School Site
- 3 Reserved School Site



Parks/Playgrounds/Sporting Facilities

- 1 Belcamp Park
- 2 Darndale Park
- 3 Glin Road Open Space
- 4 Santry Valley Park
- 5 Coolock lane Open Space (Part of Santry Park)
- 6 Astro Park 5-a-side
- 7 Belcamp Park Playground
- 8 Darndale Park Playground
- 9 Playing Pitches Belcamp Park
- 10 Aryfield & District Sports & Leisure Club & GAA Club
- 11 Darndale Sports & Leisure Club
- 12 Darndale Boxing Club
- 13 Donaghmede Park & Playing Pitch
- 14 Father Collins Park
- 15 Trinity Sports & Leisure Club
- 16 Baldoyle Badminton Centre
- 17 Brookstone Road/Grange Road Park & Playground
- 18 Baldoyle United F.C



Community Services

- 1 Church of St. Paul
- 2 Church of the Holy Trinity
- 3 The Church of St. Johns The Evangelist
- 4 Sphere 17 Regional Youth Services
- 5 St. Monicas Youth Project
- 6 Bonnybrook Fairfield Riverside Drug Awareness & Parents Support Group
- 7 Darndale health Centre
- 8 Clarehall Post Office, Donaghmede D17
- 9 Coolock Post Office
- 10 Donaghmede Post Office
- 11 Coolock Garda Station
- 12 Donaghmede Library
- 13 Mobile Library stop Belmayne
- 14 Mobile Library stop Clarehall
- 15 Mobile Library stop Clongriffin
- 16 Mobile Library stop Darndale
- 17 Beaumont Hospital
- 18 Northside Town Centre
- 19 North Central Area Office
- 20 Church, Grange Road
- 21 Baldoyle Youth Club
- 22 St. Patricks Nursing Home
- 23 An Post Depot, Dublin St Junct with Weldons Lane
- 24 Library, Strand Road
- 25 Catholic Church, Main Street
- 26 Community Hall, Main Street



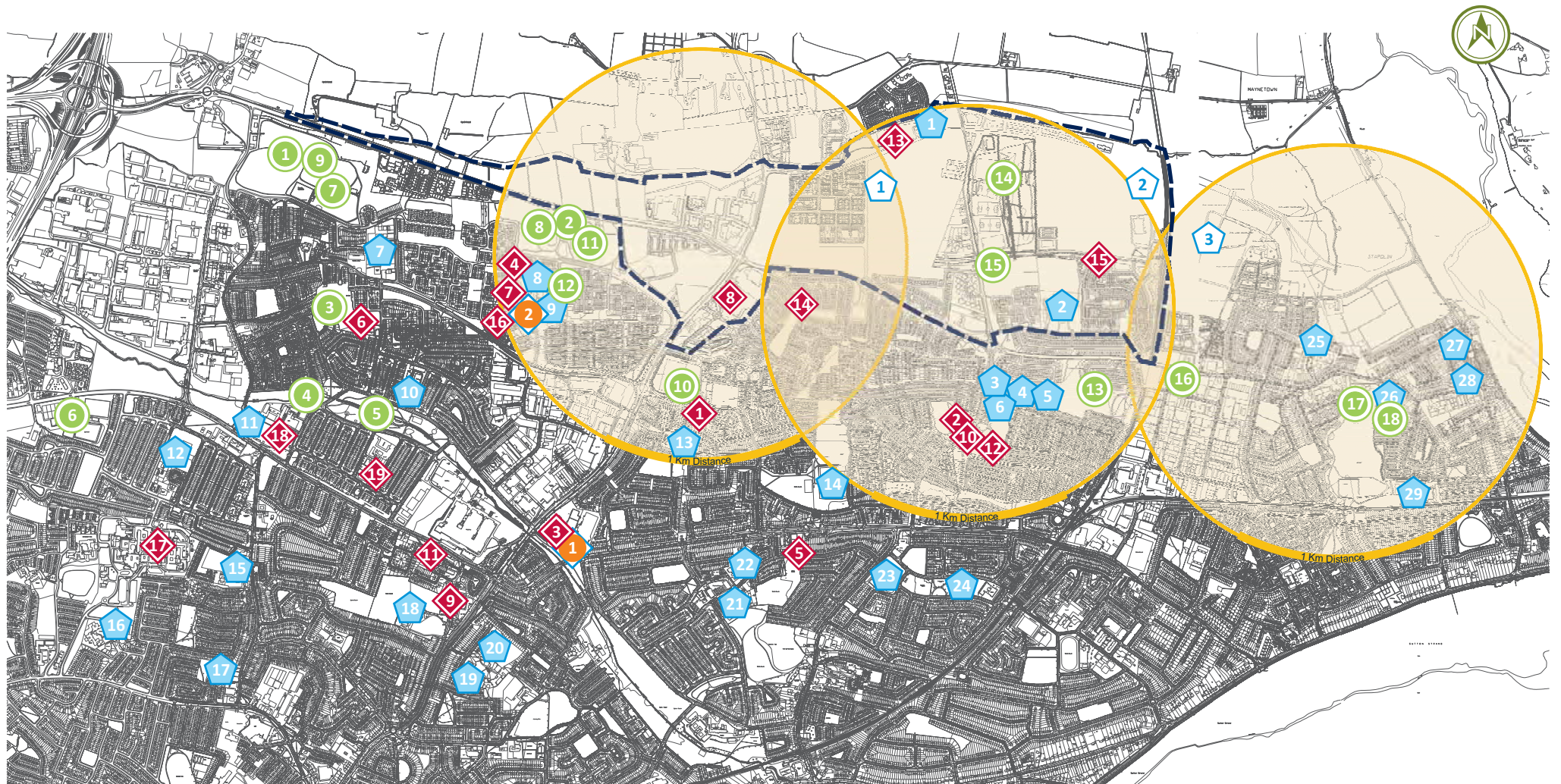
Entertainment Facilities

- 1 UCI Cinema Coolock
- 2 Media Initiative Collective project, Darndale.





Fig 5.5 Community Audit Map





5.5 Participation of the Local Community

The vitality of the new community in the developing area of the North Fringe complements the commitment and spirit of the longer established communities in the area adjoining. The North Fringe community has begun to develop an identity and an appreciation of the facilities necessary to ensure success in creating an environment that is safe, vibrant and attractive. Dublin City Council, especially through its staff in the North Central Area Office, is committed to assisting and working in partnership with the local communities to develop the area successfully.

Two of the more recent approaches taken in order to engage with the community during the development of the North Fringe from the time of the original action plan to the current LAP stage include the Designing Dublin project and the Issues Paper phase of the LAP. Also, during a schools consultation held with St Francis of Assissi National Primary School in Belmayne, the keen interest of children from the local area in how the area develops was displayed.

Designing Dublin

Designing Dublin: Learning to Learn is a project supported by the Creative Dublin Alliance in partnership with Dublin City Council. Between September and November 2009, the first project was run and the North Fringe was chosen as the case study area. The project was entitled "Finding the Hidden Potential of Place in Clongriffin" and was run over twelve weeks by a team including design students from a range of backgrounds, staff from Dublin City Council and local residents. Research and project prototyping concluded five creative outcomes shown on figure 5.7.

Unit 60

This facility was one of the proposals from the Designing Dublin Initiative. The North Central Area Office developed the concept and the facility. "Unit 60" provides a community room which is the focus for activities including yoga, alpha, mother & baby groups. The facility also has social inclusion events, for example coffee mornings and family fun /fair days. Future plans include theme mornings, classes, drop in service, community advice and other initiatives. The unit was made available by the developer.

Safer Clongriffin Forum

This forum is part of the SPC Joint Planning Committee. The forum addresses matters such as taking in charge, litter management, anti-social behaviour and Garda involvement. The Forum is attended by representatives of the local authority, developers, residents and management companies. Overall community engagement in the plan area has increased via the North Fringe Forum meetings which have facilitated regular contact and communication between the community, elected

representatives, residents, local authority and stakeholders. These meetings have been instrumental in progressing delivery of facilities and services to date.



Fig 5.7 (2009)

Issues Paper for the LAP

Building on the initiatives and ideas generated through the Designing Dublin project, the local community engaged with the commencement of the LAP process for the local area and provided many ideas to the Council for the LAP through the Issues Paper consultation.

An important stage of the preparation of the LAP is to identify the issues for the area from the perspective of the local residents, businesses, land owners, state bodies and interested stakeholders.

During the initial preparation of the LAP a pre draft public consultation was launched using the publication of an Issues Paper in order to assist the public in making a submission to identify those issues they felt were relevant to the area. In addition to the publication of the issues paper, four public consultation meetings were held and the issues raised during those were recorded. The key themes identified during the consultation phase were as follows:

1. Treatment of vacant sites and unoccupied units.
2. Encourage start ups for commercial, community and other mixed services.
3. Improving connections.
4. Creating a family neighbourhood.
5. Encouraging integrated neighbourhoods.
6. The built environment and public areas.
7. The natural environment, heritage and recreation.

Receipt and analysis of the submissions from local residents formed an important part of the LAP's preparation. The community were well organised and engaged with the process positively to ensure their views and comments were taken on board.



Fig 5.8 Clongriffin - Belmayne (North Fringe) Issues Paper Cover

Schools Consultation

In accordance with the Planning & Development Act 2010 the pre draft public consultation phase carried out a workshop in order to gather comments and issues from children located within one of the schools within the plan area. This requirement ensures that all members of the community from young to old are given a voice to express their vision for the area. In this regard, St. Francis of Assissi primary school facilitated a workshop which involved two classes of students. The workshop consisted of three groups of children sitting around a large map of the plan area and providing comment on the various themes highlighted which addressed the key themes of the issues paper which included the following:

- Economic Growth
- Population & Employment
- Urban Form & Spatial Structure
- Movement & Transport
- Social, Community & cultural development
- Landscape, open space, biodiversity & recreation
- Green Infrastructure & Sustainability





The pupils had great enthusiasm, showed great knowledge of their local area, and came up with many creative ideas.

Things that were positive about the area include Fr Collins Park (the skate board park in particular), water features and ponds, parks in the wider area, shopping centres such as Clare Hall and the opening of a new local takeaway. Things that were negative included the busy nature of the main roads and roundabouts, not enough cycle paths, not enough fun places to go to and some examples of vandalism.

The pupils saw the opportunity in positioning new places to work close to new housing and close to the train station. New playgrounds could be created on vacant grounds. A good idea would be to create allotments and places to learn about growing close to schools and houses, not only on the vacant sites but throughout the wider area including Donaghmede.

The pupils noted the extent of houses built and in particular vacant houses so questioned why build more until these are occupied.

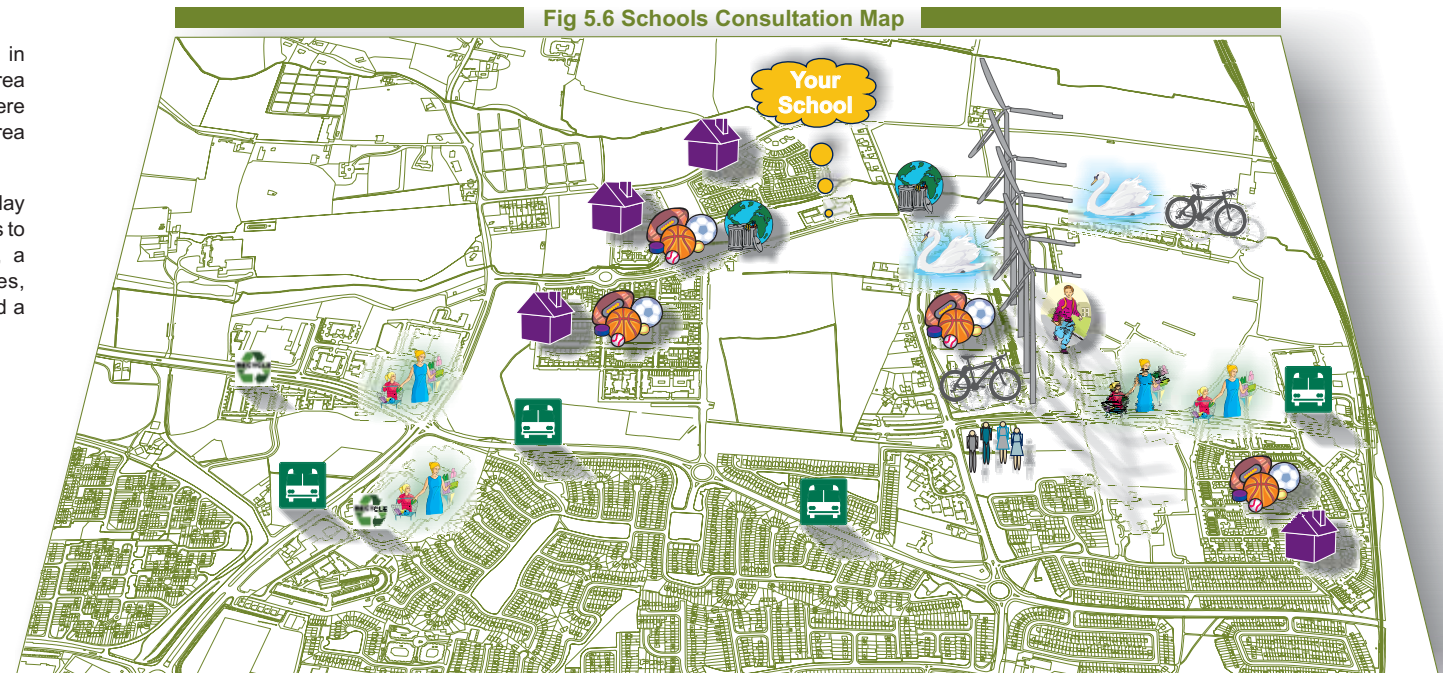
House types are liked as a choice to live in because you can have your own rear garden area and choice to extend it if you need more space. Children living in apartments were eager to say how they enjoy them and that they can have plenty of space if built larger and have shared areas to play.

The pupils were very conscious of improving the environment, in particular recycling facilities should be provided throughout the area and wildlife areas should be protected and created. The pupils were conscious of the natural environment reflecting the location of the area close to the rural countryside and the sea.

Ideas for the future include more bus stops close to houses, more play areas, more and a better choice of shops, safer roads, better access to the parks from housing areas, more cycle and walking trails, a community centre, sheltered playgrounds, sports facilities, sustainable buildings such as a supermarket with green roofs and a new school with playing pitches.

Fig 5.6 summarises spatially some of this valuable feedback.

	<p>Shopping Eco shopping centre More shops needed in the area Gyms, takeaways</p>		<p>Nature Use vacant sites for Nature Park</p>
	<p>Walking & Cycling Safer roads & crossings along roads More cycle & walking paths especially on Grange Road Wider footpaths & expand the roads</p>		<p>Transport More bus stops.</p>
	<p>Play An underground playground School playing pitches New playgrounds in estates</p>		<p>Community Services Community centre New uses on vacant lands to create jobs New gardens/allotments on the vacant lands Stop vandalism in the park</p>
	<p>Housing Two storey houses are preferred New houses should be close to the train station.</p>		<p>Recycling More Recycling</p>
			<p>Litter Clean up litter in the area</p>



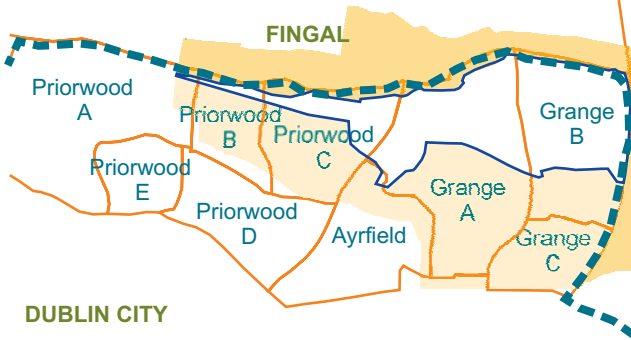


5.6 Population of the Study Area

The LAP boundary and related context area takes into account the Electoral Divisions (ED's) of Grange A, Grange B and Priorswood C.

The wider area included in the LAP incorporates the additional ED's of Grange C, Ayrefield and Priorswood B.

North Fringe ED Map



The population of Grange A, Grange B and Priorswood C was recorded as 13,477 persons in the 2006 Census.

Grange B alone recorded a growth of 34% between the census period 2002-2006 in contrast with a decline of 3% and 2% for Grange B and Priorswood C respectively.

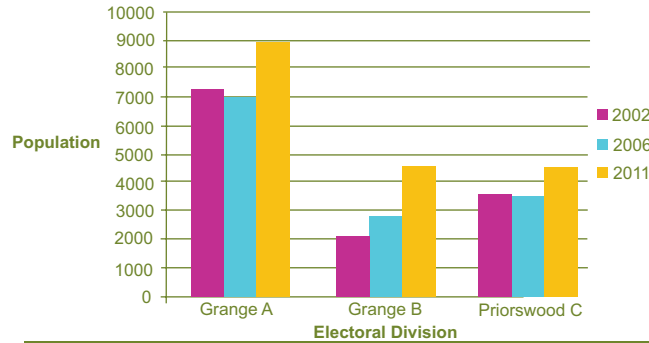
With respect to the wider area, the overall population was recorded as 25,008 persons in the 2006 Census.

The ED's that comprise the adjoining suburban neighbourhoods did however record a decline of on average 8% in contrast to the overall city growth of 2.1%.

Grange B therefore was the only DED with an increase in population between 2002-2006 within the wider neighbourhood.

The same area is recorded as 18,025 persons in the preliminary Census 2011 figures. It is notable that each ED in the study area recorded significant growth over the period 2006-2011. Grange A and Priorswood C both recorded a 27% population increase in contrast to a decline over the previous census period. Grange B, the location of Clongriffin and Beaupark, recorded a significant population increase of 58.8%. Grange B has consistently recorded the highest levels of population growth in the local area over two census periods.

Growth in Population from 2002 - 2011

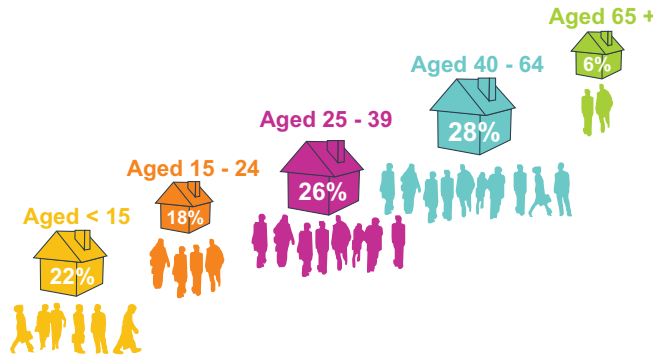


Source: CSO Small Area Population Statistics (SAP's)

The wider area is recorded as 29,090 persons in the preliminary Census 2011 figures. This growth can be attributed to those ED's with new residential developments. The adjoining suburban neighbourhood in contrast recorded a modest increase of 0.8% in Ayrefield and a decline of 7.4% and 9.0% for Priorswood B and Grange C.

It is evident therefore that population growth for this part of the Dublin City Council area can be attributed largely to new residential development that has occurred across the developing area of the North Fringe in contrast to the declining population levels in the established suburban neighbourhoods adjoining.

North Fringe Percentage Age Profile, 2006

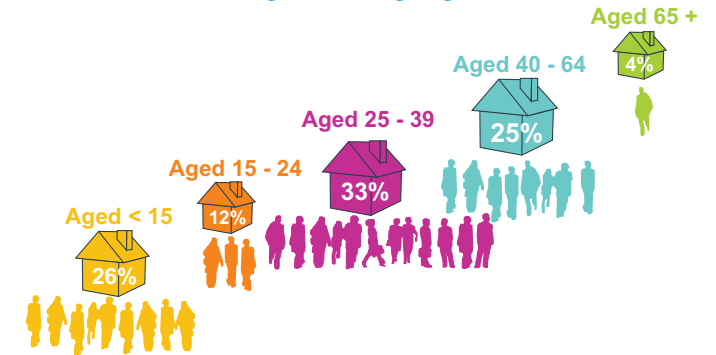


Source: CSO Small Area Population Statistics (SAP's)

The age profile of the population recorded in 2006 for Grange A, Grange B and Priorswood C indicates that persons aged 40-64 years are the majority group at 28% of the total population. Young adults aged 25-39 are the second highest group (26%) and those under 15 the third highest group (22%). Persons aged 15-24 comprise 18% of the total population and those aged 65 plus comprise 6%.

The 2011 Census has recorded that persons in the 25-39 years of age group, at 33%, are the majority age group. Persons aged 15 and under are the second highest (26%) closely followed by persons aged 40-64 (25%). Persons aged 15-24 are recorded at 12%. The changes between the Census 2006 and 2011 indicate an increase in younger people and younger adults.

North Fringe Percentage Age Profile, 2011



Source: CSO Small Area Population Statistics (SAP's)

The trends going into the future are of value from a planning perspective as they will highlight the aging nature of the largest cohort in this local area and growth in young adult population (as their adult children enter household formation stages). The importance of good social infrastructure for all ages, quality family housing and employment opportunities are highlighted by these trends.

The following series of statistics from the CSO Small Area Population Statistics are provided for the ED's of Grange A, Grange B and Priorswood C to highlight other important trends and local area characteristics. The LAP should consider such local trends in the setting out of future policy and proposals.

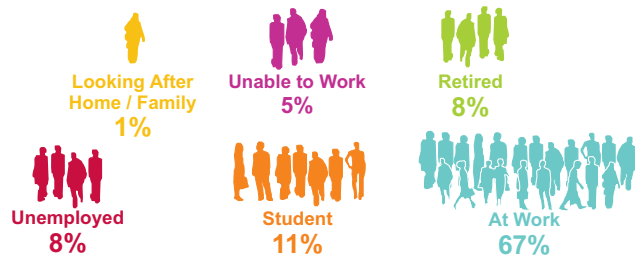
Persons Aged 15+ by economic status

In terms of the economic status of the North Fringe area in 2006, 67% of persons aged 15+ were classified as at work. 11% of persons were recorded as students, 8% were unemployed, 8% retired, 5% were unable to work and 1% were looking after home/family.

The statistics have been illustrated in the figure on the following page.



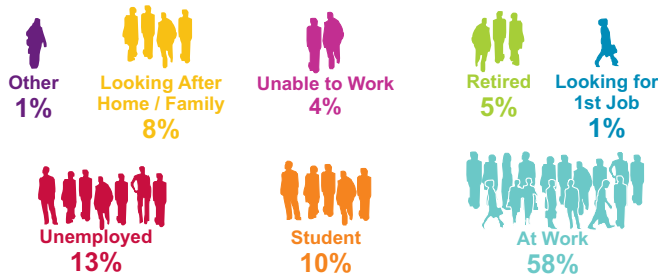
Principal Economic Status 2006



Source: CSO Small Area Population Statistics (SAP's)

The 2011 Census has recorded an increase in those classified as unemployed (13%) and those looking after the family home (8%). In terms of the local population, the unemployment rate impacts on 1,776 people. Persons at work are recorded at 58%. The changes between the Census periods 2006-2011 reflects the national economic downturn with a particular high impact in this local area.

Principal Economic Status 2011



Source: CSO Small Area Population Statistics (SAP's)

Persons employed/unemployed by Occupation Type

In the 2006 Census, the predominant occupation type recorded in the developing area, apart from the category of "Other" which accounted for 17% of responses, was sales at 15%. Other categories recorded are manufacturing (12%), clerical/office and services (11%), professionals (10%), administration/government and transport (9%) and building construction 6%.

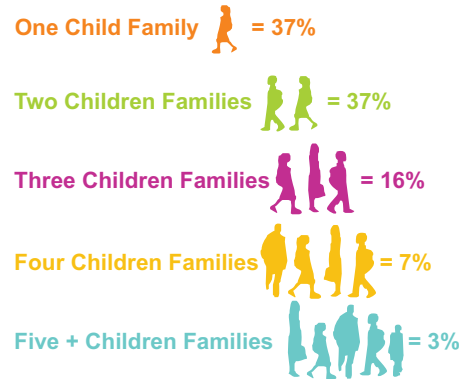
The 2011 Census records some new categories for occupation type. People employed in administrative jobs are the highest category at 14% followed by associated professional and technical jobs, skilled

trades and elementary occupations at 11% each. Not stated was also 11%. Professional and sales were each 10%. Persons working with plant and machinery are recorded at 9%, persons working in care, leisure and services 7% and managers and directors 6%.

Family Units by the Size of the Family Unit

The 2006 Census shows that both one child and two child families are the predominant family unit character (37% of the total). Family units with three children are 16%, with four children are 7% and five children plus 3%.

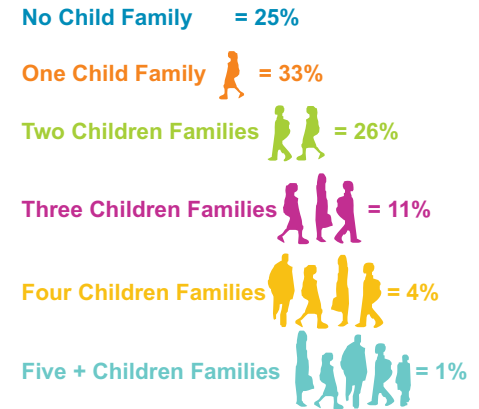
North Fringe Family Unit Size Profile, 2006



Source: CSO Small Area Population Statistics (SAP's)

The 2011 Census includes the category of no child households. One child households are the highest proportion of the total (33%) followed by no child households. Two child households are recorded at 26%, three child households 11%, four child households 4% and 5 plus children 1%. The new category of no child and high recording for one child families, compared with a decline in subsequent categories, reflects the increase in population at the young adult ages (new residents at household formation stages).

North Fringe Family Unit Size Profile, 2011

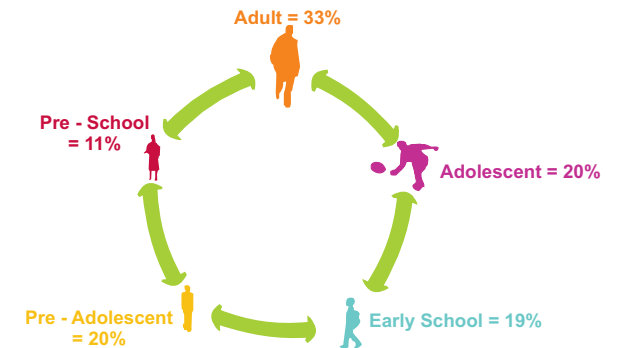


Source: CSO Small Area Population Statistics (SAP's)

Persons with Children Classified by the Stage of the Family Cycle

The 2006 Census results indicate that 33% of the total persons with children classified by the state of the family cycle were within the adult stage of the family cycle, 20% were at adolescent stage, 19% at early school, 17% at pre-adolescent and 11% pre-school stage.

Stage of the Family Cycle, 2006



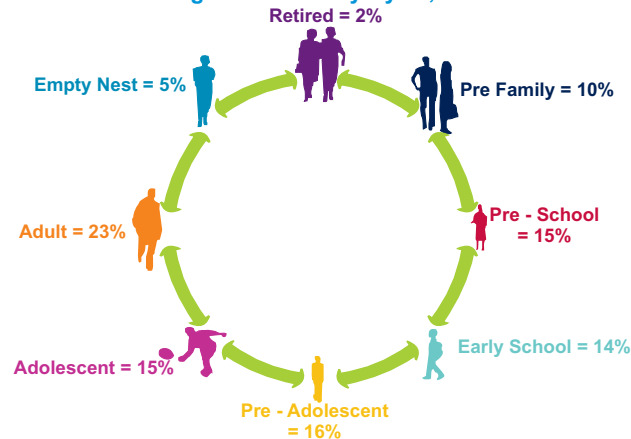
Source: CSO Small Area Population Statistics (SAP's)





The 2011 Census records some new categories for the stages of the family cycle. These include pre family, empty nest and retired. The highest category is still adult although lower than the Census 2006 recording at 23%. Pre adolescent stage is 16%, both pre school and adolescent is 15% and early school is 14%. Pre family is recorded at 10% and is a notable addition and consistent with the age profile and family units by size trends noted in the sections above.

Stage of the Family Cycle, 2011

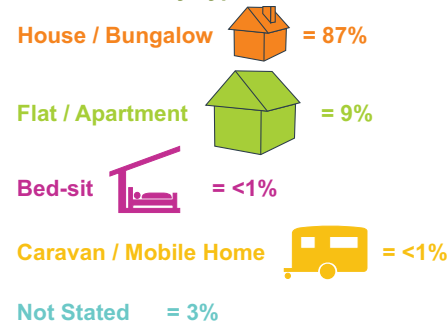


Source: CSO Small Area Population Statistics (SAP's)

Private Households by Type of Accommodation

In the 2006 Census the results showed that the predominant type of occupation within the plan area was house/bungalow at 87% of the total surveyed. The number of households that occupied a flat/apartment was at 9% in comparison with those occupying a house. The remaining survey results showed <1% of accommodation was in bed-sit, <1% in caravan/mobile home and 3% not stated.

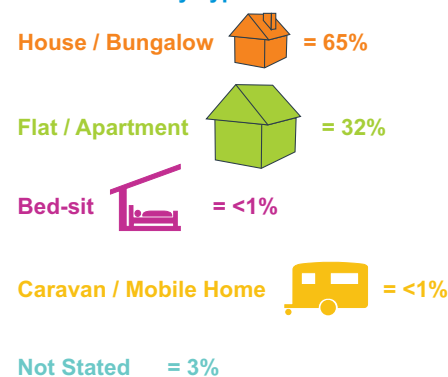
Private Households by Type of Accommodation, 2006



Source: CSO Small Area Population Statistics (SAP's)

The 2011 Census has recorded a significant increase in the number of households classified as flat/apartments. This is 32% compared with just 9% in 2006. This indicates the increase in persons living in new apartment buildings completed and occupied during the census period. Persons living in houses are recorded as 65% of the total compared with 87% in 2006.

Private Households by Type of Accommodation, 2011



Source: CSO Small Area Population Statistics (SAP's)

Households by Type of Occupancy

The number of households by type of occupancy within the 2006 Census showed a trend of 54% in owner occupied with a mortgage. The results indicated that 16% were owner occupied with no mortgage, 16% rented from Local Authority, 4% other rented (furnished), 4% not stated, 3% buying from Local Authority, 2% rented from Voluntary body, 1% other rented (not furnished) and 0.5% occupied free of rent.

The 2011 Census indicates that the majority of households are still owner occupied with mortgage (46%) although less as a proportion of the total than in 2006. There is a notable increase in the category rented from a private landlord. This is now 20% (the second highest category) compared with 4% in 2006. Owner occupied with no mortgage is 15% and rented from a local authority is 13%, both small decreases from 2006.

Occupancy Status of Households

The 2006 Census illustrated the occupancy status of permanent households as occupied and unoccupied. The results indicated that 90% of permanent households were occupied and 10% were unoccupied.

The 2011 Census records 88% of households as occupied and 12% unoccupied. It is notable that the unoccupied rate recorded in 2011 is only 2% higher than that recorded in 2006, despite the increase in new housing units completed in the area over the census periods.

Population by Social Class

In the 2006 Census, people classified in non manual and skilled manual classes were recorded at 21% each of the population in the developing area. All other categories were 20%. Other social classes recorded managerial and technical (18%), semi skilled (12%), unskilled 5% and professional workers (3%).

The 2011 Census records a similar classification across the population with the highest category still recorded as non manual and skilled (22%). Managerial and technical is 21%, skilled manual 19% and semi skilled 11%. Both unskilled and professional are 4%. All others are recorded at 19%.

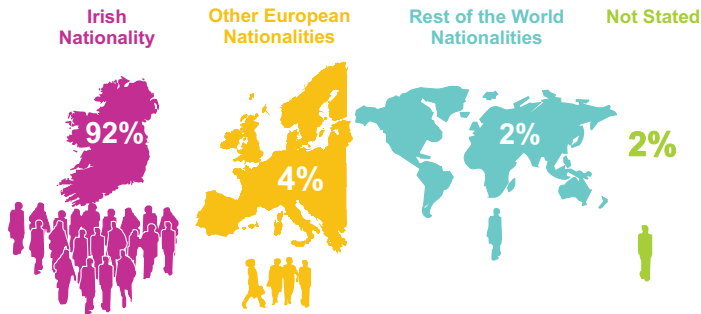
Nationality

In the 2006 Census, people with an Irish nationality accounted for 92% of the recorded population in the developing area. Other European nationalities accounted for 4% and the rest of the world nationalities accounted for 2%. Not stated responses were also 2%.





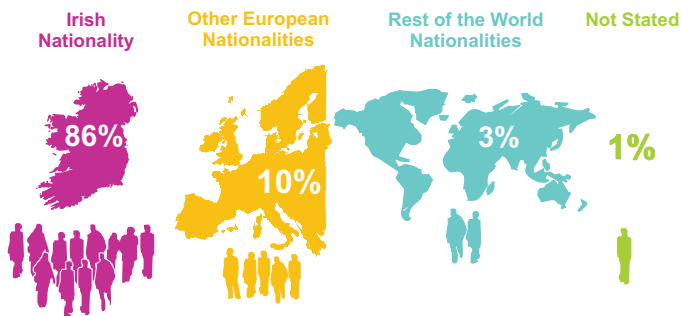
North Fringe Nationality Profile, 2006



Source: CSO Small Area Population Statistics (SAP's)

The 2011 Census records an increase in the proportion of the population with other nationalities, mostly an increase in other European nationalities. Irish nationality is recorded at 86%, other European 10% (an increase from 4% in 2006) and rest of the world 3% (a small increase of 1% from 2006).

North Fringe Nationality Profile, 2011

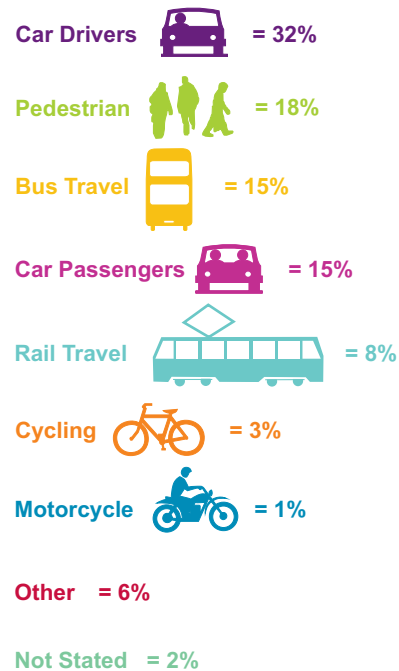


Source: CSO Small Area Population Statistics (SAP's)

Means of Travel to Work, School or College

Persons in the developing area travel to work, school or college as car drivers for the most part (32% of the total responses) as recorded in the 2006 Census. Interestingly the next largest mode is pedestrian (18%). Bus travel and car passengers are recorded at 15% each. Rail travel is 8%, cycling is 3% and motorcycle is 1%. "Other" and "Not Stated" categories account for 6% and 2% respectively.

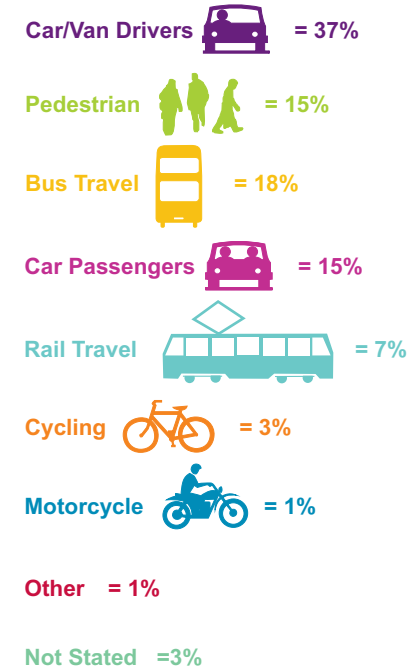
Means of Travel to Work, School or College, 2006



Source: CSO Small Area Population Statistics (SAP's)

The 2011 Census still records a good distribution of different travel modes to work, school or college although public transport services (bus and rail) retain more or less similar proportions in 2011 as in 2006. Car or van drivers are recorded as 37%, bus 18%, pedestrian 15%, car passenger 15%, rail 7%, cycling 3% and motorcycle and other 1%. Not stated is 3%.

Means of Travel to Work, School or College, 2011

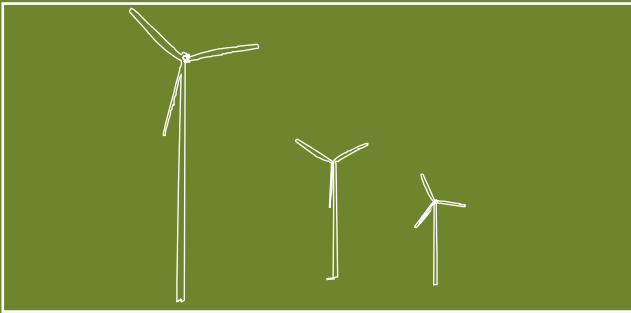


Source: CSO Small Area Population Statistics (SAP's)

LAP Strategy

Section B

local area plan





6.0 MOVEMENT AND TRANSPORT

6.0 MOVEMENT AND TRANSPORT

To promote ease of movement within and access to the area by incorporating a high quality, integrated transport network through improvements to the existing road, rail and public transport network, together with improved cycling and pedestrian facilities within the local area.

6.1 North Fringe Action Area Plan 2000

The main movement and transport strategies of the original Action Area Plan were:

1: Maximise access to public transport

To develop the area in a sustainable manner and avoid creating car dependant communities, providing maximum access to public transport was a key determinant in the plan. Of particular importance was a design that placed public transport infrastructure and access to it as key influences in the overall spatial structure for new development (town centre focused on the train station facility for example).

2: Maximise potential linkages

Maximising connections to public transport facilities by way of a coherent movement network was central to ensuring accessibility. An east to west link connecting the Malahide Road QBC to the train station created a central activity spine with two important mixed use centres focused around public transport access at either end. A series of north to south links would serve as access within residential blocks and give connections back to the central spine.

3: Density

Optimising densities to support efficient public transport system and viable and vibrant use mix. In areas with good access to public transport (rail and QBC), it is appropriate that higher densities would be permitted and that densities would reduce with distance from public transport nodes.

4: Park and Ride Facilities

To encourage modal split from private to public transport by providing car storage facilities, particularly focused on town centre locations adjacent to public transport stations.

5: Clearly defined road network

A clear hierarchy of streets was set out for ease of movement and connection. This included two distributor roads to manage main access traffic, one at the northern edge of the developing area and one at the south (the main street route). Connecting in turn to these main roads was a well ordered tier of residential roads and squares and "mews" character streets.

6: Developing a network of Green Links

A series of green links (walking and cycling priority routes) were proposed to connect residential areas with recreational and community facilities. These routes would provide a sustainable way of travelling through the area and provide a network for combined leisure, amenity and local trips.

7: Car Parking

To provide a level of car parking provision that promotes the use of public transport, in particular by providing lower ratios at higher density locations accessible to new public transport facilities

8: Strong links to the existing established communities.

To promote integration between communities, the importance of connecting the new street network with the established, for walking and cycling opportunities in particular, was emphasised, in particular connections to community facilities in Donaghmede and Clarehall.

In summary, these strategies sought to create a walkable neighbourhood with excellent access to public transport, in particular access to quality bus services, a new train station and opportunities for modal interchange from private to public transport at key locations.

These strategies when reviewed are considered to be fully valid and now require full delivery for a successful transport and movement strategy. In particular, the completion of an accessible and connected street network are priorities for the LAP.

Figure 6.3 provides a summary of the external street network for wider movement and transport connections to the area, the internal street connections developed to date and the challenges for the movement and transport strategy.

It is a priority of this LAP to address those challenges through both interim proposals (improved pedestrian and cyclist mobility in particular) and long term objectives

6.2 Road Capacity Analysis

Dublin City Council commissioned traffic impact consultants SIAS in 2005 to undertake detailed analysis of the North Fringe Action Area Plan and to further advise on the traffic implications of planning applications lodged. The main purpose of the analysis was to assess the phasing of infrastructure in relation to proposed development in the Dublin City Council area. The traffic model (Paramics) assumed an equal ratio of car trips to public transport (50%) taking into account the significant proposed public transport infrastructure proposed under the original plan.

The analysis indicated the requirement for the northern distributor, main street boulevard and a C Ring link road by pass of the R139/R107

(Malahide Road) junction as important infrastructure completions to accommodate traffic movements generated by the entire development of the NFAAP lands. The optimal C Ring design was a grade separated interchange with a part bus only section on the Malahide Road to service the town centre development. The proposal additionally assisted traffic movement originating outside the DCC area, in particular right turning movement from the direction of Malahide onto the R139 to access the M50 at peak times.

Further analysis undertaken in consultation with Fingal County Council concluded the need for a number of infrastructure improvements in addition to the C Ring to accommodate traffic growth generated from developing the Fingal south fringe, in particular commercial and residential lands north of the R139. Infrastructure included a Balgriffin by pass and linking an east to west distributor road (connection to the airport) to the C Ring at a new roundabout. This level of infrastructure was recommended for the complete development scenarios of the DCC lands and the Fingal south fringe and would require significant capital investment.

Infrastructural works to date in the area have progressed much of the recommended measures including the internal distributor road network, upgrading of the R107 at Northern Cross to improve directional flow of M50 bound traffic, provision of the rail station and integration of QBC routes into the developing area. Going forward with the LAP, a pragmatic solution needs to be adopted that recognises;

- (a) the investments made to date in public transport infrastructure and promotion of public transport use, in particular for city bound trips,
- (b) future public transport capacity and connection increases planned for the LAP area which will impact on transport patterns,
- (c) the importance of continuing with developments that improve connections, infrastructure and quality of life for the new established communities,
- (d) the emphasis on future phasing within the LAP lands to complete the internal street network, improve direct access to public transport services and improve the delivery of public transport services within the LAP area,
- (e) the significant capital investments required to completed an optimised road network and current financial constraints on such completion,
- (f) the future incremental nature of completing development in the DCC area compared with original envisaged completions,
- (g) the longer term horizon for developments at the R139/R107 junction and Fingal south fringe in particular.

In consultation between the divisions of Dublin City Council and the National Transport Authority (NTA), it was agreed that completing internal streets, improving access to public transport, improving the frequency of bus and rail services and achieving completion of development for those communities now established are priority aims. The phasing of the LAP shall reflect these goals.





For each successive phase of development under the LAP, and as part of a robust phasing, implementation and monitoring strategy, Dublin City Council in consultation with the NTA will undertake a detailed traffic analysis of the LAP area. This analysis will;

- i. Assess current traffic and transport use in the area and imminent new services
- ii. Identify transport infrastructure necessary to support the next phase of development and
- iii. Advise the Council on the stages necessary to complete the R107 re-alignment in the medium and long term to service longer term future development in both Council areas.

The phasing and implementation section set out in chapter 16 of the LAP will identify this requirement (in particular Phase 4) in more detail.

6.3 Movement and Transport Strategy

The movement and transport strategy focuses in particular on maximising the connection potentials to and within the local area. The aim is to design the area to enable people to move in a sustainable way, without use of the private car as the predominant choice of travel.

The key aims of the Movement and Transport Section are:

- To improve accessibility and maximise the use of public transport.
- Cater not only for travel demand but also for reductions in congestion and pollution.
- Place a stronger emphasis on sustainable forms of transport such as walking, cycling and public transport, particularly for short trips.
- Take a pro-active approach to influencing travel behaviour and effective traffic management.
- Prioritise transport and movement schemes, particularly those that increase the use of public transport, walking and cycling that can be implemented in the short term.
- Underpin all transport and movement measures with an integrated land use and transportation strategy that promotes intensification in accessible areas.
- Reduce vehicle miles travelled and travel time to improve air quality and mitigate the effects of CO² emissions.

The following principles will be incorporated into a Sustainable Movement and Transport Strategy for the local area:

- Seek delivery of pedestrian and cycling routes through the developing area and adjoining neighbourhood that promote connection to important local destinations for local residents.
- Seek removal of barriers to permeable movement by walking and cycling and make recommendations and actions to remove barriers and improve permeability.
- Interconnect walking and cycling routes with access to a number of public transport locations to promote use and travel on the wider public transport network.
- Maximise and promote the extent and options for public transport interconnection within the wider locality to increase awareness of public transport route options (for example orbital route connections).
- Require that planning applications for new developments are accompanied with good quality cycle parking and storage facilities.
- Require that commercial, community and other mixed use developments are accompanied with a Mobility Management Plan that encourages greater use of sustainable travel options.
- Require that new developments in the developing lands of the LAP area, where the site context is appropriate, provide additional sections of the planned route network to improve local access and deliver connectivity.
- Ensure that appropriate sustainable densities of people and employees are encouraged and integrated into developments that are accessible to public transport infrastructure.

In order to implement an effective land use and transportation strategy that achieves the above stated aims, it is essential for the success of the LAP that the threshold of people and activity in the developing area is appropriate to sustain existing and proposed public transport investment and other sustainable modes of travel in the long term. Sustainable densities will help to ensure that public transport services can be supported and car dependant sprawling suburban character is avoided.

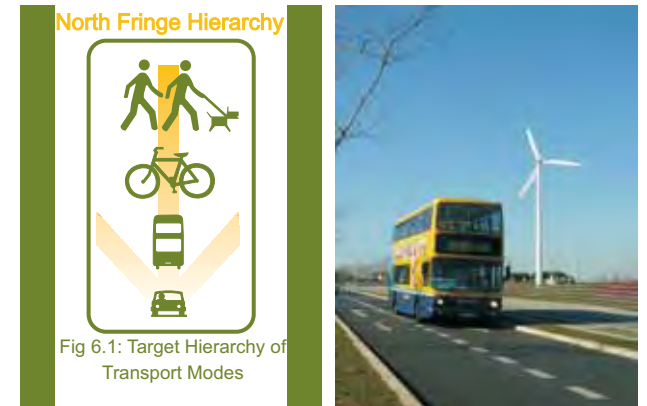
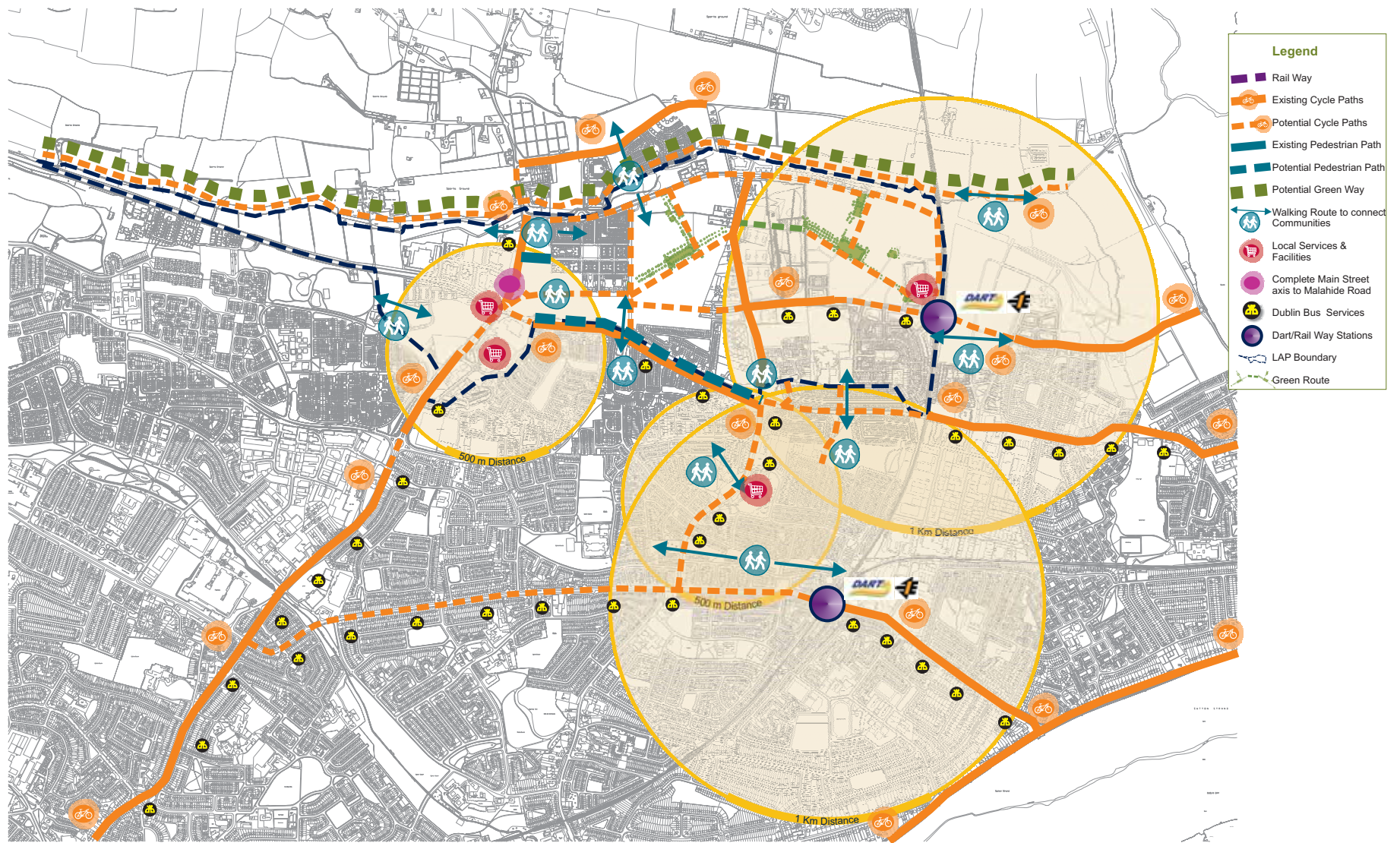




Fig 6.2 Smarter Travel Map





6.4 Key Elements to Deliver the Transport Strategy

There are three important transport infrastructure projects which are important for accessibility and future development of the North Fringe area.

Green Route

This route, guided under the original Action Area Plan and designed as part of past planning permissions, provides an important walking and cycling corridor connecting Belmayne with Clongriffin via Fr Collins Park and interacts with a sequence of local neighbourhood parks along its route.

The importance of the route for community integration, promoting recreation and facilitating better local movement is significant. It has the potential to open the large vacant land banks, which are presently impenetrable and causing severance, for local access and better direct local connections.

It will create new direct connections to the train, to schools and local services encouraging walking and cycling to shorten trips within the LAP area and to surrounding districts.

Cross Rail Street Connection into Baldoyle LAP area

To improve integration between the developing areas in both Dublin City Council and Fingal County Council either side of the of the Dublin to Belfast railway line, a street that crosses the rail line is identified as an important link to facilitate movement and access.

This route provides the opportunity to extend the public transport corridor along the Main Street Boulevard to service new residential developments in the Baldoyle area, thereby increasing the catchment and connectivity for sustainable transport modes.

At present, pedestrians can cross both sides of the rail line adjacent to the new Clongriffin Rail Station via a lift and stairs access. While this arrangement provides a functioning connection, it is limited in its ability to encourage greater movement and cross boundary synergies, in particular cycling connections.

Dublin City Council and Fingal County Council both support the delivery of this connection. It will be a policy of the LAP to seek its delivery and to co-operate with Fingal on providing cross rail linkages.

The R107 and R139 (Malahide Road junction) re-alignment

A by-pass of the R107/R139 junction was identified in the Action Area Plan in 2000 as a key infrastructural project to primarily manage passing traffic at the western gateway into the developing area. It is also identified in the 2011-2017 Dublin City Development Plan under Objective SIO38.

Heavy traffic volumes pass this junction heading east to west (from coastal residential areas towards the M50 and airport) and north to south (from residential areas in north County Dublin to the city centre).

Congestion at this junction impacts on access and mobility for the wider area. It also creates a car dominated environment along the Malahide Road and creates severance between important land banks and locations (severance between the Northern Cross, Belmayne and Clare Hall Shopping Centre for example). The re-routing of traffic will enable more efficient vehicular movement between origin and destination points on the wider strategic road network, in particular traffic accessing the M50 corridor, airport zone and national motorway network.

The re-alignment of the R139/R107 junction is critically important in (i) facilitating future developments within the LAP area and other lands served by the road network, (ii) improving public transport access and (iii) achieving sustainable local travel patterns in the LAP area.

Drumnigh Cross Re-Alignment

The Hole in the Wall Road, located centrally in the LAP area, joins with the east to west aligned Balgriffin Road and the Moyne Road just north of the administrative boundary with Fingal County Council. These roads connect the Strand Road and the Malahide Road.

A "T Junction" of the Moyne Road and Drumnigh Road is located only a short distance further east where the Hole in the Wall Road and Moyne Road meet. This creates a staggered junction.

These local roads are busy traffic routes, particularly for access to Portmarnock and other towns and residential estates in north County Dublin. The roads are also notable for their rural like character.

Improvements to Hole in the Wall Road were identified in the North Fringe Action Area Plan but have not been fully implemented, particularly at this junction.

A road improvement scheme was agreed between both Dublin City Council and Fingal County Council to re-align a section of the Hole in the Wall Road, join it with the Drumnigh Road and remove the staggered junction.

Both councils recognise the importance of these improvement works and will co-operate to achieve their completion as an objective of this LAP.

Internal Pedestrian and Cycling Connectivity

Cycling

Cycling has the potential to contribute to the city's quality of life. It is considered an efficient, fast and relatively inexpensive form of transport. The geography of the LAP area is well suited to cycling. The area is relatively flat with the river Mayne delineating the northern side. The area is also characterised by open spaces and parks which provide opportunities for cycling.

The LAP proposes a series of cycle routes which will compliment the existing pedestrian network. There are wider opportunities for strategic integration of cycling routes throughout the wider local area (looking at important local locations such as employment, community services, open space, public transport locations, wider cycle networks like the S2S etc).

Pedestrian Routes

Walking is one of the most common forms of movement. We combine walking with almost every other mode of transportation and trip-making, whether it is to complete a trip made by car, to walk to and from a bus stop, or to make a full trip by walking.

Emphasis will be placed on the integration of pedestrian needs into all developments carried out within the LAP area. It is intended that there would be an overall priority for pedestrian needs in the area, and thus to a growth in walking both as a means of transport and for health and recreation.

The LAP would ensure the creation of a network of efficient walkable pathways connecting key destinations including transportation nodes throughout the area that will encourage walking as a viable transport option. It would provide opportunities for residents to increase their level of physical activity each day by creating walkable neighbourhoods with adequate connections to destinations.

Figure 6.2 indicates priority routes through the area for walking and cycling.

The LAP proposes two primary walking routes through vacant sites to improve connections in the interim period. In the long term, these routes will remain and become the key connecting routes for pedestrians in a completed and integrated developed area.

The LAP seeks to promote the possibility of developing a Sli na Slainte route in the local area.



Parking Provision

The Dublin City Development Plan 2011-2017, in Map J and Table 17.1, set out car parking standards for land uses across three parking zones. The LAP area is covered under two parking control zones. Area 2 standards apply to lands adjacent to public transport stations and rail line corridors (applies to the area around Clongriffin rail station). Area 3 standards apply to other areas outside the immediate corridor catchment.

For residential land use, parking requirements are 1 space per unit in Area 2 locations and 1.5 spaces per unit in Area 3 locations.

Promoting use of public transport, walking and cycling for the majority of the neighbourhood's journeys is an important sustainable goal and is not in conflict with people's ownership of vehicles and the need to store them when not in use.

Adequate space for car parking storage needs to be considered in residential and mixed use scheme designs.

To create high quality streetscapes and parking storage amenities for households, in particular family suitable house units, it is important that off street car parking is well designed into a unit or the residential scheme.

Within the LAP area, residential schemes seeking planning permission will need to demonstrate that sufficient assignable off street car parking storage and visitor parking on the street is sufficiently incorporated into the design.

Basement Car Parking

The consultation process for the LAP highlighted both residential concern over basement car parking (security, management and maintenance) and developer financial constraints to fund residential developments that include basements.

It is important that the continuing development of the Key District Centres and viability for the public transport services anchoring them is not compromised by a lowering of density and reversion to predominant surface car parking. Basement car parks have an important role and benefit in the design process for such locations.

Residential character areas within the LAP area, including mixed apartment and house type schemes, may have options other than basement design solely which will be considered by the planning authority as part of an application.

Creative design solutions for car parking storage should be achieved through good design without (a) eroding the quality of landscaping and open space provision and (b) without lowering a sustainable density for the scheme.

Car Parking Banks

The concept of a car parking bank at street or semi basement level could be a design feature as part of future developments to provide car parking storage while ensuring that (a) the sustainable density of a scheme is not compromised, (b) cost prohibitive basement construction is removed as a barrier to on site progress and (c) larger facilities for car storage are designed in a way that minimises surface land take and allows screening/overhead landscaping or recreational uses.

It is important that should a car parking bank be considered, it needs to be accessible and within supervision distance to the units it intends to serve. It should also be designed so that it can be managed and maintained successfully as part of the management scheme proposal for the private development.

Shared Surfaces

Shared surfaces in schemes are increasing in popularity as design solution to regenerate local streets. It is considered that shared surfaces can promote low vehicle speeds and create an environment in which people can walk without feeling intimidated by motor traffic. In order to preserve privacy on residential streets, private open spaces to the front of residential units should be considered and provided for at design stages to delineate between the residential units and shared surfaces (see appendix 3). Footpaths to the front of all residential units (front doors in particular) should delineate clearly the area for parking.





Fig 6.3 Transport Strategy Map



Legend

- Motor Way
- Regional Road
- Main Road/Streets
- Other Roads/Streets
- Incomplete Road
- R107 Road Improvement Scheme & Belcamp east to west Route FCC
- Moyne Road Improvement Scheme FCC
- Hole in the Wall roundabout Improvement Scheme
- Drumnigh Cross Road Improvement
- Dublin Bus & Rail Services
- North Fringe Boundary
- Poor integration within surrounding housing area
- Blocked Access

NOTE:
 The NTA, NRA, Dublin City Council and Fingal County Council are part of a Trans-boundary Transportation Strategy Steering Group convened to address the strategic road and public transportation priorities for the wider Northern Fringe context. The transportation priorities identified by this initiative will inform the implementation of this LAP, in particular on the phasing and delivery of cross boundary transport infrastructure.





External Connections

Roads

- National Primary Routes (R139 which links to the National Motorway Network west of the LAP area)
- Regional Roads (R107 Malahide Road to the east, the Grange Road to the south and Balgriffin and Moyne Road to the North)
- Other Regional Roads in the wider locality include the Tonleegge and Kilbarrack Roads (for orbital movements east to west) and the Coast Road
- Road/Strand Road (for north to south movements on the coast).
- Local Roads (Hole in the Wall Road in the centre of the LAP area)

Rail

- Clongriffin rail station
- Howth Junction station in Donaghmede.

Bus

- No.15 Dublin Bus service via Malahide Road and Hole in the Wall Road QBC terminates in Clongriffin.
- Wider area bus services connecting to Clare Hall and Donaghmede include the No 29, 27 and 43.

Internal Connections

- Partial completion of Main Street and Northern Parkway Boulevard
- Connection of the Belmayne residential quarters with the Northern Parkway
- Connection of Beaupark residential quarter with the Main Street.
- Partial commencement of River Mayne Linear Park.

Movement & Transport Challenges

- To alleviate traffic congestion on approach to the LAP area by pursuing key road infrastructure improvements.
- The co-ordinate with Fingal County Council on:
 - The construction of a by-pass of the R139/R107 (Malahide Road) junction to deliver the designated Key District Centre.
 - Support longer term road and Public Transport connections east to west across Belcamp / Clonshaugh
 - To complete the Hole in the Wall Road re-alignment and facilitate improvement works at Drumnigh Cross.
 - To complete an over rail line street connecting Clongriffin and Baldoyle.
 - Support Moyne Road Improvement Scheme
- To un-block barriers to an internal integrated street network.
- To complete the distributor road network and complete the Northern Parkway Boulevard and the Main Street.
- Provide a safe and integrated pedestrian and cyclist environment.
- Maximise access for residents and workers to public transport.
- To co-ordinate with Fingal County Council on completion of a connection between St.Samson's and Belmayne



6.5 Key Movement and Transport Policies and Objectives

The following policies and objectives to deliver the transport and movement strategy will be achieved by the following means.

A phasing strategy for next developments will require completion of the internal street network and the opening of connections, in particular walking and cycling routes, connecting residential communities to public transport, commercial and community services.

Each phase of development will require delivery of key components of the movement network incrementally so that the overall network is progressed.

Periodic reviews of the delivery of transport infrastructure will take place throughout the six years of the LAP to ensure that the impact of investment and current transport issues are assessed before final phases are completed. Refer to Chapter 16 Phasing and Implementation Strategy.

It is a policy of the Council:

- MTP1** To facilitate the completion of the existing road infrastructure network as identified in the movement and transport strategy.
- MTP2** To promote co-ordination with Fingal County Council in the implementation of the trans-boundary road projects including completion of the Main Street into the Baldoyle-Stapolin LAP for public transport, walking and cycling priority, works to the junction of the R107/R139 and Drumnigh Cross re-alignment.
- MTP3** To promote increased cycling and pedestrian activity by the development of cycle and pedestrian network of routes that connect with local parks, community facilities, employment areas, retail areas and public transport facilities.

It is the objective of the Council:

- MT01** To develop routes through sites that are likely to remain vacant in the long term, as pedestrian/cyclists routes, eliminate barriers to movement and provide significantly enhanced permeability and through access to adjoining streets that are safe and pleasant to use by all.
- MT02** To provide new patterns of pedestrian and cycle movement in both the east-west and north-south directions throughout the area that is coherent, direct, safe and convenient.

MT03 To initiate a Local Smarter Travel Plan within years 1-2 and pursue its implementation taking into account the Sustainable Movement and Transport principles outlined in the LAP.

MT04 To facilitate enhanced patronage and efficient utilisation of public transport and promote walking and cycling, through a range of means including a reduced provision of car parking for commercial development

MT05 To liaise with Irish Rail and promote greater frequency and enhanced services at Clongriffin Rail Station for commuters as the area continues to grow.

MT06 To undertake an area wide traffic management plan including a review of the traffic operations of the R139/R107 Junction and Grange Road/Kilbarrack Road/Raheny Road Junctions.

MT07 To develop a pedestrian route along the River Mayne and access the potential to connect with amenity lands in Baldoyle Estuary and further amenities along the coastal routes.

MT08 To seek well integrated design solutions for adequate car parking within the design and layout of schemes with particular attention to visitor parking and car storage.

MT09 Implementation of the Movement and Transport Strategy for the LAP will be considered in the context of the wider Northern Fringe region's development and transportation infrastructure requirements across both Dublin City Council and Fingal County Council. Consultation between both authorities, the NRA and NTA through the Trans-boundary Transportation Strategy Steering Group, including the identification of trans-boundary transportation priorities, will guide the phasing and implementation of development and phasing and implementation of transport infrastructure over the timescale of the LAP

MT010 That the design of all streets fully comply with the design standards and requirements of the Roads and Traffic Department of Dublin City Council to facilitate the orderly taking in charge process for all public roads. Requirements of Dublin City Council for street design including public lighting, traffic and pedestrian control signalling, street signage and traffic calming shall be ascertained at the design stages and completed if requested before taking in charge.

MT011 Consultation to be undertaken with existing retail, commercial and other service providers at the junction of the R107/R139 (in particular Northern Cross businesses and Clare Hall Shopping Centre) to ensure that customer access to important local services is not unduly severed during construction and access is fully considered in design and traffic movement options

MT012 To liaise with Dublin Bus and the NTA on the operation of bus services and alignment of bus routes through the area having regard to the location of new housing, community facilities and other services and new street completions (offering the potential for new route options) as they occur in the LAP area.



7.0 Urban Design

That the principles of urban design will drive future development in the North Fringe to achieve a high quality urban environment creating a neighbourhood where people will want to live, work and visit, now and in the future.

The LAP will ensure that a high sustainable mixed-use urban district, based around high quality public nodes with a strong sense of place is created. Good urban design not only adds value by increasing the economic viability of development, but also contributes to social and environmental regeneration. As a result, Dublin City Council is committed to raising the standard of design in the LAP area.

The Clongriffin-Belmayne (North Fringe) area is gradually evolving in accordance with the principles of the original Area Action Plan. This is evident in the construction of the two main residential hubs in Belmayne and Clongriffin/Beaupark, the development of the road network and open spaces. It is important to foster character and coherent patterns of urban structure by facilitating new developments that will enhance Clongriffin-Belmayne's (North Fringe's) image, be more legible, and create a sense of place.

Good urban design principles provide quality urban spaces and are critical to how buildings are put together to shape & enliven the streets and civic spaces. High quality design is therefore expected from all developments in the LAP area.

Good urban design in the Clongriffin-Belmayne (North Fringe) area would support the economic, cultural and sustainability goals of the city.

7.1 Local Urban Design Principles

Dublin City Development Plan 2011-2017 sets out the urban design principles for the city in section 16.1. This section therefore provides design principles for the local area guided by the provisions of the Development Plan.

This section describes how design principles can be applied to developments in the LAP area and describes how these principles can achieve positive urban design. The following key principles are provided to guide future developments in the LAP area.

LOCAL URBAN DESIGN PRINCIPLES		
PRINCIPLES	ELEMENTS	PURPOSE
Consolidation Consolidation helps create critical mass and brings vitality to an area by supporting more business and service activities, greater street life and more movement.	<ul style="list-style-type: none"> ● Development patterns ● Intensification of existing developed sections 	To promote development intensification around existing nodes. This allows local communities, businesses and public transport to be strengthened and resource efficiencies achieved, while reducing environmental impacts.
Integration and Connectivity Connected street systems give people choices. Ensuring new areas are designed with a high degree of connectivity, and improving connectivity within the existing area by adding new links and completing missing links, helps support the concentration of activities and a greater diversity of activities.	<ul style="list-style-type: none"> ● Movement networks ● Building interfaces 	To promote developments that are integrated and connected with its surrounding environment and community. This facilitates ease of access, economy of movement and improved social interaction.
Diversity and Adaptability The range and style of buildings and activities a place has – including the mix of activities within a building, street or area – influences the look and feel of the place.	<ul style="list-style-type: none"> ● Mix of uses ● Flexibility of buildings ● Sustainable buildings 	To promote choice through the provision of a diverse mix of compatible activities and uses, so built environments can adapt over time. This facilitates the ability to respond efficiently to social, technical and economic changes.
Legibility and Identity Legibility refers to how easy a space is understood and used. It helps people to understand how to get around the area. Identity helps people feel	<ul style="list-style-type: none"> ● Urban Form ● Visual character 	To promote environments that are easily understood by their users, and displays a strong local identity and appropriate visual character. This facilitates an enhanced usage, enjoyment and pride in local places.

they belong to an area. Urban spaces that provide an identifiable and memorable character have a strong 'sense of place'.		
Environmental Responsiveness Designing areas so they reduce the impacts of urban activities on the environment – such as mitigating pollution, improving energy and water efficiency – makes these areas more sustainable.	<ul style="list-style-type: none"> ● Ecosystem ● Green network ● Sustainable Urban Drainage ● Waste ● Energy 	To promote urban environments that are responsive to natural features, landscape, water quality, reduced energy usage and waste production.
Streetscape and Design Streetscape is a combination of physical elements that give character to the street including the road, street lights, street trees, street furnishings, footpaths and building façade design.	<ul style="list-style-type: none"> ● Animation ● Footpaths ● Street furniture and trees ● Active frontage ● Public realm 	To promote pedestrian friendly streets through wide footpaths, street trees and interesting façade designs that adds interest along the streets in the LAP area.

7.2 Urban Structure

The Clongriffin-Belmayne area is a developing urban area located at the north eastern boundary of Dublin city. These lands are characterised by a significant quantum of undeveloped sites. The lands developed within the Clongriffin-Belmayne (North Fringe) area are predominantly residential in nature and they display various examples of building typologies and densities. The Main Street Boulevard traverses the site east west axis direction. There are two main nodes at either end of the Main Street, Malahide Road junction and the New Station Square. These two spaces have been identified as key district centres in the Dublin City Development Plan and form the core areas for retail and commercial activities.

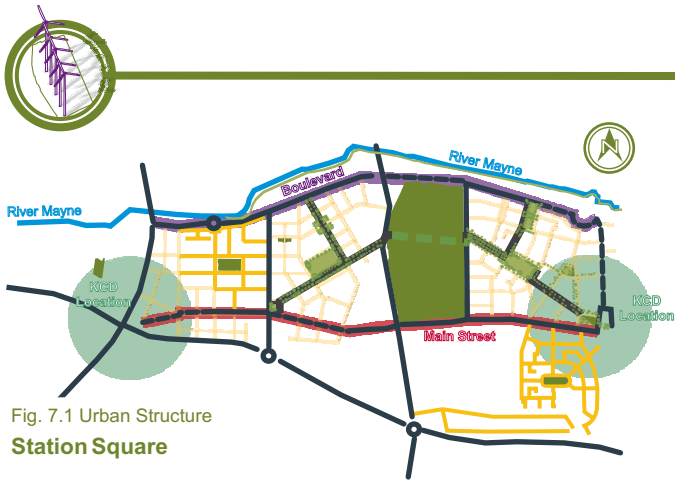


Fig. 7.1 Urban Structure
Station Square

This district centre is located at the eastern boundary of the LAP area beside the railway station and adjoining the Fingal County Council administrative area to the east. The area exhibits a significant volume of unoccupied units. Most buildings in this centre are completed and while the residential section is growing, the retail/commercial element is under utilised as a direct result of the current economic climate and slow down in housing construction impacting on the catchment for the centre. The centre has great potential and presents the opportunity to provide a variety of uses, which interact with each other, creates a sense of place and sustains vitality both day and night. The square can provide a more intimate urban focus with fine grain buildings facilitating a wide range of smaller scale commercial services feeding off its proximity to the rail station i.e. small offices, restaurants, pubs, shops.

- Existing Iconic Building
- Built
- Indicative Urban Fabric
- Open Space

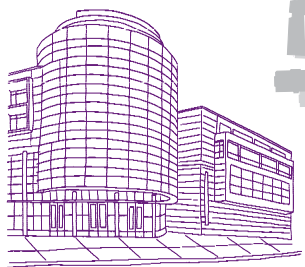


Fig. 7.2 Clongriffin Station Square

R139/R107 Malahide Road Junction

This emerging district centre, as designated under the North Fringe Action Area Plan 2000, assumes a higher order retail/commercial status and it seeks to create a highly sustainable mixed use urban

district that is based around high quality public transport links at this location. This district centre is on the western side of the LAP area and is similar in intended land use mix and function to Station Square. It also serves the existing housing areas to the south and south west.

The significant difference between these two district centre locations at present is the partially developed character of the R139/R107 Malahide Road Junction. The Northern Cross mixed use development and Clare Hall Shopping Centre adds identity to the place. There is a higher proportion of broader grain office and retail space in this area. The R139/R107 Malahide Road Junction, by reason of its setting and traffic domination accommodates larger commercial buildings with a coarser urban grain and less finely tuned mix of uses. The area exhibits a strong visual interest due to its location and setting.



Fig. 7.3 Malahide Road Junction

Main Street Boulevard

The Main Street Boulevard is the main focus of the area and provides a strong definition in the urban structure. While the majority of commercial uses are provided at the district centres, there is potential for a range of local services, community and recreational uses e.g. crèches, pharmacy, post office, medical centres and other facilities. The provision of these uses ensures that this core element generates the maximum amount of activity and visual vitality. The main street is currently lacking in ground floor retail activities as there are vacant units along its axis reflecting the incomplete nature of its natural catchment.

Junctions along this boulevard axis have the potential to be local place markers and present an opportunity to develop more intimate public spaces. This opportunity for place making should be fully exploited by locating more public uses in these locations and by grouping complementary uses around them, e.g. the junction at Trinity Sports Centre could be a focus for a range of recreational uses and related activities (community swimming pool, gyms etc)



Fig. 7.4 Main Street Boulevard

7.3 River Mayne Corridor

The Mayne River forms the northern boundary of the LAP area and is approximately 10km long. The river corridor presents an opportunity to add to the quality of Clongriffin-Belmayne area. This water side can be an attractive feature in the urban setting of the LAP area that will provide a place of relaxation and space to enjoy natural heritage. It can be used to provide new pedestrian or cycle walks, places to sit by, to enjoy, for play, relaxation and so on. To preserve the natural character of the river and at the same time enjoy the amenity, it would be appropriate that riparian buffer zone be provided.

The riparian buffer zone for Mayne River is guided by the document published by Inland Fisheries Ireland on Planning for Watercourses in the Urban Environment. The buffer zone for the river is subdivided into three zones, each with different function, width, vegetation type and use. All developments along the River Mayne corridor shall provide a riparian buffer zone in accordance with the guidelines published by the Inland Fisheries Ireland on Planning For Watercourses in the Urban Environment and in accordance with the requirements of the Parks Department of Dublin City Council.

Fig 7.5 below indicates a good riparian and river example for urban rivers.

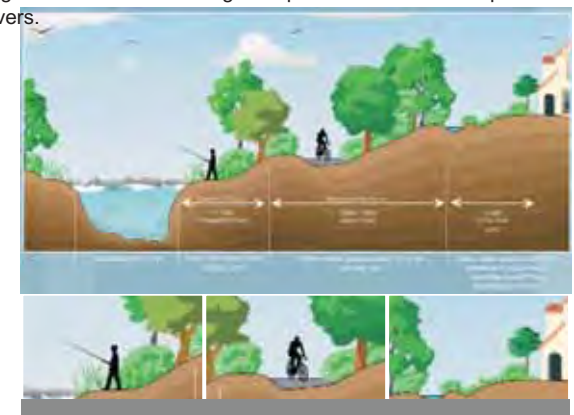


Fig. 7.5 Planning for Watercourses (Landscaping is indicative)