

# BALLYMUN

LOCAL AREA PLAN 2017



Planning & Property Development Department  
Dublin City Council



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council





**CHAPTER 1: INTRODUCTION & POLICY CONTEXT** PAGE 1-7

- 1.1 Introduction**
- 1.2 Extent of Plan Area**
- 1.3 Rationale for the Local Area Plan**
- 1.4 Local Area Plan Preparation Process**
- 1.5 Policy and Statutory Context for the Local Area Plan**
  - 1.5.1 National Spatial Strategy 2002-2020
  - 1.5.2 Capital Investment Programme 2016-2021
  - 1.5.3 Smarter Travel – A Sustainable Transport Future 2009-2020
  - 1.5.4 Greater Dublin Area Transport Strategy 2016-2035
  - 1.5.5 Regional Planning Guidelines for the Greater Dublin Area 2010-2020
  - 1.5.6 Retail Strategy for the Greater Dublin Area 2008-2016
  - 1.5.7 Dublin City Development Plan 2016-2022
  - 1.5.8 Local Economic and Community Plan (LECP)
- 1.6 Other Relevant Plans**
  - 1.6.1 Fingal County Development Plan 2017-2023
  - 1.6.2 Local Area Plans, Guidelines for Planning Authorities (2013) and Manual for Local Area Plans (2013)
  - 1.6.3 Environmental Assessment

**CHAPTER 2: HISTORY & REGENERATION** PAGE 8-11

- 2.1 Background to the development of Ballymun, 1960's – 1998**
- 2.2 Regeneration of Ballymun, 1998 – Present**
  - 2.2.1 Preparation of the Ballymun Masterplan 1998
  - 2.2.2 Progress to Date, 2017

**CHAPTER 3: SITE CONTEXT AND ANALYSIS** PAGE 12-24

- 3.1 Introduction**
- 3.2 Description of the area and sites available for development**
- 3.3 Population and Housing Profile**
  - 3.3.1 Demographics and Household Composition
  - 3.3.2 Employment

- 3.3.3 Commuting
- 3.3.4 Tenure Diversity
- 3.3.5 Pobal Deprivation Index
- 3.4 Local Retail and Employment Space**
  - 3.4.1 Main Street
  - 3.4.2 Neighbourhood Centres (Poppintree, Sillogue, Coultry and Shangán)
  - 3.4.3 Industrial Estates (Poppintree and Ballymun)
  - 3.4.4 Ikea Ballymun and the M50 Lands
- 3.5 Community, Education, Recreation and Childcare Facilities**
  - 3.5.1 Community
  - 3.5.2 Childcare Facilities
  - 3.5.3 Education
  - 3.5.4 Parks and Open Space Areas
  - 3.5.5 Sports and Recreation
- 3.6 Green Infrastructure and Biodiversity**
- 3.7 Infrastructure**
- 3.8 Social Regeneration Programme**
- 3.9 Challenges for the LAP**

**CHAPTER 4: VISION & KEY PRINCIPLES** PAGE 25

- 4.1 Vision**
- 4.2 Key principles of the LAP**

**CHAPTER 5: LAP DEVELOPMENT STRATEGY** PAGE 26-40

- 5.1 Introduction**
- 5.2 Land Use Strategy**
- 5.3 Economic Development & Employment**
  - 5.3.1 Main Street
  - 5.3.2 M50 Lands
  - 5.3.3 Industrial Estates: Ballymun and Poppintree
  - 5.3.4 Arts and Environmental Potential
  - 5.3.5 Locally-focused Employment and Training
- 5.4 Movement**

- 5.4.1 Priority Road Projects
- 5.4.2 Future Road Projects
- 5.4.3 Metro North
- 5.4.4 Bus Network
- 5.4.5 Walking and Cycling
- 5.4.6 Traffic Management & Parking Provision
- 5.5 Urban Form & Design**
  - 5.5.1 Introduction
  - 5.5.2 Objectives
- 5.6 Housing and Tenure**
- 5.7 Social and Community Infrastructure and Supports**
- 5.8 Sports, Recreation and Open Space**
  - 5.8.1 Skate & Bike Park
  - 5.8.2 Open Space
- 5.9 Green Infrastructure & Biodiversity**
- 5.10 Drainage & Water**
  - 5.10.1 Introduction
  - 5.10.2 Remaining Infrastructure
  - 5.10.3 Sustainable Urban Drainage Systems
- 5.11 Integration of Environmental Considerations into the Plan**

**CHAPTER 6: SITE BRIEFS** PAGE 41-63

- 6.1 Introduction**
- 6.2 Main Street**
- 6.3 Neighbourhood Sites**
- 6.4 Summary of Development Potential**
- 6.5 M50 Lands: Outside the LAP Area**

**CHAPTER 7: PHASING & IMPLEMENTATION** PAGE 64

- 7.1 Role of Dublin City Council**
- 7.2 Implementation, Monitoring and Review**
- 7.3 Phasing**
- 7.4 Funding**





**INTRODUCTION & POLICY CONTEXT**

**1.1 Introduction**

In 1997 a government decision was made to regenerate the area of Ballymun. Dublin City Council (DCC) set up Ballymun Regeneration Limited (BRL) to oversee and implement the regeneration process. The Ballymun Masterplan was produced in 1998 following consultation with the local community, and over the next 17 years BRL successfully implemented the key objectives of this plan which sought to enhance the economic, social, environmental and physical character of Ballymun. With the winding down of Ballymun Regeneration Limited and the transfer of its functions and responsibilities to Dublin City Council it is timely that a new plan for Ballymun is prepared which will build on the successes of the Masterplan and address its future challenges. The Local Area Plan (LAP) will help safeguard the significant investment made in the area to date and ensure the regeneration is brought to a successful conclusion.

The LAP reviews the progress made in implementing the aims and objectives of the Ballymun Masterplan, and provides an updated strategy for the future development and management of the area to meet the needs of the existing and future population.

**1.2 Extent of Plan Area**

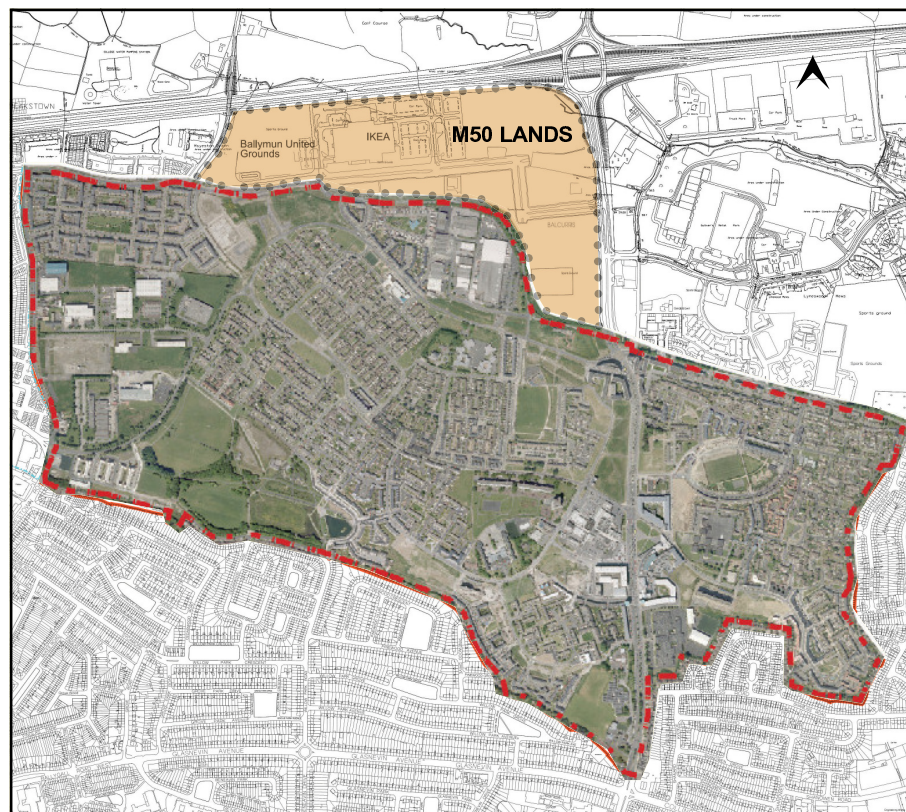
The plan area covers an area of approx. 270 hectares. On the eastern side of Ballymun Road, the northern boundary is set by Santry Avenue and by the residential estates of Shanliss and Oldtown to the east and south. On the western side of Ballymun Road, the area is bounded by the old St. Margaret's Road alignment to the north, Jamestown Road to the west and the residential estates of Oakwood, Cedarwood, Pinewood and Willow Park to the south. Both the northern and western boundaries correspond with the administrative boundary between Dublin City Council and Fingal County Council.

The area north of the City Council boundary between St. Margaret's Road and the M50 forms a crucial contextual zone for the LAP (referred to throughout the LAP as the M50 lands). With much of the lands under the ownership of Dublin County Council, the LAP sets out the vision and objectives for these lands, in conjunction with Fingal County Council.

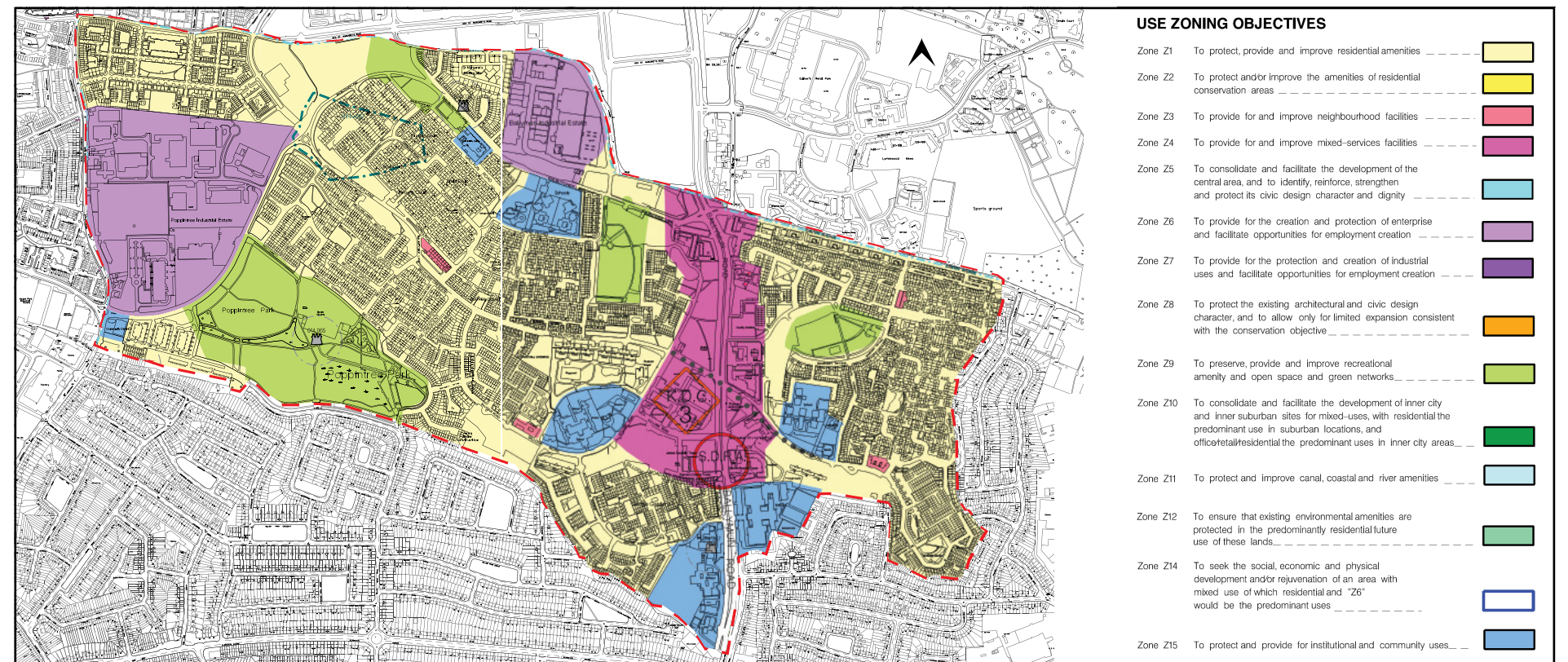
**1.3 Rationale for the Local Area Plan**

The preparation of a Local Area Plan is identified as an objective of the Dublin City Development Plan 2016-2022 (Table F). LAP's are a key mechanism to deliver the Core Strategy as set out in the Development Plan and are prioritised for areas subject to large scale development/redevelopment.

There are c. 33.44 hectares of undeveloped land available for mixed use commercial and residential development within the Ballymun LAP area (including the mixed use shopping centre site and the Hampton Wood private development, c. 2.9ha, under construction), and an additional c. 24 ha within the adjoining Ballymun M50 lands (i.e. outside the LAP boundary). This land is serviced and predominantly under the ownership of Dublin City Council (52.63 ha) thus putting Ballymun in a unique position to take advantage of the current economic upturn and become a strong growth centre of the City. As such it is important to set out the future development context both to protect the significant investment made in the area to date and to guide the continued sustainable development of the area.



Aerial Photograph of LAP area



Dublin City Council Development Plan 2016-2022 with LAP area outlined in red

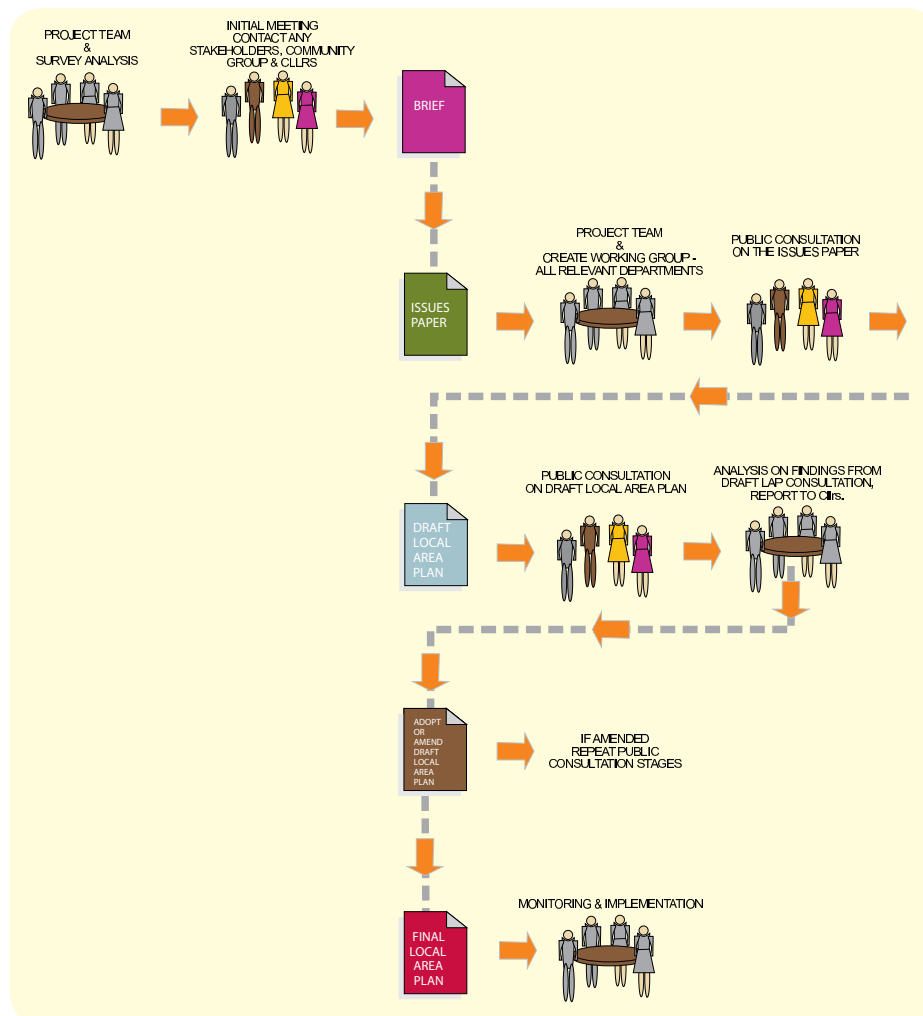


**1.4 Local Area Plan Preparation Process**

The process of preparing a Local Area Plan can be summarised in a number of key stages: -

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

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



LAP Process-Overview

**Stage 1: Pre-Draft Research and Public Consultation Phase**

The Issues Paper (i.e. pre-draft local area plan) public consultation was launched on the 5th November 2015 with the publication of a public notice and the Issues Paper document. The Issues Paper was put on public display from 5th November 2015-Thursday 3rd December 2015, available in the Civic Offices in Wood Quay, the Civic Offices, Main Street, Ballymun and on the Dublin City Council website. A range of pertinent stakeholders including social and community groups, schools, businesses and sport clubs were notified. Use was also made of the DCC social media accounts (facebook and twitter) to help to notify members of the public. Posters on the consultation process were erected in eleven locations throughout Ballymun, including axis, Ballymun Library, Poppintree Sports and Community Centre and also the local shops and community buildings. Members of the Planning Department were available locally in the area to assist with any queries on the following public consultation dates: -

1. Friday 6th November
2. Thursday 12th November
3. Saturday 21st November
4. Thursday 26th November

This stage in the process was non-statutory and was undertaken to stimulate interest and to invite submissions from members of the public on matters relevant to the LAP.

**Stage 2: Draft Local Area Plan Preparation Phase**

The submissions received during Stage 1, and consultations with various other stakeholders including National Transport Authority and Fingal County Council were presented to members of the City Council on the 4th April 2016. A number of presentations, discussions and workshops have also taken place with a wide range of interested groups, including the following: -

- Comhairle na nÓg and Ballymun Regional Youth Resource (BRYR)
- School Principals Network and individual schools
- Ballymun 4 Business network
- Sports and Recreation clubs

This preparatory work has taken place alongside the integration of the LAP with national, regional and Council policy (see below). The draft LAP was also required to comply with EU directives including Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment

processes.

**Stage 3: Public Notice and Draft Local Area Plan Public Display**

The Draft LAP was placed on public display for a period of six weeks from Wednesday 5th April to Wednesday 17th May 2017 (inclusive) during which time submissions and observations were invited. Public displays were erected for viewing at the City Council offices at Wood Quay, in the Civic Centre, Ballymun and online at [www.dublincity.ie](http://www.dublincity.ie).

A series of staffed public consultation sessions were also organised to coincide with the consultation period, where planners were available to answer questions from members of the public. These sessions took place in Ballymun Civic Centre on the following dates: -

- Thursday 6th April: 17.30 - 19.30
- Saturday 22nd April: 10.30 - 12.30
- Wednesday 26th April: 10.00 - 12.00

The City Council invited interested parties, individuals and groups, including children, to make submissions or observations with respect to the draft Local Area Plan during the public consultation period.

**Stage 4: Preparation of Chief Executive's Report on Submissions/ Observations and Public Display of any Material Alterations:**

A total of 226 no. submissions were received by Dublin City Council during the consultation period of the Draft Ballymun LAP. In accordance with the requirements of Section 20 of the Planning and Development Act (as amended), a Chief Executive's Report was prepared, which summarised and detailed the submissions received on the Draft Ballymun LAP and provided a response and recommendation of the Chief Executive to the issues raised during the consultation (Report no.199/2017 refers).

The Elected Members, having considered the views expressed by the public proposed further amendments to the Draft LAP which were considered at a Special Council Meeting on the 11th July 2017. The proposed material amendments were placed on public display for a period of four weeks; Monday 31st July to Monday 28th August (inclusive). This Material Alterations document was accompanied by environmental determinations prepared in accordance with Section 20 of the Planning and Development Act 2000, as amended, Strategic Environmental Assessment Directive (2001/42/EC), Article 14 of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 and Article 6 of the Habitats Directive 92/43/EEC.

During this display period, the Material Alterations of the Draft Ballymun LAP were made available for viewing at the City Council offices at Wood Quay, in



the Civic Centre, Ballymun and online at [www.dublincity.ie](http://www.dublincity.ie). Public notification of this public display was made by way of a newspaper notice, use of the City Council website and social media accounts (facebook, twitter) and erection of local posters in the area. Submission/observations received during this period were documented in Report no. 310/2017 of the Chief Executive.

**Stage 5: Making the Adopted Plan:**

At the City Council meeting on the 2nd October, the Elected Members having considered the Chief Executive Report Nos. 199/2017, 254/2017 and 310/2017 resolved to make the Ballymun Local Area Plan. The Local Area Plan has effect from **Friday 27th October 2017**.

**The Adopted LAP, Phasing, Monitoring and Implementation**

Just as important as the preparation and adoption of the LAP, continual monitoring of progress towards achieving stated policies and objectives is an integral element of the LAP process, particularly if an LAP is to be effective and deliver identifiable progress on the ground. As the principal land owner in the area Dublin City Council must play the key role in this implementation process.

Also playing a key role in implementing and monitoring the LAP is the Ballymun

Civic Alliance. This group was set up to assist with the wind-down of BRL and ensure that the aims of the Ballymun Masterplan were pursued locally. It's Board comprises Elected Members, local authority representatives, pertinent stakeholders and local people (further details are set out in Chapter 7 of the LAP regarding the above).

**1.5 Policy and Statutory Context for the Local Area Plan**

The overarching theme of national planning policy which informs this LAP is the consolidation and sustainable use of land in urban areas, particularly urban environments well served by public transport.

Urban consolidation is a key component in the achievement of sustainable development, economic competitiveness, coherent neighbourhoods and environmental quality in order to achieve full economic value from investment in public infrastructure.

This LAP is informed by, and in keeping with, the policy hierarchy of national, regional and City planning policy, the key provisions of which are detailed below. The purpose of this LAP is to translate national and regional policy to the local level, in accordance with the provisions of the Dublin City Development Plan 2016-2022.

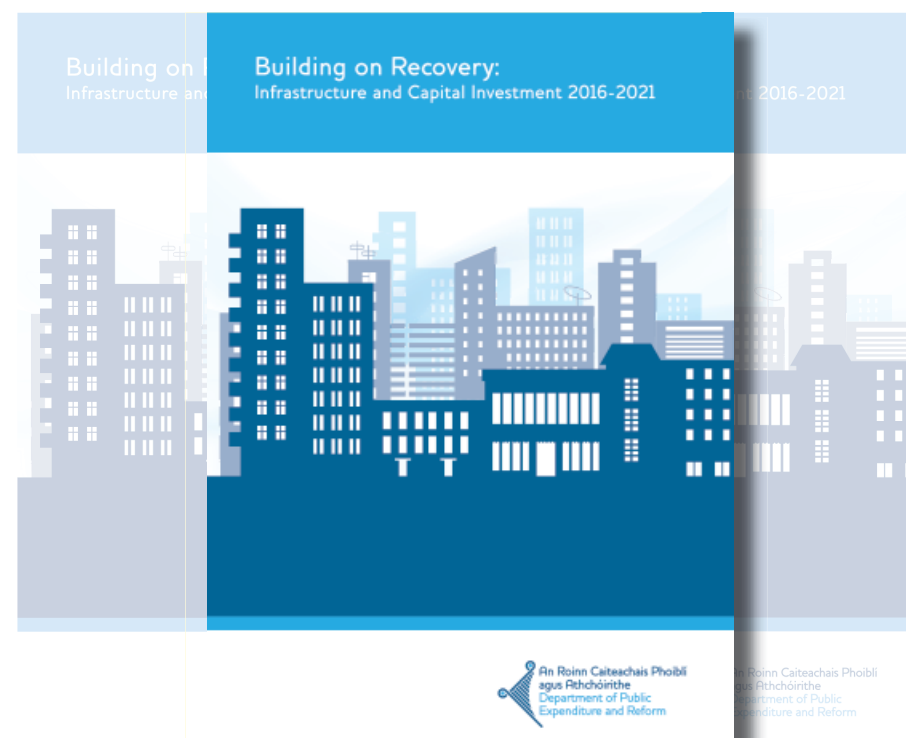
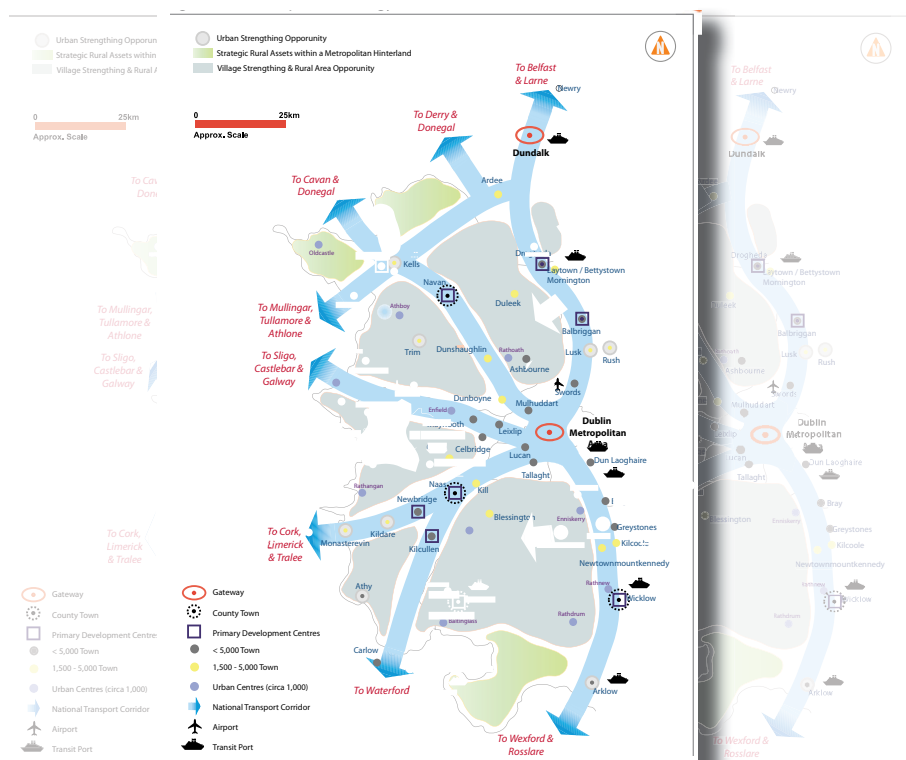
**1.5.1. National Spatial Strategy 2002-2020**

The National Spatial Strategy for Ireland (NSS) is a twenty year planning framework designed to promote balanced regional development, by seeking to optimise the use of scarce resources by setting the spatial development of Ireland on a more sustainable path in economic, social and environmental terms. The NSS recognises that Dublin, as the capital city, plays a vital national role and that the performance of its economy is essential to the success and competitiveness of the national economy.

In order to ensure that Dublin fulfils this role, the strategy clearly sets out that it is not economically, socially or environmentally sustainable for low-density suburban growth to continue to spread throughout the Greater Dublin Area. It calls for the consolidation of the metropolitan core, including all lands within Dublin City Council administrative area, as a critical requirement to underpin increased investment in high quality public transport infrastructure.

The NSS outlines measures to achieve a consolidated city; including effective integration of land use and transportation planning and the optimum use of all brownfield, vacant or underutilised lands; particularly where they are in proximity to public transport corridors.

The "National Planning Framework (NPF): Ireland 2040-Our Plan" will be the successor to the NSS and will provide a spatial and strategic expression





of Government policy. The Department of Housing, Planning and Local Government have issued the Draft National Planning Framework (NPF), with the final Plan expected by the end of 2017. This will be published alongside a ten year National Investment Plan, prepared by the Department of Public Expenditure and Reform, to establish a clear national policy framework in terms of both spatial development and capital investment.

**1.5.2 Capital Investment Programme 2016-2021**

The capital programme aims to increase the State's infrastructure, support economic recovery and jobs, support sustainable communities throughout Ireland and provide modern, fit for purpose buildings to deliver service to all citizens. The programme focuses on economic recovery and addressing emerging pressures, especially transport networks. In this regard, the programme includes a new rapid transit system from Dublin city centre to Dublin Airport and Swords. The new Metro North project is the largest single project in the Programme and provides a significant welcome boost for Ballymun, which is on this key transport route.

**1.5.3 Smarter Travel – A Sustainable Transport Future 2009-2020**

The overarching aim of this document is that by 2020 future population and economic growth will occur predominantly in sustainable compact locations.

It sets out how the government's vision of sustainable travel and transport in Ireland by year 2020 can be achieved. A target of reducing car based commuting from 65% to 45% nationally by 2020 is set.

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

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

The document promotes the use of consolidation as a planning approach to deliver these key goals by making more sustainable modes of travel viable and available.

**1.5.4 Greater Dublin Area Transport Strategy 2016-2035**

In April 2016, the Transport Strategy released by the National Transport Authority (NTA) was adopted by the Minister. The Strategy will guide decisions on transport throughout the region and will contribute to the economic, social and cultural progress of the Greater Dublin Area (GDA) by providing for the efficient, effective and sustainable movement of people and goods. For the Metropolitan Area, development will be consolidated to achieve a more compact urban form.

The Strategy complements the public transport funding priorities and projects set out under the Capital Investment Programme 2016-2021, which includes the commencement of the new Metro North project. The NTA will now prepare a statutory integrated implementation plan to outline the delivery of the Strategy's objectives over the coming 6 years.

**1.5.5 Regional Planning Guidelines for the Greater Dublin Area 2010-2020**

The Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022 (RPGs) provide a long term planning framework for the development of the Greater Dublin Area (the four Dublin Authorities, Meath, Kildare and Wicklow) by giving regional effect to national planning policy under the National Spatial





Strategy. The Regional Planning Guidelines promote the consolidation of development within the metropolitan area, and the achievement of sustainable densities in tandem with a much enhanced multi-modal transport system.

The guidelines set out a strategic vision for the GDA, emphasising the role of Dublin as a major European city region, and as the driver of economic activity in the State. The settlement hierarchy seeks to prioritise and focus investment and growth in areas where integration in services, infrastructure, transport, economic activity and new housing can best be achieved. This approach reflects the prioritisation of public transport infrastructure, reducing the need to travel and a reduction in greenhouse gas emissions as set out in a number of government policy documents such as Transport 21, Smarter Travel, and the National Climate Change Strategy.

The redevelopment of underutilised sites within the Ballymun area, which is well served by public transport, within easy reach of the City Centre, and well served by public and community infrastructure is a prime example of how such integration, can best be achieved.

The eight Regional Authorities were dissolved under the Local Government Reform Act 2014 and three Regional Assemblies came into effect on the 1st January 2015. The Eastern and Midland Regional Assembly will update the RPG's for the GDA in the form of Regional Spatial and Economic Strategies (RSESs). This will be done in tandem with the production of the National Planning Framework.

**1.5.6 Retail Strategy for the Greater Dublin Area 2008-2016**

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

The central key objective arising from the overall vision is to promote the vitality and viability of town centres by: -

- planning for the growth and development of existing centres;
- promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in good environments which are accessible to all;
- integrating the provision of high quality retail with mixed use in towns and centres to create attractive, active places;
- supporting the role of town centres as places to visit that have strong community civic functions and roles to the supporting population.

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. Within the suburban areas it supports the development and expansion of the 'Prime Urban Centres', now Key District Centres, as locations of employment, retail, community and supporting services and in this regard Ballymun is designated as a Level 3, District Centre.

The Retail Planning Guidelines have a strong emphasis and requirement for "evidence-based" retail planning. An independent 'Retail Study for Ballymun' was prepared to guide this Local Area Plan consistent with this strategic planning guidance.

**1.5.7 Dublin City Development Plan 2016-2022**

The Dublin City Development Plan 2016–2022 provides a clear spatial framework to guide the future growth and development of the city in a coherent, orderly and sustainable way, framed on a vision of sustainable city living and a Core Strategy seeking a (Fig. 1): -

- compact, quality, green, connected city
- prosperous, enterprising, creative city and
- the creation of sustainable neighbourhoods and communities

The Development Plan incorporates the Core Strategy into the settlement strategy which prioritises the inner city, Key District Centres (KDC) and Strategic Development and Regeneration Areas (SDRA). This hierarchy focuses

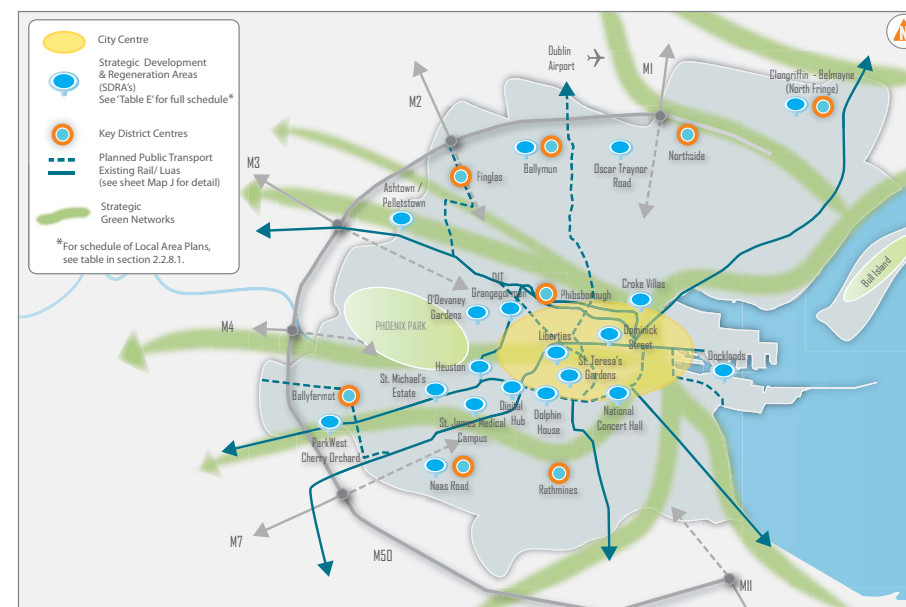


Fig. 1: Core Strategy, Dublin City Development Plan 2016-2022

investment and growth into identified locations to achieve infrastructural and service delivery integration.

With regards to Ballymun, it has been provided with the following designations to assist and guide its future development: -

1. Strategic Development Regeneration Area (SDRA)
2. Key District Centre (KDC)

**Strategic Development and Regeneration Area (SDRA)**

There are eighteen areas of the city that have been identified as being capable of significant mixed-use developments to regenerate their respective areas. The Development Plan prioritises the renewal and regeneration of these areas by setting out the guiding principles for their development. In this regard, the principles for Ballymun (SDRA No.2, Section 15.1.1.2) which will be incorporated into the LAP are as follows see Fig. 2.

- "To maximise the employment and economic potential of Ballymun along its Main Street in accordance with its strategic location and its designation as a Key District Centre (KDC)
- To promote the delivery of a high-quality public transport system linking the airport and the city, via Ballymun
- To enhance existing and establish new and appropriate land-uses that support a growing mixed-use community, and seek innovative planning responses for the key sites in the area, that respond to the environmental, social, cultural and economic issues and demands facing the area
- To improve permeability both within Ballymun and to the surrounding areas
- To provide a choice of tenure options and house types, promoting social inclusion and integration
- To promote and enhance Ballymun and the wider area's reputation as a sustainable urban environment
- To promote Ballymun as a leading arts and cultural hub serving the city and wider region
- To provide an appropriate urban main street context with buildings of 4-6 storeys in height along the main street, with potential for limited increases in the vicinity of a public rail station. Key gateway landmark buildings already exist framing the 1km long Main Street".



**Key District Centre (KDC)**

Ballymun is identified in the City Development Plan as one of eight Key District Centres in the City, and as such is identified as one of the top tier of urban centres outside the city centre, with an objective to provide for a comprehensive range of commercial and community services. The KDC’s “underpin a wider area and act as strong spatial hubs providing a comprehensive range of commercial and community services to the surrounding populations” (Section 2.2.3).

Within District Centres opportunities to enhance the vitality throughout the day and evening are to be promoted along with higher density development where centres are well served by public transport. In general, these areas are primarily zoned objective Z4. In relation to Ballymun the KDC designation relates to the core of Ballymun and includes the Ballymun Shopping Centre lands.

**Retail Strategy**

Section 2.2.5 of the Development Plan sets out the retail strategy of the City: -

- (a) Consolidate the city centre retail core
- (b) Promote an upper tier of retail development in the Key District Centres (KDC’s), and
- (c) Provide a lower tier of district centres to cater for surrounding communities

This approach reflects the settlement strategy for the city and is consistent with the ‘Retail Strategy for the Greater Dublin Area 2008-2016’ - i.e. Ballymun is a **Level 3, District Centre** in the Regional Retail Strategy and is a **Key District Centre** in the Development Plan.

The Development Plan recognises the challenges faced in the suburbs where older shopping centres are no longer strongly competitive, thus leading to unsustainable travel patterns with people driving to more attractive centres at further distances for convenience shopping needs; a pattern confirmed by the retail study commissioned for Ballymun in 2016. The strategic approach set out in the Development Plan to overcome these challenges includes the creation of attractive mixed use lively and vibrant neighbourhoods, and the “development and expansion of the function of key district centres” (Section 7.5).

Appendix 3 of the Development Plan provides some greater guidance on the KDC designation within the Retail Strategy and notes this designation relates to settlement centres where there is “capacity for greater retail provision; where there is significant quantum and intensity of population or the potential for new population emerging in developing areas; centres in proximity to quality public transport and areas in need of comprehensive regeneration”.

Ballymun is specifically identified as one of the key district centres “in need of revitalisation” to serve its function as key centres or hubs for the surrounding communities. As such there is a need to expand diversity and upgrade the retail profile of this KDC.

The consistent approach with the settlement hierarchy and the Retail Strategy provides a clear development message for the future development of the Ballymun shopping centre lands which is implemented through the land use zoning strategy.

**1.5.8 Local Economic and Community Plan (LECP)**

The Local Economic and Community Plan (LECP) is a statutory plan prepared under the Local Government Reform Act 2014 and sets out high levels goals, objectives and actions needed to promote and support economic development and local and community development over the six year period of the LECP.

The focus is on the social and economic issues that can be addressed by the City Council, local businesses, community organisations and state bodies. The Dublin City LECP 2016-2021 was adopted by the City Council in December 2015 setting out the twelve high level goals for the lifetime of the Plan which have been incorporated into Section 2.2.4.1 of the Development Plan. An Action Plan for 2016 has also been developed which includes an objective to complete the repurposing of the boiler house in Ballymun (No. 139). Recently completed this is an important project for Main Street and the continued regeneration and renewal of Ballymun.

**1.6 Other Relevant Plans**

**1.6.1 Fingal County Development Plan 2017-2023**

The M50 lands are located within the administrative area of Fingal County Council. Please refer to Fig. 3.

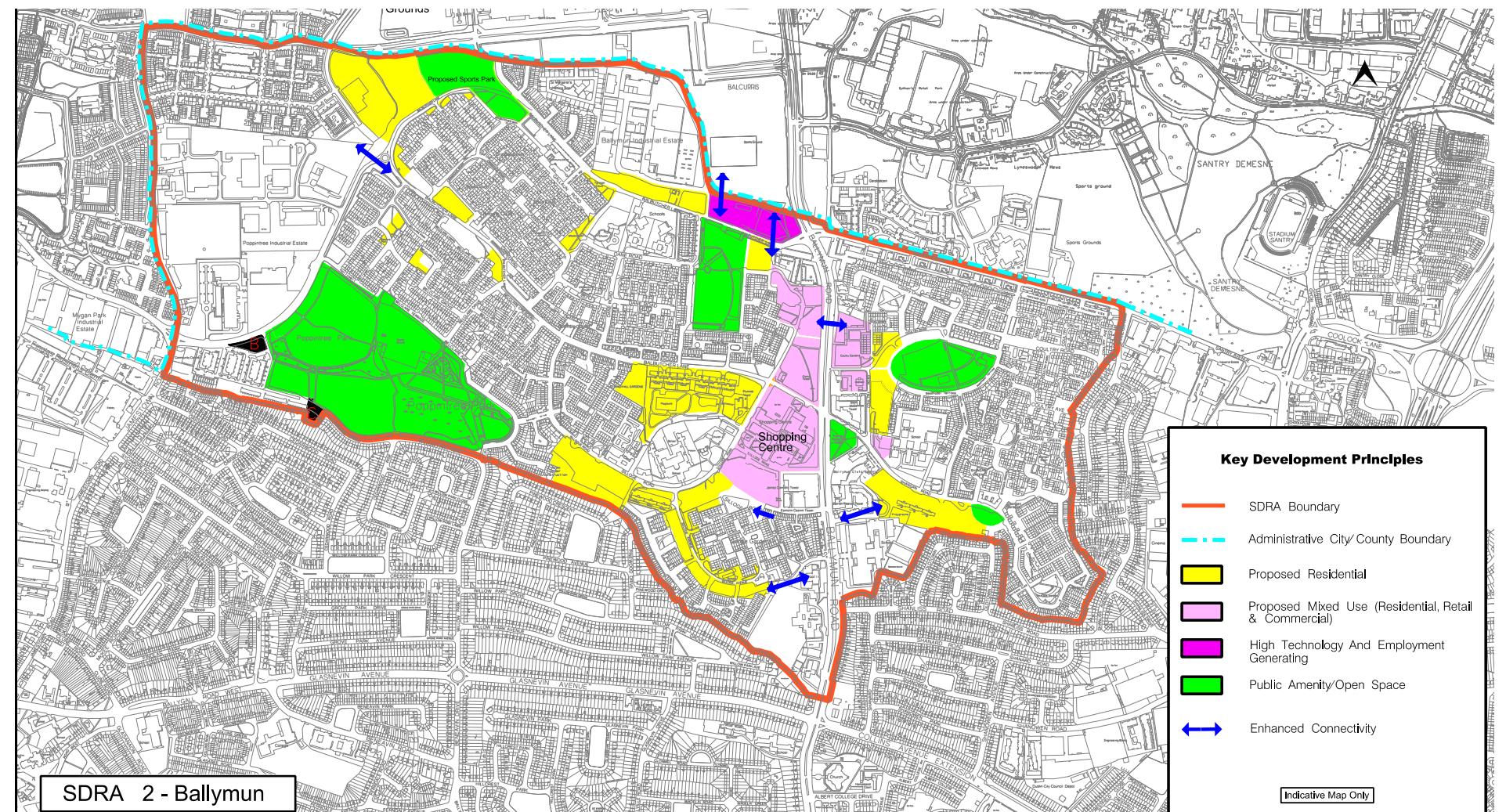


Fig. 2: Dublin City Development Plan 2016-2022 (Section 15.1.1.2)



Having regard to the strategic location of these lands and proximity to Metro North, the land use zonings within the Fingal County Development Plan 2017-2023 provide for a range of employment generating / high technology uses on the land to maximise their development potential. There is one specific local objective to note for the subject lands: -

1. *Objective 93: Facilitate provision of an underpass to include provision for a car, bus cycle, and pedestrian link to link lands east and west of R108 to enhance connectivity.*

This objective was included as part of the grant of permission for Metro North, from An Bord Pleanála and provides for a connection from the M50 lands to the permitted Northwood Metro Stop, on the east side of the R108.

**1.6.2 Local Area Plans, Guidelines for Planning Authorities (2013) and Manual for Local Area Plans (2013)**

The Department of Housing, Planning, Community and Local Government (now known as the Department of Housing, Planning and Local Government) published a manual on the preparation of Local Area Plans and guidelines to assist in the making of effective local area plans. Both of these publications have been considered during the preparation of the LAP.

**1.6.3 Environmental Assessment**

Environmental assessment of the Local Area Plan was carried out under the following three processes and is set out in three separate documents: -

- Strategic Environmental Assessment (SEA) which originates from the EU Directive 2001/42/EC, which seeks to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans.
- Appropriate Assessment (AA) which is a process which stems from Article 6(3) and 6(4) of the EU Habitats Directive 92/43/EEC, which seeks to ensure that the plan does not adversely impact on the integrity of a European site.
- Strategic Flood Risk Assessment (SFRA) of the plan was prepared in keeping with the EU Floods Directive 2007/60/EC and with procedures set out in Irish government guidance; “The Planning System and Flood Risk Management”.

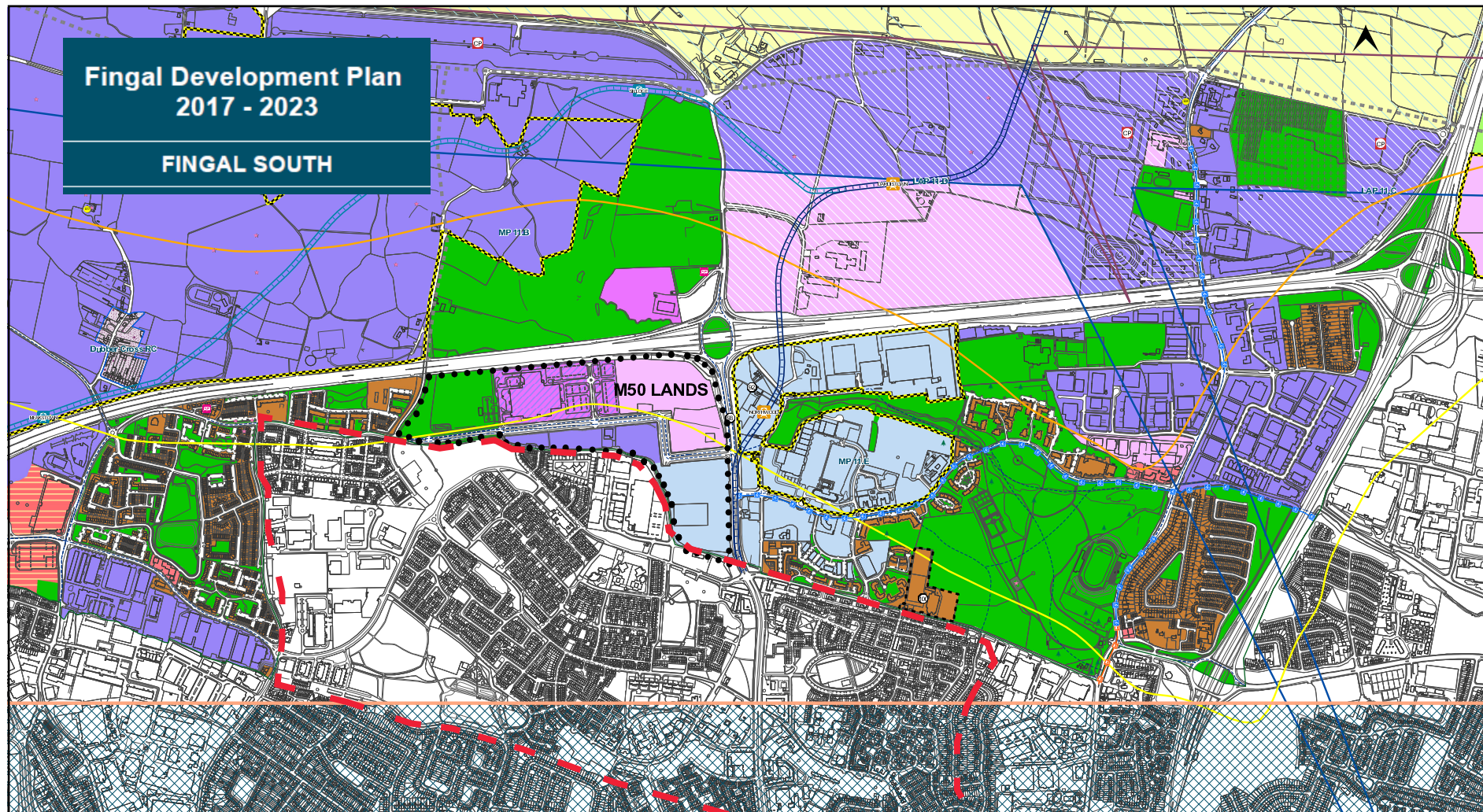


Fig. 3: Fingal County Development Plan 2017-2023, with LAP area delineated in red and M50 lands delineated in black

Zoning Objectives	
DA - Dublin Airport	Ensure the efficient and effective operation and development of the airport in accordance with an approved Local Area Plan
FP - Food Park	Provide for and facilitate the development of a Food Industry Park
GB - Greenbelt	Protect and provide for a Greenbelt
GE - General Employment	Provide opportunities for general enterprise and employment
HT - High Technology	Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment
LC - Local Centre	Protect, provide for and/or improve local centre facilities
ME - Metro Economic Corridor	Facilitate opportunities for high density mixed use employment generating activity and commercial development, and support the provision of an appropriate quantum of residential development within the Metro Economic Corridor
OS - Open Space	Preserve and provide for open space and recreational amenities
RC - Rural Cluster	Provide for small scale infill development serving local needs while maintaining the rural nature of the cluster
RS - Residential	Provide for residential development and protect and improve residential amenity
RU - Rural	Protect and promote in a balanced way, the development of agriculture and rural-related enterprise, biodiversity, the rural landscape, and the built and cultural heritage
RW - Retail Warehousing	Provide for retail warehousing development
TC - Town and District Centre	Protect and enhance the special physical and social character of town and district centres and provide and/or improve urban facilities
WD - Warehousing and Distribution	Provide for distribution, warehouse, storage and logistics facilities which require good access to a major road network within a good quality environment





**HISTORY & REGENERATION**

**2.1 Background to the development of Ballymun, 1960's – 1998**

The Ballymun estate was conceived in 1960s Ireland, during a period when Dublin faced a major housing crisis. With a slowdown in the house building sector in the 1950's and 1960's, the Government was faced with a crisis in 1963 when four people were killed, within 11 days of each other, as a result of the collapse of tenement buildings in Dublin city centre. Huge public outcry demanded that the slums be cleared and dangerous buildings demolished.

The Government responded by adopting a low cost, quick-fix solution of pre-fabricated, system built, high-rise housing, to be located on the outskirts of the city as a single social sector housing solution. With the contract signed on the 2nd February 1965, the next four years saw the construction of 36 high-rise blocks containing 2,820 flats and 400 two-storey housing units in Ballymun. The flats were contained within 7 fifteen-storey towers, 19 eight-storey blocks and 10 four-storey blocks. Shortly afterwards a further 1,600 two-storey public housing units were added to the estate making Ballymun one of the largest public housing estates in Europe.

Influenced by the Swiss/French architect and planner Le Corbusier, the estate was promoted/extolled as a symbol of the emerging industrialised modern Ireland, an example to be followed throughout the Irish state. However, despite these grand ambitions, problems within the estate quickly manifested

themselves, and as the last tenants moved in cracked concrete panels were already showing and widespread dissatisfaction followed. The remoteness of the flats from the city centre, coupled with poor public transport, meant many family ties were severed. People were separated from everything and everyone they knew. Coupled with this was the initial failure to provide basic facilities such as post offices and shopping facilities, and parks and play areas consisted of vast swaths of prairie like open spaces. In addition to the physical problems encountered, many policy decisions had devastating impacts on the stability of the community. Most notably was the national Surrender Grant Scheme of 1985, which gave tenants a grant of £5,000 to leave their council flat (at the time a £5,000 grant would cover the cost of approx. 20/25% of a new home) and buy their own house, and the availability of loans from the Housing Finance Agency, which issued loans linked to borrower's income, instead of interest. With no private housing available to buy in Ballymun many residents who were gainfully employed took the grant and left the area. This meant that Ballymun lost many of its most economically stable residents and community leaders. The vacated units were filled with many vulnerable tenants including single parents, homeless men and discharged psychiatric patients. This course of action was driven by a lack of alternative accommodation for socially disadvantaged groups and the closure of old hostels and psychiatric hospitals. The combined impact of these policies and strategies together with an emerging drug problem lead to the ghettoisation of Ballymun.

By 1997 Ballymun was one of the worst estates in the Country. Anne Power, Professor of Social Policy at the London School of Economics, described it

accurately as an estate: -

*“massively run down, poorly maintained and its many common areas were neither cleaned nor cared for. There was harsh graffiti everywhere; spaces were unguarded, uncared for...Lifts, garage doors, entrances and stairwells were worst... The bare, windswept, littered open areas suggested a complete lack of management control.”* (Power, Anne, 'Rebuilding Ballymun', in Memories Milestones and New Horizons, (2008), p. 27-44).

In addition to the harsh physical environment, the population of 15,500 were amongst the most disadvantaged in the country. Unemployment was three times the national average and 71% of local authority tenants were solely dependent on social welfare payments. Ballymun had the highest percentage (44%) of households headed by lone parents in the country and a far higher child density ratio. The majority of children left school at 15 and poverty levels in general were high. Due to a tenant purchase scheme some of the two-storey housing had been purchased by the tenants from the Local Authority, giving a 20% home ownership rate and an 80% social housing tenure mix. This was in exact inversion to the state as a whole which had 80% home ownership rates at that time.

Ballymun had become a national embarrassment and a repressive environment for so many of its residents. Public pressure eventually led the government in March 1997 to announce plans for the demolition of the 15-storey tower blocks and the 8-storey spine blocks, and their replacement with new housing.



Ballymun high-rise buildings, as originally developed



Playgrounds provided but vandilised



Subsequent decisions resulted in the Government also sanctioning the demolition of the 4-storey flat blocks. It was announced that the project was to be carried out in the context of a strategic plan for the physical, economic and social regeneration of the Ballymun area as a whole.

The Department of the Environment and Dublin Corporation (now the Department of Housing, Planning and Local Government and Dublin City Council respectively) agreed that the regeneration should be carried out through a specific purpose development company. DCC subsequently established Ballymun Regeneration Limited (BRL), with the project expected to be completed within eight years. The Board of BRL was made up of a broad base with representation from Dublin City Council, various statutory agencies, the private sector and the local community for this purpose.

## 2.2 Regeneration of Ballymun, 1998 – Present

### 2.2.1 Preparation of the Ballymun Masterplan 1998

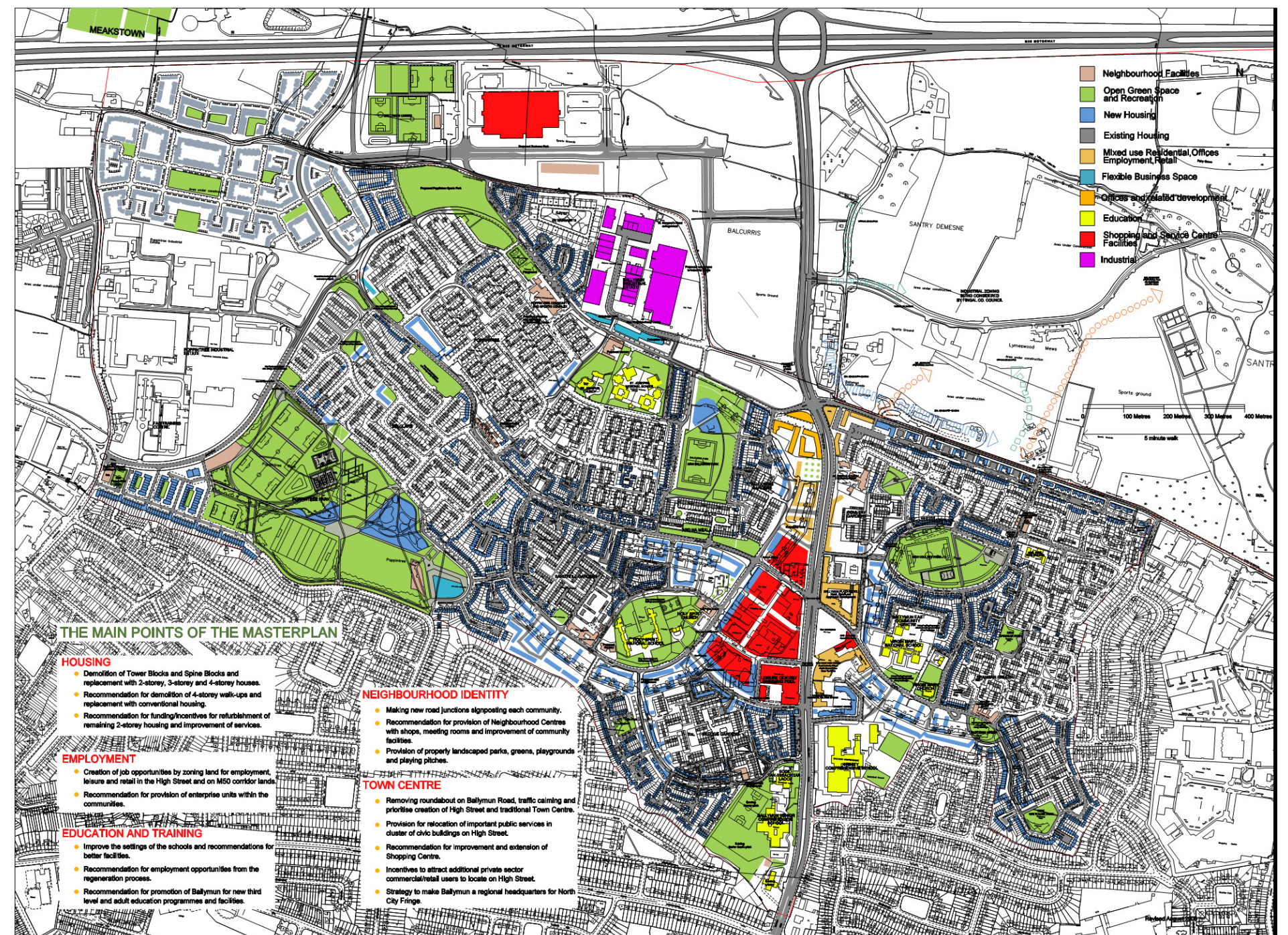
In March 1998, following six months of intensive consultation with the local community and agencies operating in the area, the masterplan for the new Ballymun was delivered to Government. It provided an integrated framework including interventions of a “hard” and “soft” nature which facilitated cross-cutting initiatives to address a number of social, cultural, economic and environmental objectives.



Metal container converted into shop - ‘van shop’

The following objectives form the basis of the “Masterplan for the new Ballymun” as agreed with the local community, the Government and Dublin City Council in 1998: -

- To provide for the physical, social and economic regeneration of Ballymun
- To change the image of Ballymun for potential investors and the wider community.



Ballymun Masterplan Map 1998





innovative social initiatives. For example the establishment of alcohol recovery projects; the development of legal services; upgrading childcare facilities and educational support services.

BRL, the agent in charge of the regeneration process is now wound down with the roles and responsibilities transferred to the City Council. It is timely thus that a new plan for Ballymun is prepared which builds on the successes of the Masterplan and address its future challenges. The Local Area Plan will help safeguard the significant investment made in the area to date and ensure the regeneration is brought to a successful conclusion.

The LAP reviews the progress made in implementing the aims and objectives of the Ballymun Masterplan, and provides an updated strategy for the future development and management of the area to meet the needs of the existing and future population.



Ballmun Leisure Centre



Coultry Housing



Poppintree Park



Coultry Park



**SITE CONTEXT AND ANALYSIS**

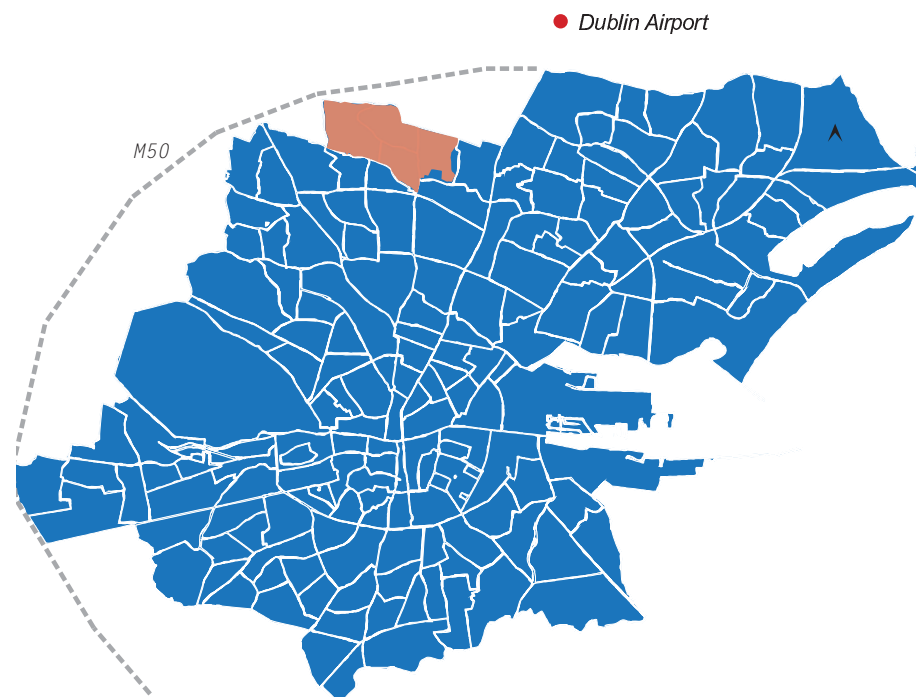
**3.1 Introduction**

The overall strategy for the Ballymun Local Area Plan is to facilitate and coordinate development opportunities on a number of key sites while at the same time addressing issues such as infrastructure, economic development, public realm and community/sporting facilities to achieve a sustainable city neighbourhood.

In order to make policies and future proposals for the area, it is necessary to take into consideration the aims and achievements of the Ballymun Masterplan and conduct a fresh evaluation of the character of the LAP area, identifying deficits and the challenges which the LAP should help address. This analysis takes into account the profiles and demographics of the local population, the housing profile and the submissions received at Issues Paper stage.

**3.2 Description of the area and sites available for development**

Ballymun is a city neighbourhood located 6.5 km north of Dublin city centre and 7.3 km south of Dublin Airport. Just south of Junction 4 on the M50 and 6km from the entrance to the Port Tunnel it is strategically located in the City context.



Ballymun Context Map within the City

The area is mostly residential in nature with parks, local retail and community/sporting facilities defining the different character areas. The residential development is a mix of apartments, duplexes and two storey units of different heights and styles providing an interesting mix of design developed around a coherent street network. Local employment is provided in two existing industrial estates and at Ikea on the M50 lands, the latter located just north of the urban core. The Main Street provides a greater mix of uses with commercial office and retail development located in buildings of 4-6 storeys in height and gateway buildings of up to 11-storeys in height.

Within the LAP area there is c. 33.44 ha of land available for development and an additional 24 ha of land to the immediate north under City Council control (M50 lands). There are large sites available along the Main Street/R108 (8.64 ha; lands zoned Z4) which would suit a variety of uses, primarily economic/commercial, but may also include some residential (if part of a wider encompassing development proposal). In the neighbourhoods, there are a number of housing sites of varying size which are available for development; some sites are ready for market disposal with little or no encumbrances, whereas others require infrastructural interventions/improvements (neighbourhood sites account for c. 24.8 ha, including 2.9 ha in Hampton Wood).

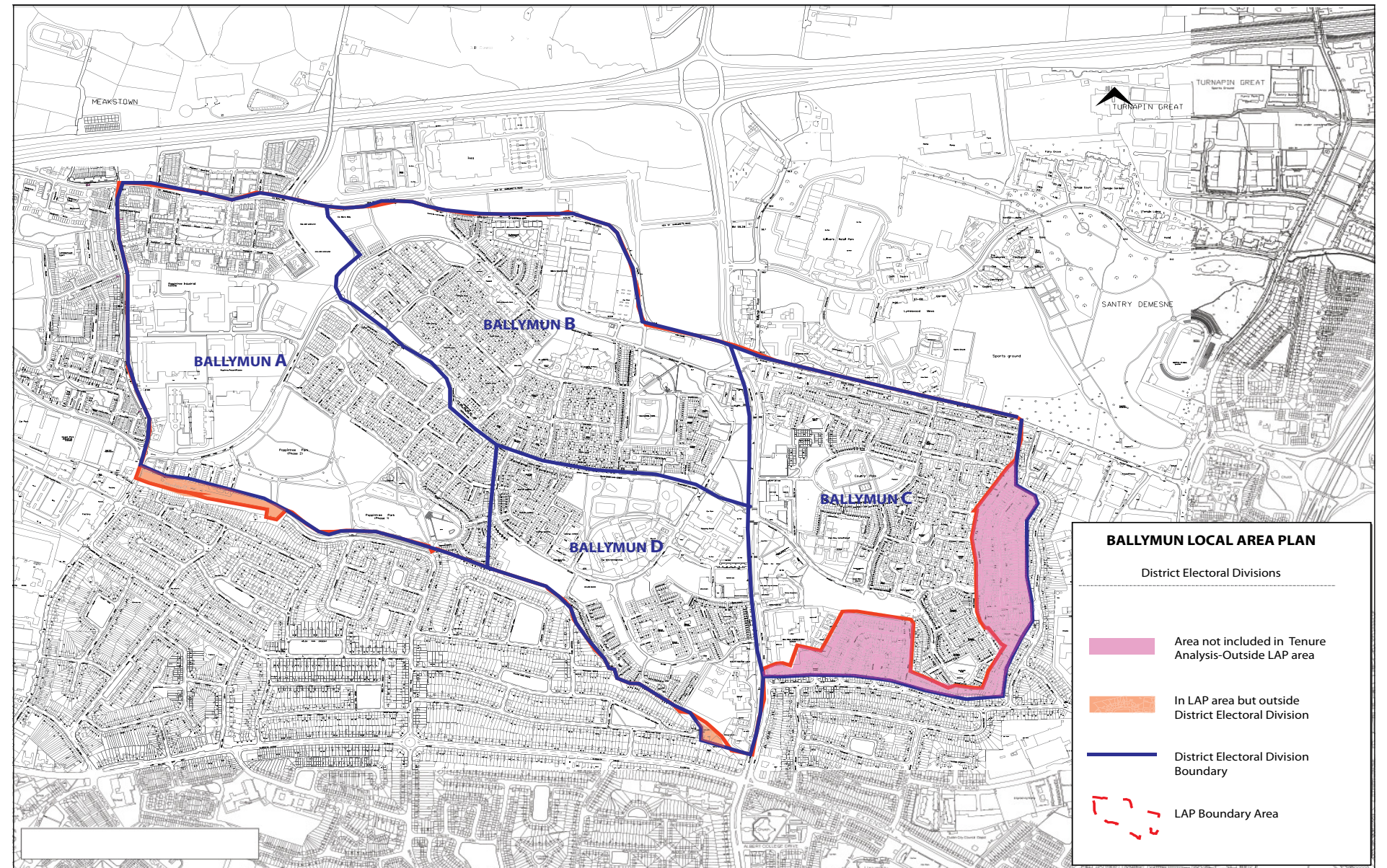


Fig.4: District Electoral Divisions



**3.3 Population and Housing Profile**

Population and housing figures for the LAP are based on Census Electoral Division Wards of Ballymun A, Ballymun B, Ballymun C and Ballymun D. The ED area of Ballymun C includes areas of Shanliss and Oldtown in Santry.

**3.3.1 Demographics and Household Composition**

**Population**

The LAP area has a total stated population of 17,575 (8,508 no. males 48.4% and 9,067 no. females 51.59%) based on the 2016 preliminary analysis. This is an increase of 1,339 no. persons which equates to a 8.25% increase on the 2011 census.

**Table 1: Ballymun Census, 2011 and 2016**

DED	Total 2011	Male 2016	Female 2016	Change since 2011	% Change
Ballymun A	3678	2305	2415	1042	28.33
Ballymun B	4012	2082	2258	328	8.18
Ballymun C	5585	2932	3160	507	9.08
Ballymun D	2961	1189	1234	-538	-18.17
Sub-Total	16236	8508	9067	1339	8.25

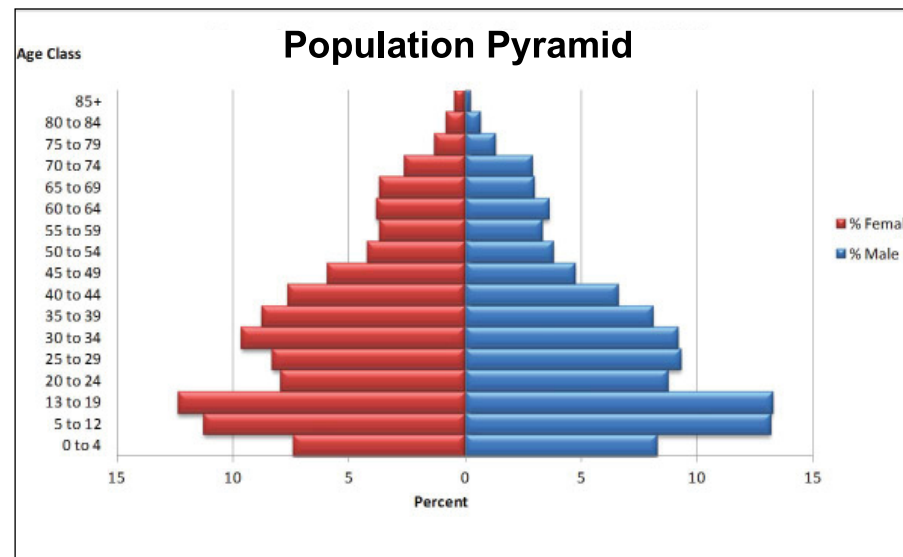
The reduction in Ballymun D's population is related to the demolition of Balbutcher flat blocks and Plunkett Tower.

While the 2016 Census has been carried out the detailed results are currently only available at City/County level, as such the following analysis is based on the 2011 census.

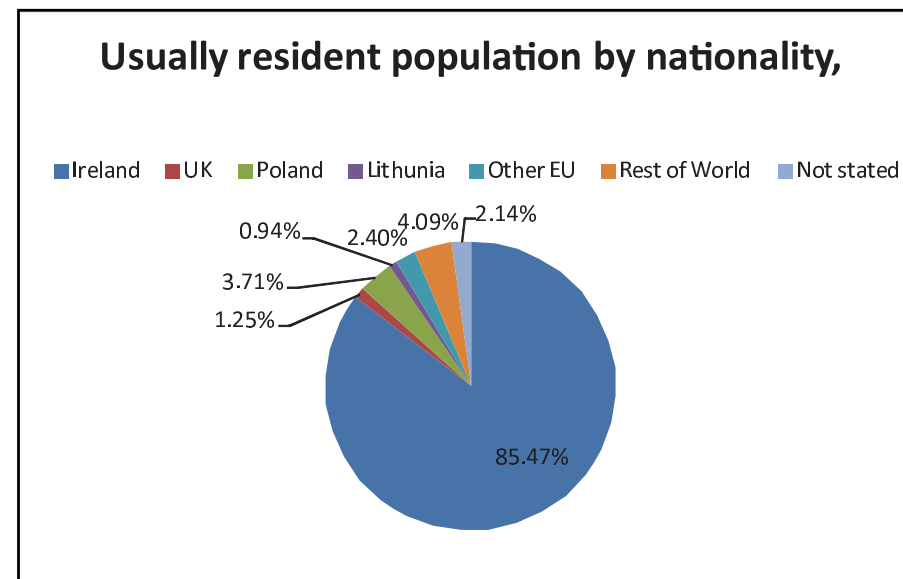
As can be seen from the population pyramid below, the population peaks between the ages of 5 and 19 with 32.7% of the population under 19 years of age. The second largest cohort is the 30-39 age groups who comprise 17.8% of the population, indicating quite a young population in the area and associated demand for crèche/childcare and education services. In comparison there are smaller percentages of persons within the older cohorts.

In summary: -

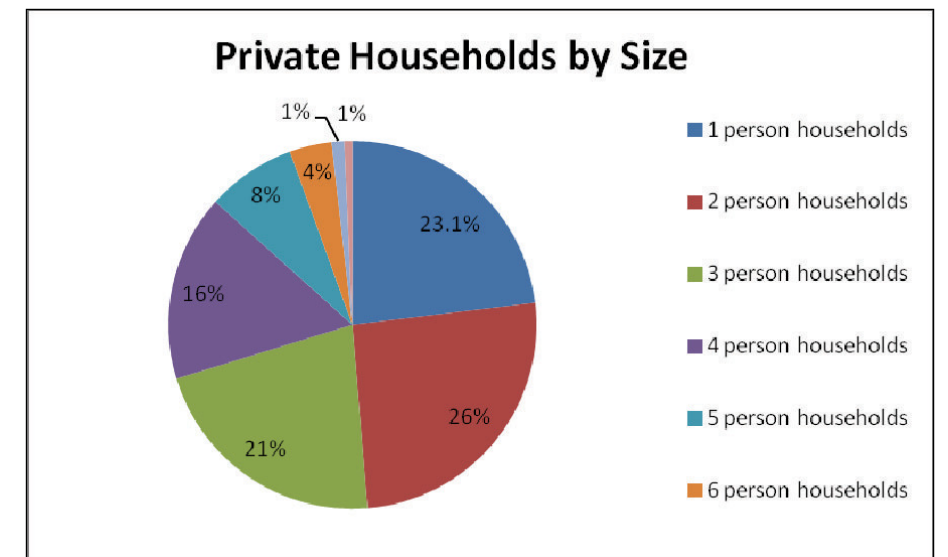
- 19.9% of the population is under the age of 12 (compared to 13.29% for Dublin City)
- 12.8% between the ages of 13-19
- 8.32% between 20-24



- 26.6% between 25-39
- 23.7% between 40-65
- 8.78% aged 65 and over (compared to 12.60% for Dublin City).



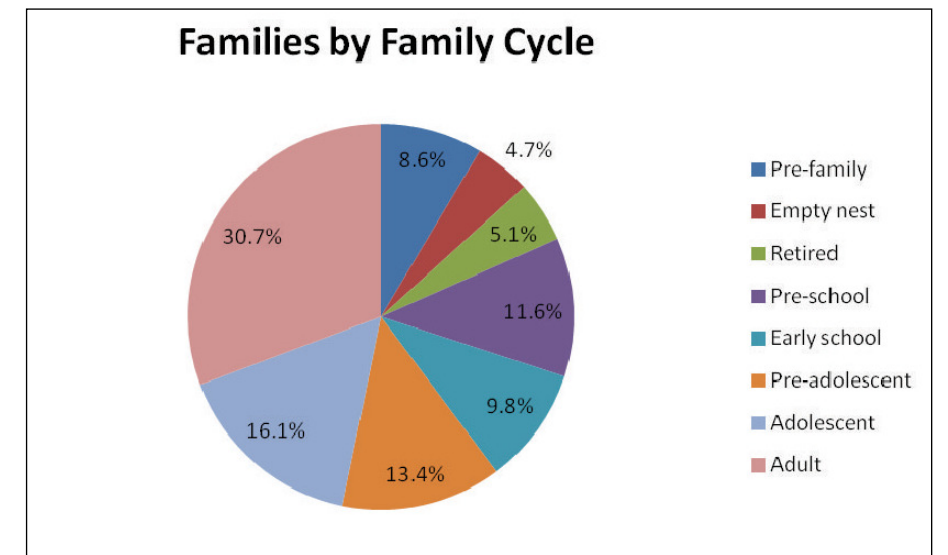
The majority of the population, 85%, is Irish by nationality, with other European nationalities accounting for 8.3% and the rest of the world for 4%. In relation to speakers of foreign languages, 15% stated that they could either “not speak English well” or “not at all”.



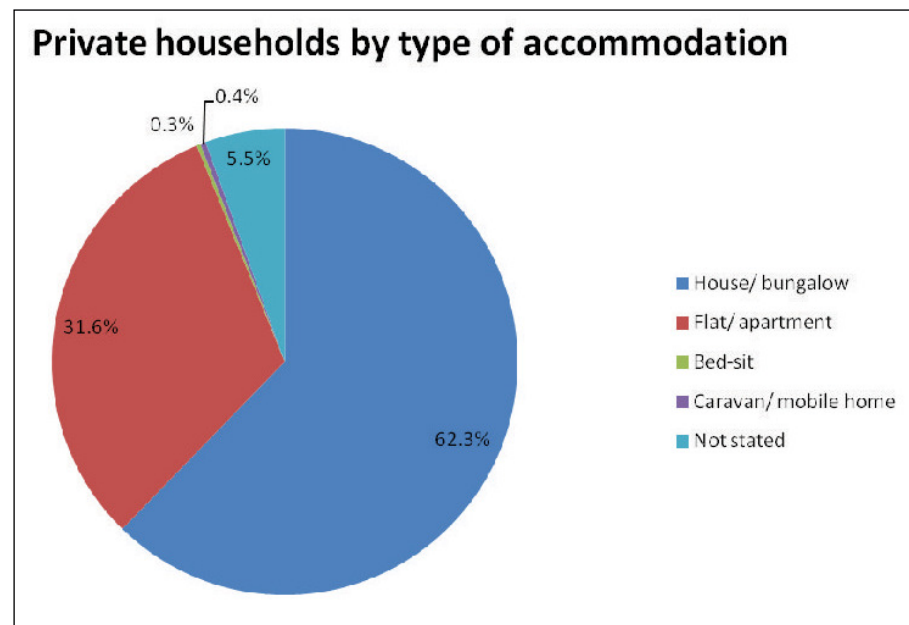
**Households/Housing**

The average household size in the area is 2.8 persons, which is above the average size for Dublin City of 2.4 (2011 Census). 26% of the total households in the area are made up of two person households, with 23% making up one person households, followed closely by three person households (21%).

The largest single cohort of family type is that of adult family (30.7%), while families with children at pre-school, early school, pre-adolescent, and adolescent make up a combined 50.9%.

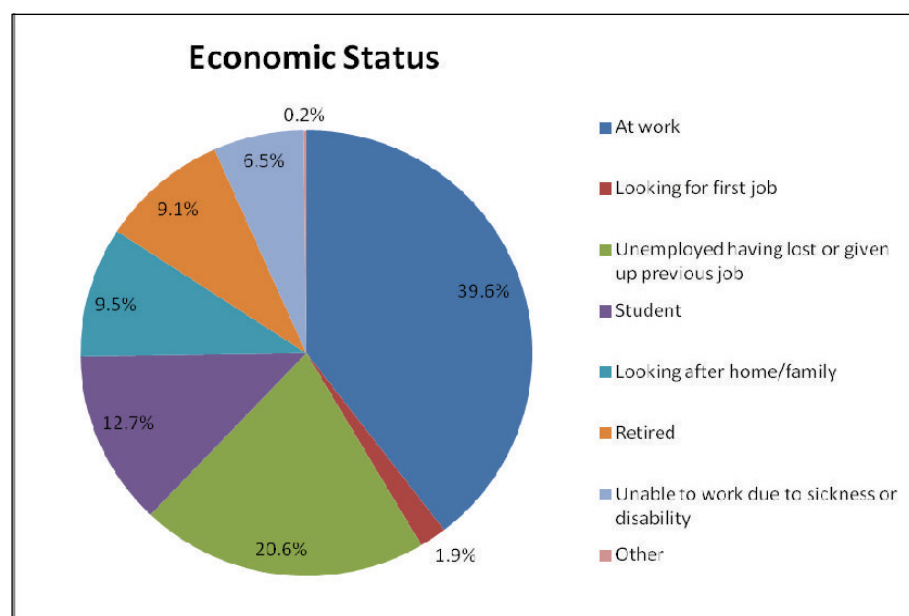


62.3% of households are in houses/bungalows and 31.6% are in flats and apartments. (see chart over)

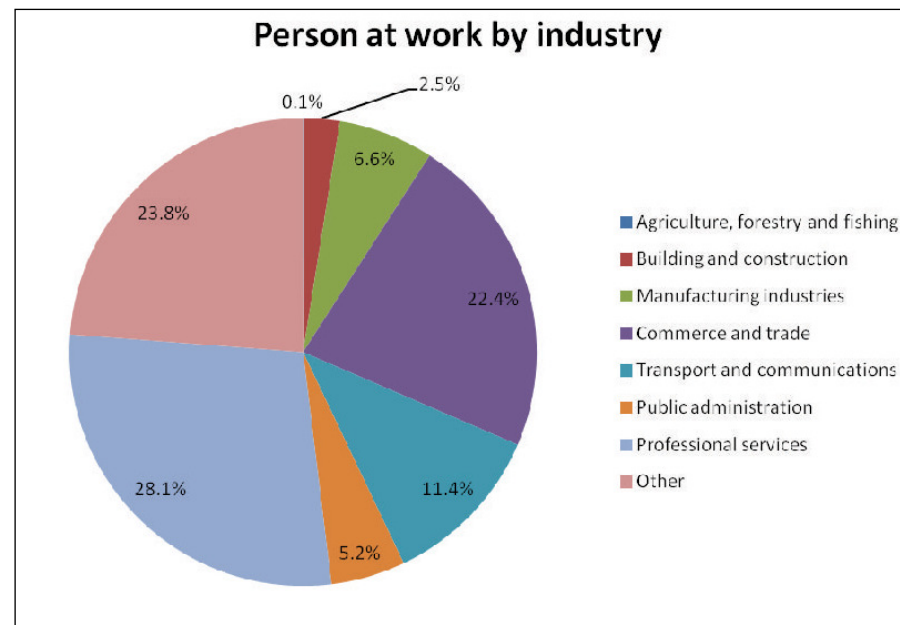


**3.3.2 Employment**

Just under 40% of the population aged 15 years and over are classified as at work, 20.6% as unemployed having lost or given up their previous job and 12.7% as students.

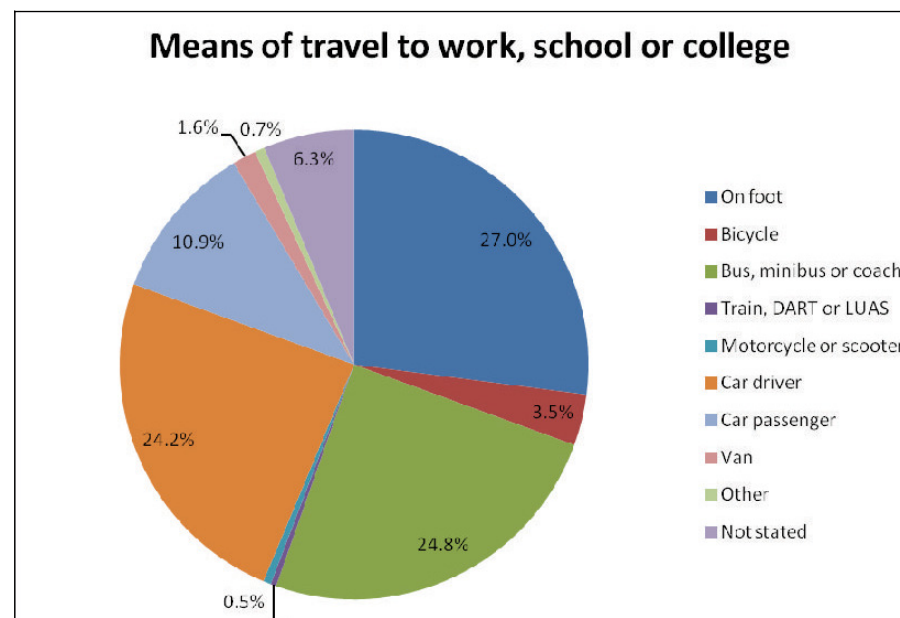


Of persons at work, 28% are working within professional services, 23.8% in "other" and 22.4% are within the commerce and trade sectors.



**3.3.3 Commuting**

The majority of the population aged 5 years and over travel to work, school or college by foot (27%). This is followed closely by bus, minibus or coach (24.8%) and car drivers (24.2%). These figures compare favourably to rest of City where travel to work by car is still the dominant mode accounting for 36% of all journeys.



**3.3.4 Tenure Diversity**

This section of the LAP provides a breakdown of the existing tenure mix in Ballymun, based on the 2011 census and updated as per available information.

**Tenure Mix – 2011 Census of Population Figures**

As noted above the 2011 Census is used to provide the baseline information for the Ballymun LAP area. The table below shows the breakdown of households by type of occupancy and the comparisons with Dublin City for 2011.

**Table 2: Number and percentage of permanent private households by type of occupancy, Census 2011**

	Owner Occupied	Rented from Private Landlord	Rented from Local Authority	Rented from Voluntary Body	Occupied free of rent	Not Stated	Total
Ballymun	1,553 28.94%	977 18.21%	2,521 46.98%	128 2.39%	9 0.17%	178 3.32%	5,366 100%
Dublin City	107,552 51.75%	66,613 32.05%	23,949 11.52%	2,728 1.31%	2,419 1.16%	4,586 2.21%	207,847 100%

Note: The Ballymun figure is based on census wards Ballymun A, B, C & D, with minor adjustments to Ballymun C omitting the areas of Shanliss and Oldtown in Santry, as per the BRL Tenure Diversity report 2012. See District Electoral Division Map, Fig. 4.

**Updated Tenure Figures for 2016**

In order to update the housing information for the LAP, in the absence of the 2016 Census, data sources from the Department of Employment Affairs and Social Protection, the City Council and the voluntary housing agencies were obtained.

**Adjustment of Private Rented Figures**

Of the 977 no. households listed as renting from private landlords, 267 no. households are noted to be in receipt of Supplementary Welfare Allowance (SWA) payments, thus effectively forming a "hidden" element of social housing, and reducing the private rented sector in the LAP boundary to 710 no. households. These figures have been adjusted for in the 2016 estimates classified under the heading of "Rented from Local Authority" (see table below) reflecting the intention of the Government to provide future housing supports under the Housing Assistance Payment (HAP) scheme, to be managed by the Local Authority.

**Voluntary Housing**

Within the Voluntary Housing sector, there have been a number of changes



to the housing market in Ballymun since 2011. The most notably changes are set out below: -

- Hail Housing took over the management of 25 no. units in Coultrey.
- Cluid Housing carried out remedial works on the former co-op housing site in Sillogue and manage the entire scheme of 19 no. units.
- Tuath Housing manage 60 no. units in Hampton Wood.
- Sophia Housing are no longer managing any units in Ballymun and their units have been returned to DCC and are part of the social housing stock (i.e. 6 no. units).

Taking into account these changes and some other smaller modifications, the voluntary body sector grew from 128 no. households in the 2011 census to c. 232 no. households in this updated analysis of 2016.

**Homelessness**

Another change since 2011 is the significant rise in the levels of homelessness across Dublin. At the time of writing the following locations in Ballymun are used to accommodate the homeless: -

- The Plaza, Main Street (25 no. apartments);
- The Travelodge Hotel, Main Street (numbers depend on hotel availability); and
- Balbutcher Lane, Poppintree in the new rapid build housing scheme (22 no. units)
- Additional units are due to come on-stream in Shangan Court in 2017

Other significant changes reported since 2011 are as follows: -

- The social housing stock increased by 61 no. units via a number of different mechanism - DCC purchasing 9 no. new units in Ballymun; 23 no. unsold affordable (Part V) housing units in Hampton Wood transferred to social housing; 6 no. long term leases and 10 no. rental accommodation schemes (RAS) along with other incremental changes.
- 51 no. tenant purchases in Ballymun, increasing the amount of owner occupier households

Taking all of the above changes into account Table 3 below provides an estimate of the tenure breakdown for 2016 in Ballymun.

**Table 3: Estimated number and percentage of permanent private households by type of occupancy, for Ballymun, 2016:**

	Owner Occupied (A)	Rented from Private Landlord (B)	Rented from Local Authority (C)	Rented from Voluntary Body (D)	Occupied free of rent	Not Stated	Total
<b>Ballymun 2016 Estimates</b>	1,604 28.50%	710 12.61%	2,896 51.45%	232 4.12%	9 0.16%	178 3.16%	5,629 100%

**Notes:**

- (A) = 1553 +51 tenant purchases
- (B) = Excluding 267 in receipt of SWA
- (C) = 2521 +267 SWA, +9 DCC purchases, +4 Sillogue 1C, +6 Long Term Leasing, +10 Rental Accommodation Scheme, +23 Unsold Affordable Hampton Wood, +6 Sophia Housing, +3 Respond Part V, +25 Homeless The Plaza, +22 Rapid Build Poppintree
- (D) = 128 +25 Hail Housing, +1 Peter McVerry, +20 Cluid, +64 Tuath, (-6 Sophia Housing)

**Tenure Imbalance within Ballymun**

In order to fully understand the tenure imbalance within Ballymun a number of aspects have been considered.

The percentage of owner-occupied households in Ballymun stands at 28.5% a figure significantly lower than that of the City as a whole, which in 2011 had 51.75% owner occupancy. Within this figure c. 769 households or 3.5% (i.e. 951 no. total private built to date - minus 182 no. social) can be attributed to the new private development at Hampton Woods, located on the periphery of the LAP area and outside the BRL regeneration core. Owner-occupancy within the regeneration area stood at **24.8%** as per the 2012 BRL tenure diversity report.

A second key difference pertains to the levels renting from the Local Authority. Within Ballymun, 51.45% of households rented from Dublin City Council in 2016, compared to just 11.5% for Dublin City as a whole. In order to obtain the real level of social renting in Ballymun, the following figures can be combined: -

- (a) Renting from local authority: 2,896 (including those in receipt of SWA)
- (b) Renting from voluntary body: 232 providing a total of 3,125 no. households or **55.5%**.

This indicates quite an imbalanced local housing market and creates additional pressures on the area in terms of increased demand for social support services and less disposable income to support and attract economic activity to the area, points echoed in the independent Retail Study carried out for the LAP.

Also of note are the private rented figures. When the SWA figures are excluded from the 2011 private rented levels this percentage decreases from 18.2% to 12.6%, which is a relatively small percentage of the overall Ballymun tenure mix. This figure is also well below the Dublin City statistic of 32% (and the national figure of one fifth of our population lives in rented accommodation – source ‘Rebuilding Ireland’ 2016) indicating a skewed housing market in the area, especially given the growth in private rented sector in Dublin.

**3.3.5 Pobal Deprivation Index**

The Pobal Deprivation Index is a recognized method of measuring the relative affluence or disadvantage of a particular geographical area using data from the census and compiled from the following seven indicators: -

- Population Change
- Age Dependency Ratio
- Lone Parent Ratio
- Primary Education Only
- Third Level Education
- Unemployment Rate (male and female)
- Proportion living in Local Authority Rented Housing

A continuum scoring range is given to each delineated area relative to a national average and ranges from ‘extremely disadvantaged’ to ‘extremely affluent’. In relation to the Ballymun Electoral Divisions relevant to the LAP, in 2011 all but one ED was ‘Disadvantaged’; Ballymun A was rated ‘Marginally below Average’. It is noted that Ballymun A contains the relatively new development at Hampton Woods, nonetheless this was a comparative improvement upon the 2006 situation where all Ballymun EDs were either ‘Disadvantaged’ (Ballymun A & C) or ‘Very Disadvantaged’ (Ballymun B & D).



What the tables 2-4 point to is the need for continued investment in the social and economic aspects of Ballymun. Improving the links between Hampton Woods and the rest of Ballymun are also a priority to ensure the positive area effects of this area are felt elsewhere in Ballymun.

**Table 4: Ballymun A-D Electoral Division, Deprivation Index**

Electoral Division	Ballymun A	Ballymun B	Ballymun C	Ballymun D
Population 2011	3,678.00	4,012.00	5,585.00	2,961.00
Population 2006	2,101.00	3,949.00	5,921.00	3,522.00
Pop change % (2006-11)	75.06	1.60	-5.67	-15.93
Deprivation 2011	Marginally Below Average	Disadvantaged	Disadvantaged	Disadvantaged
Deprivation 2006	Disadvantaged	Very Disadvantaged	Disadvantaged	Very Disadvantaged

**3.4 Local Retail and Employment Space**

Three distinct categories of employment space can be identified in Ballymun:

1. Main Street
2. Neighbourhood Centres (Poppintree, Sillogue, Coultrey and Shangan)
3. Industrial Estates (Poppintree and Ballymun)
4. Ikea, Ballymun (outside of LAP area)

**3.4.1 Main Street**

In 1998, before the regeneration of Ballymun began, the Main Street comprised of a dual-carriageway with a single large roundabout serving the area, and where 90% of the traffic was through-traffic. A key element of the Masterplan was the creation of a 1km Main Street, to be flanked by landmark buildings at both ends and to provide a sustainable density and mix of uses – shops, offices, apartments, leisure, community and so forth. Tax incentives granted under the 1999 Urban Renewal Scheme helped to kick-start the remodelling of the Main Street.

Today the Main Street is unrecognisable from that of 1998; the roundabout and its underpasses have been removed, the road narrowed, new access roads serving the surrounding neighbourhoods constructed and key services are in place (footpaths, drainage, utilities etc). The Civic Plaza (Ceamóg an tSeachtar Laoch) has been created flanked by axis (Arts and Community Resource Centre) and the new Civic Centre, two key flagship projects which bring employment and visitors into Ballymun. A new Leisure Centre, two new hotels, a Garda Divisional Headquarters and Social Welfare Offices have also been constructed, and the gateway buildings to the north and south of the 1km strip are in place. The repurposing and conversion of the existing Boiler

House to accommodate the ‘Rediscovery Centre’ is completed and is open to the public providing a new and unique destination space in the heart of Ballymun.

Plans for the Ballymun Shopping Centre (west of Main Street) have evolved and changed much since the regeneration began. Planning permissions granted for large scale redevelopment of the site in 2004 and 2009 failed to be delivered with the downturn in the economy. In order to proceed with the regeneration of the Main Street; to safeguard the considerable public and private sector investment in the area, and to provide a quality environment, the City Council acquired the title interest to the Shopping Centre in December 2014. Delivering future options for the redevelopment of this site and for delivery of additional retail and employment in the area forms a key element of the development strategy of this LAP.

In preparing the LAP and to inform the retail quantum of development appropriate for Main Street, an independent retail study was carried out by consultants on behalf of Dublin City Council in March 2016 (see Appendix 1). Key findings from this study include the following analysis of the existing retail situation: -

- There is significant retail seepage out of the area for both convenience shopping (75%) and comparison shopping (in excess of 90%).
- The discount supermarket on Santry Avenue is the most popular food shop, and the city centre is the most popular destination for clothes etc.



Main Street Ballymun

- Income levels in Ballymun are lower than other areas with a higher dependency on social services which means that there is a lower level of disposable income available to spend in the area.
- This in turn reduces the amount of retail space required for the area in the short-medium term (i.e. 5 years) and will not change unless there is significant inward investment of more mixed income households.
- No heart / focus / centre to Ballymun. There is a need to define a ‘civic precinct’ within the centre of Ballymun through public realm improvements to identify the focal point and welcome point for visitors and businesses.

The recommendations from this report and future objectives are detailed further in Section 5.3.1 of the LAP.

**3.4.2 Neighbourhood Centres (Poppintree, Sillogue, Coultrey and Shangan)**

Four distinct mixed use neighbourhood centres (NC) providing local retail, office, community and childcare uses have been developed since 2000 in the neighbourhoods of Shangan, Coultrey, Poppintree and Sillogue. These purpose-built neighbourhood centres replaced the old “van” shops that were dotted throughout the old Ballymun, notoriously referred to in Roddy Doyle’s novel “The Van”. The need and demand for local service provision was borne out of the consultation process for the Ballymun Masterplan.



Axis and Civic Centre



With the exception of Poppintree the neighbourhood centres have struggled with occupancy, as evident in the ‘Ballymun Retail Study 2016’ (see Appendix 1). An Economic Officer was appointed for Ballymun by Dublin City Council following the wind-down of BRL to help drive economic activity in the area. Since then the Council have initiated a concerted strategy to reduce the vacancy and to improve the vibrancy of the neighbourhood centres.

**3.4.3 Industrial Estates (Poppintree and Ballymun)**

There are two long established industrial estates in the LAP area: -

1. Poppintree
2. Ballymun

Both are zoned Z6 under the Dublin City Development Plan 2016-2022 with the land use objective to “provide for the creation and protection of enterprise and facilitate opportunities for employment creation”.

Poppintree Industrial Estate is the larger of the two estates (24.88ha) and is made up of three large and distinct operating sites: -

1. IDA Poppintree Industrial Estate (c. 17ha) including Freshways (c. 2ha)
2. The former Mouldpro International Site – industrial unit is demolished (c. 4ha)
3. Finglas Training Centre, CDETB (c. 3ha)

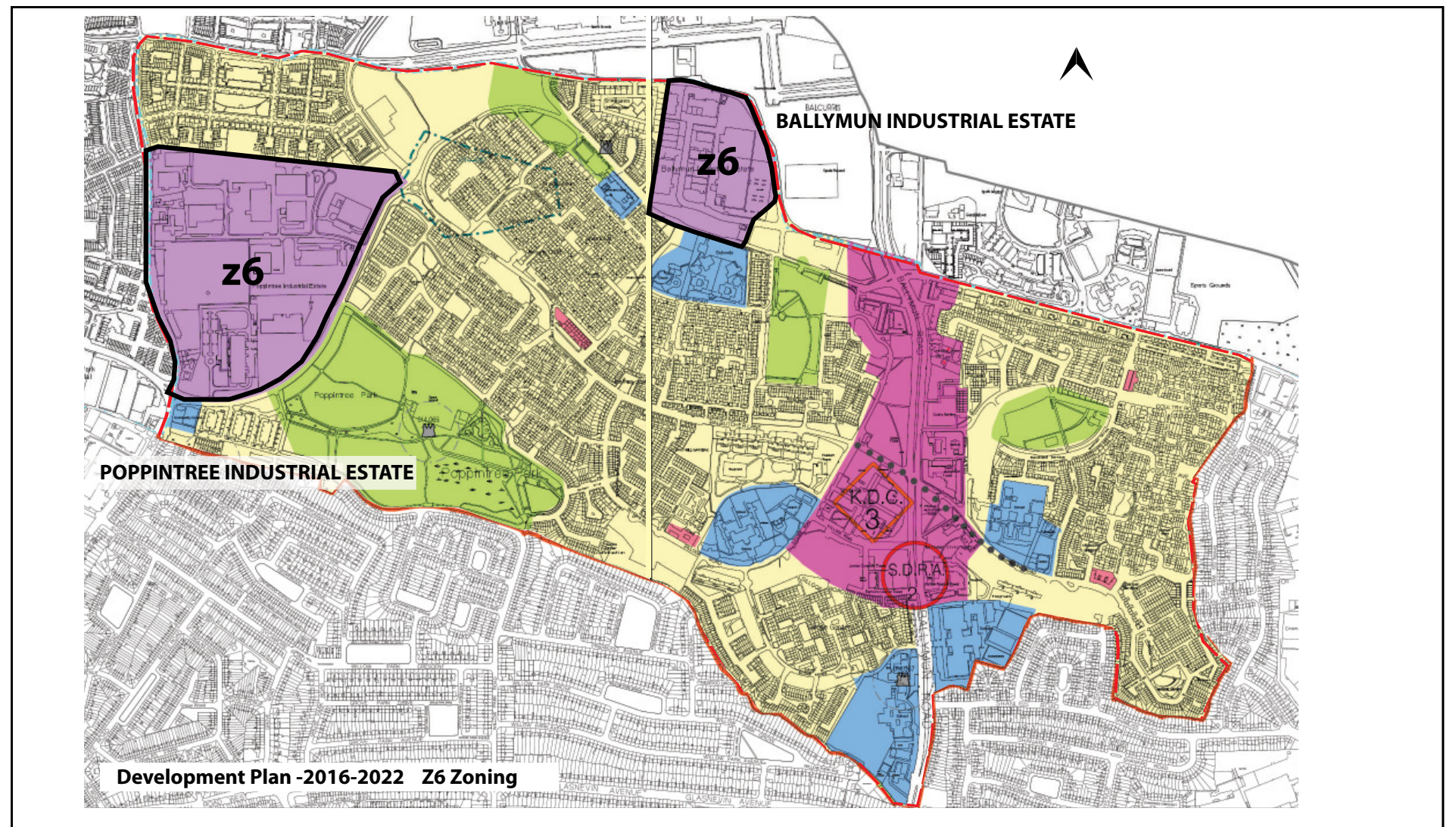
The remainder of the Z6 zone is made up of one-off houses and garage/crash repair services located along Jamestown Road. Each of the above named landholdings operates as stand-alone / independent entities, with their own exit and entry points. There is no access or permeability between the individual sites or between Poppintree Park Lane West and Jamestown Road. The entire estate is privately managed and maintained. Food production, printing, training facilities and small scale auto repairs are the principle activities conducted within the IDA estate. It is characterised by low density units, set back from the road and surrounded by significant surface car parking areas. There is additional land capacity adjoining each of the sites to allow for c. 20% expansion should operations grow. With the exception of the Mouldpro site and one of the units in the IDA landholding (3,534 sq.m.) the industrial estate is occupied (Q3, 2016). The industrial estate is well presented and is a significant employment hub for the area.

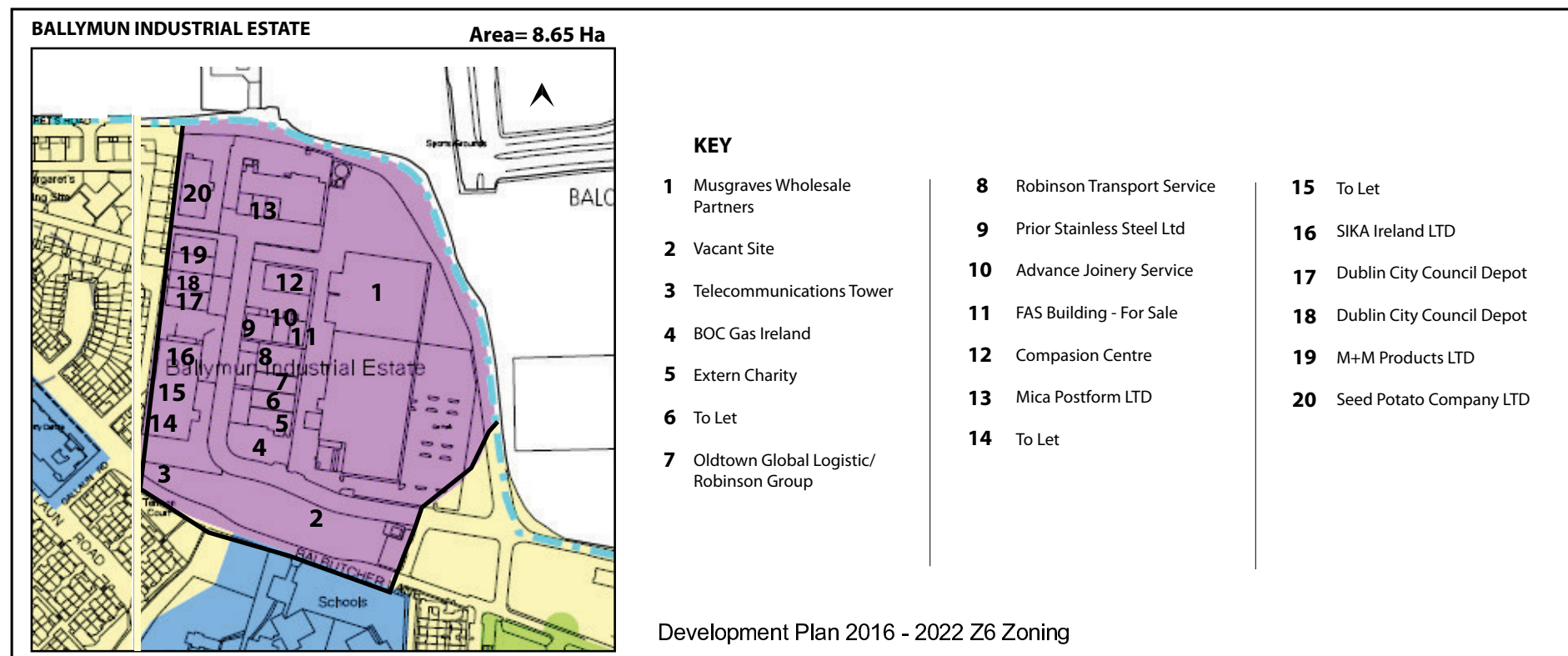
Ballymun Industrial Estate is a single industrial estate accessed off the old St. Margaret’s Road, measuring 8.65ha; including the vacant site addressing Balbutcher Lane North. Robinson Group and Musgraves are the two principal landowners, with the remaining units utilised and owned by individual companies, such as the Seed Potato Company and SIKA. The varied uses

include wholesale/retailer, suppliers, manufacturing, depot, church and small scale office based businesses.

Unlike Poppintree Industrial Estate the Ballymun Industrial Estate is open and publically accessible. However the internal road within the estate is in separate private ownership and is noted to cause concerns for the owners of the individual units in terms of street lighting, drainage and cleaning. In addition, issues of illegal dumping on the publically owned lands to the south and east are negatively impacting the image and renting of the industrial estate.

At the time of the survey (Q3, 2016) there were c. 3 no. units available to rent. This industrial estate provides a cost-effective manufacturing and logistics base close to the city and M50, in addition to be being a strong local employer.



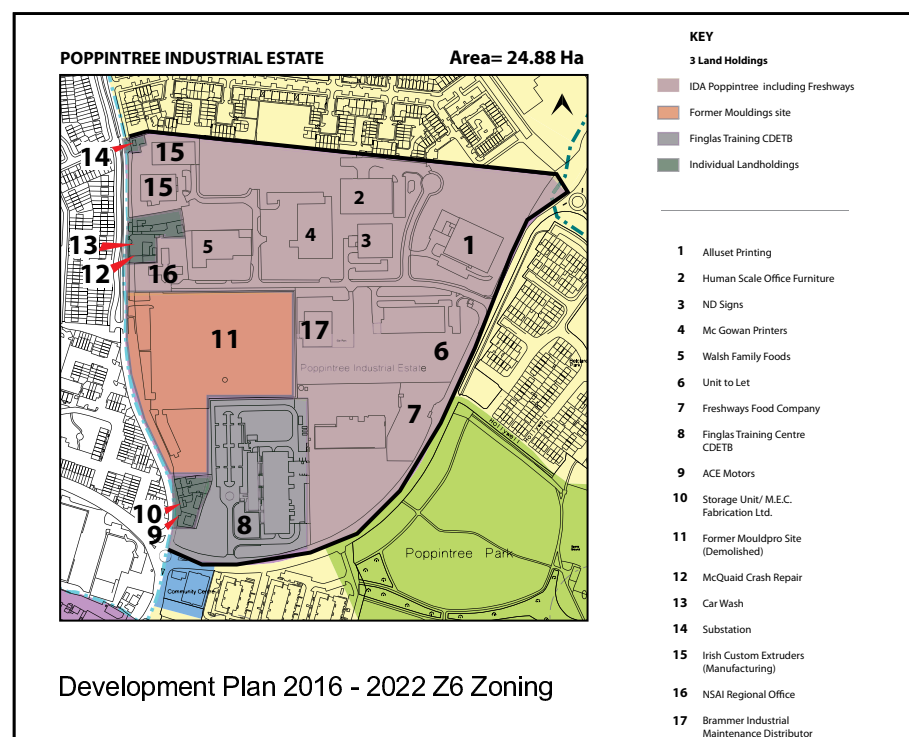


**3.4.4 Ikea Ballymun and the M50 Lands**

Sitting just north of the Ballymun LAP boundary, within the administrative area of Fingal County Council, the Ballymun M50 lands form part of Ballymun's natural hinterland. Largely under the ownership of Dublin City Council, these lands formed a key element of the 1998 'Masterplan for Ballymun' which envisaged these lands acting as key employment generating lands. This vision was reinforced by the adoption of a statutory Local Area Plan by Fingal County Council in 2005, entitled 'North Ballymun Local Area Plan' which had the following stated development strategy and vision: -

*"To contribute to the social, economic and environmental regeneration of Ballymun by setting the framework for a sustainable and dynamic mixed use, employment-generating area in a high quality and attractive urban environment". (North Ballymun LAP 2005).*

The employment generating theme has been partially implemented with the attraction of Ikea to Ballymun (which was included for under the 2005 North Ballymun LAP). The premise was to create a key destination point, attracting people to Ballymun via Ikea, and provide subsidiary spend in and around the area. In tandem with the development of the Ikea site, significant investment was made in the provision of the new realigned St. Margaret's Road serving these lands, and providing the necessary infrastructure to allow the remaining lands to be developed.



**3.5 Community, Education, Recreation and Childcare Facilities**

The provision of community, education and childcare facilities has been audited for the Ballymun Local Area Plan see Social Infrastructure Map overleaf (Fig. 5). Cognisance was also taken of the immediate areas of influence – i.e. north Glasnevin and Santry.

**3.5.1 Community**

A wide range of community facilities were provided during the regeneration process to cater for the area's needs. Previously many of these services were operating in the flat blocks in apartments and in basements. The provision of new community centres is distributed throughout Ballymun creating identifiable and legible neighbourhoods. Some of the new community space has been provided as part of the new neighbourhood centres for example Shangan NC provides space for 'DCU in the Community' and the 'Ballymun Law Centre'; or within the sports centres, for example Poppintree Sports and Community Centre houses the Garda Youth Diversion Programme and the Aisling Project (see childcare below). Standalone community structures, such as The Reco which provides a multi-use building for young people and axis, the arts and cultural centre, define the diversity and plethora of community facilities provided in the area.



### 3.5.2 Childcare Facilities

There are six childcare providers operating throughout the LAP area five of which are located in new purpose built facilities, located either in neighbourhood / community centres or adjoining local primary schools. One of these is Irish speaking located adjacent to the Gaelscoil in Coultury. This is a significant improvement on the ad-hoc arrangement which existed pre-regeneration where childcare was provided in the flat blocks, with no access to outdoor space.

In addition to the “blocks and mortar” of childcare provision, early school intervention was a significant part of the social regeneration work of BRL with considerable resources allocated to projects including for example the Aisling Project. This is an after-school service provided for the most marginalised children in Ballymun. This service previously operated out of residential units (flat based and also housing units) and is now located in accessible community buildings in east and west Ballymun – see Social Infrastructure Map (Fig 5). There are five Aisling projects in total, including the Teen Transition Project, which assists vulnerable students with the transition from primary to secondary school level.



The Reco, youth facilities building

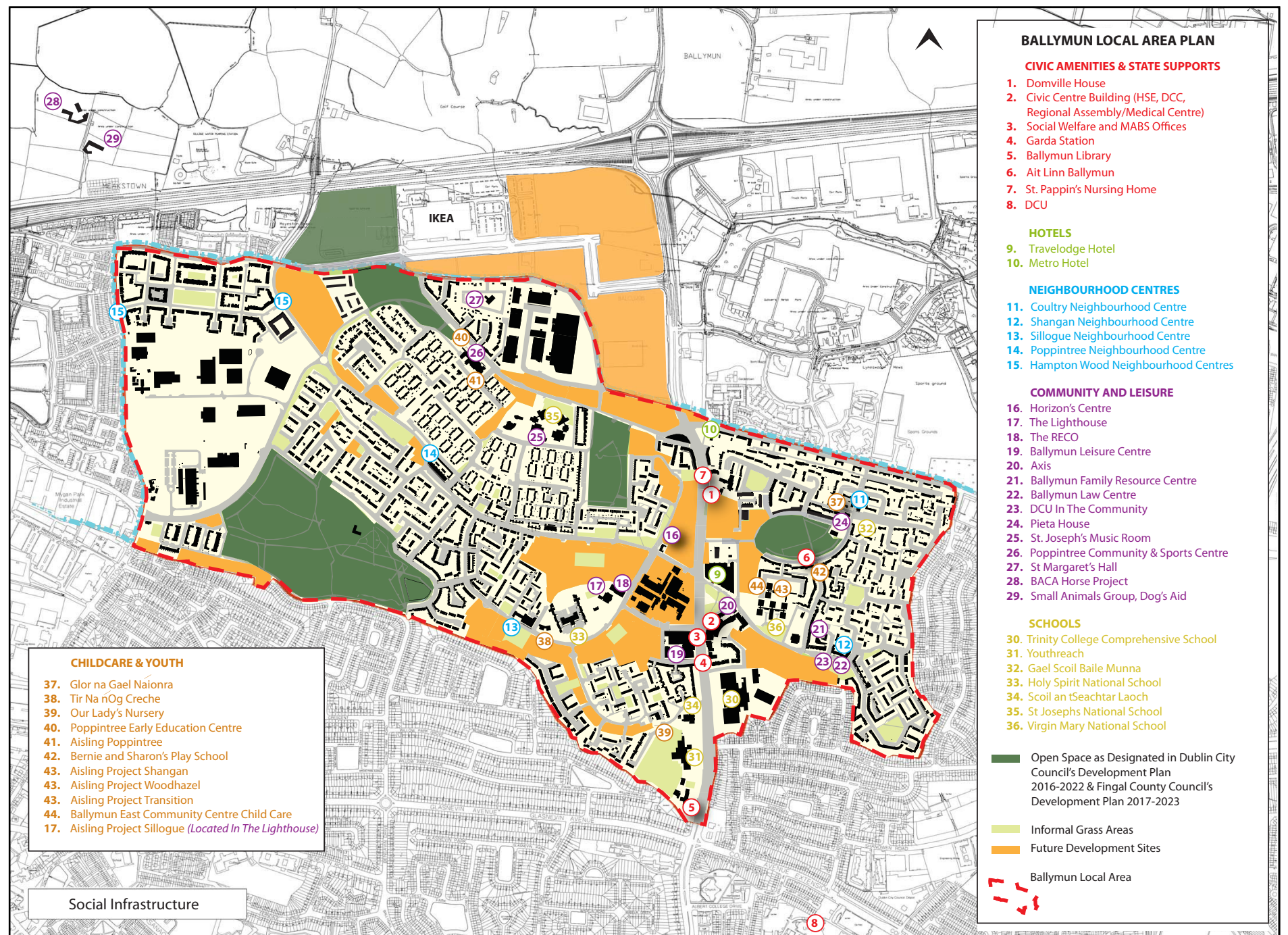


Fig. 5: Social Infrastructure



**3.5.3 Education**

There are eight national schools in the area, six of which are located on dual-school campuses for boys and girls or junior and seniors. Two of the national schools are Irish speaking schools. At secondary level there is one provider; Trinity Comprehensive Secondary School, located on Main Street. There is also a City of Dublin Education and Training Board (CDETb) early school leavers programme provided in Youthreach, opposite the secondary school on Main Street. The School Principals Network were consulted during the preparation of this document and provided insight into the issues facing the different schools: -

- More residential development is required in the area to support the schools
- Positive changes in terms of reduced truancy and improved educational attainment following the support received under the social regeneration programme
- There is a need to continue these interventions
- Improved linkages from Charlestown/Mayestown/Hampton Wood into Ballymun are required
- Generally area is well serviced in relation to recreation and community facilities



'Misneach, A monumental celebration of Art', at Trinity Comprehensive School

Dublin City University (DCU) is located south of the LAP lands, 1.5km from Main Street. The regeneration company built up strong links with DCU and an outreach service is provided in Shangan Neighbourhood Centre to help bridge the gap between Ballymun and third level and strengthen the presence of third level within the local community.

**3.5.4 Parks and Open Space Areas**

The creation of defined and supervised parks and open spaces was a key element of the physical regeneration. Poppintree Park, a flagship regional park of 18.5 hectares of active and passive recreation is located to the south-west of the LAP area serving Ballymun, Finglas and Glasnevin. The park underwent significant redevelopment and reshaping with a new pond, wetlands and wildlife areas providing biodiversity and a sustainable urban drainage solution for the area. There is a playground catering for 0-12 year olds, a running track (5k park run takes place every weekend) and tree trail. The active recreation space is on the west side of the park and includes the following: -

- Juvenile GAA pitch
- Rugby pitch
- 7-aside soccer pitch
- Juvenile 11-aside soccer pitch



- Adult 11-aside soccer pitch

There are outstanding works which have yet to be completed for this park including new changing facilities.

Alongside Poppintree Park, a hierarchy of open space areas was devised for the entire area, with local parks and greens located within the housing developments to provide residents with high quality open space areas within walking distance of their homes while simultaneously ensuring these spaces are overlooked and passively supervised. Coultry Park, Shangan Park and Whiteacre Park are provided on the east side with Balcurris Park on the west side.

Playing pitches and/or playgrounds were provided in the larger parks to service the strong sporting demands of the area. In addition to Poppintree Park, Coultry Park has a full sized soccer pitch and Balcurris Park has a juvenile GAA pitch, but due to ongoing anti-social and drainage issues is not being utilised. An additional soccer pitch is located on a temporary basis on the City Council undeveloped lands to the north of Balbutcher Lane North (and referred to as M50 Lands-Balcurris in this LAP) by Sandyhill Shangan Football Club. Requests for additional playing pitches were raised at the Issues Paper stage. As such additional consultation with the sports and recreation groups was carried out to inform the LAP (see 3.5.5 below).

The layout and construction of new roads and streets was detailed in an External Works Strategy by BRL which required a uniform layout for the new Ballymun. This strategy included the planting of street trees to define and soften the urban structure. This uniformity and consistency should be continued in the build out of the undeveloped sites.

**3.5.5 Sports and Recreation**

Indoor recreational facilities such as the Ballymun Leisure Centre and Poppintree Sports and Community Centre provide a base for a wide range of sports and recreation needs and groups. The leisure centre is located on Main Street and attracts people from the wider catchment, with its family swimming pool, slides, gym and exercise studios and it is well regarded within the local and wider community. Poppintree Sports Centre provides a sports hall, fitness and dance studios, a boxing club, community space and an external five aside astro pitch.

An additional five aside astro pitch is located to the rear of The Reco, to the west of Holy Spirit National School, which is utilised by the school during the day and Shangan Sandyhill FC in the evening. To the rear of the Ballymun United FC lands the City Council has a soccer pitch which is available for lettings.



The aforementioned facilities are managed and run by the City Council. There are additional private recreation facilities (indoor and outdoor) located at: -

- Trinity Comprehensive Secondary School, Main Street
- Youthreach, CDETB, Main Street
- Willows Football Club, Poppintree
- Ballymun United Football Club, St. Margaret's Road
- Trinity Sport, Santry Avenue
- Setanta GAA, Main Street
- Ballymun Kickhams GAA, old Airport Road
- St. Kevins Boys Football Club, Shanowen Road.

These facilities are utilised by the aforementioned owners and for the most part are also open to the public, augmenting the level of sporting provision in the area. At the time of writing, the Futsal Dome at the rear of the secondary school is not available for use due to structural issues with the roof, which is a significant loss to the local community and Futsal Ireland. This matter is currently before the Department of Education and Skills.

Additional recreation spaces and parks/open space areas were planned under the Ballymun Masterplan, which have not yet been delivered. The LAP provides an opportunity to review the location and requirement of these spaces in the context of the new baseline position, with the local community.

**Sports and Recreation Workshop (May 2016)**

As part of the LAP preparation process a sports and recreation workshop was carried out on the 18th May 2016 in the Ballymun Civic Centre. All of the sports clubs/groups (31 no. in total) were invited, along with the governing bodies, the education providers including adjoining third level institutions and the local City Council staff. The following three questions were discussed in the workshop: -

1. What does the group think of the existing facilities in Ballymun?
  - a) Are they being utilised to their full potential?
  - b) Are there any pinch points/times when these facilities are in high demand?
2. Are there facilities which are being under-utilised?
  - a) How could they be improved for greater public use?

**3. What are the priorities for the area in terms of improving the sports facilities in the area?**

The following were identified as priorities for the area: -

- Fix the roof of the Futsal Dome
- Provision of a new all weather astro pitch with lights
- Improvement of existing facilities
- Changing facilities for Poppintree Park and fix rugby pitch so that it is fit for purpose
- Need to solve anti-social problems and supply nets to Balcurris Park

The possible locations for an astro pitch were discussed further with the following three locations identified: -

1. Rear of Trinity Comprehensive Secondary School (requires additional land-take from the City Council to facilitate this)
2. Poppintree Park (within the main park landholding)
3. Change the City Council grass pitch at the rear of Ballymun United to astro

The discussion was largely focused on location nos. 1 and 2 above. The cost implications of installation, management and maintenance were raised. The benefits of providing new facilities in conjunction with the Trinity Comprehensive School which can be utilised by school children by day and the wider community out of school hours was seen as a positive approach and the City Council is exploring this option as part of the LAP process.

**3.6 Green Infrastructure and Biodiversity**

A Biodiversity Action Plan (BAP) for Ballymun was produced by BRL in April 2008. This was the first sub-county biodiversity plan prepared in Ireland and set out objectives for a five year period based on detailed audit of the current status of biodiversity and a review of on-going and planned initiatives. The principal objective was to generate greater awareness of biodiversity in the community.

A review was carried out in 2014 of the BAP by Mary Tubridy & Associates, on behalf of DCC and BRL. The Ballymun Biodiversity Action Plan Review 2014 found that significant improvements in local biodiversity and greening initiatives of this urban area had occurred through a partnership process with the local community. Significant projects and initiatives included the: -



Ballymun Leisure Centre  
*Site Context and Analysis*





- Planting of wildflower meadows and swales
- Creation and development of community gardens (Virgin Mary Garden, Muck and Magic Garden/Ballymun Garden Club) and allotments (north of the M50, at St. Margaret's)
- Formation and development of Tidy Towns committee
- Parks Stewardship programme
- Nature trail for Balcurris and Coultry Park
- Biodiversity and interpretation signs for some of the initiatives such as the swale in Coultry Park and the wildflower meadow along Main Street
- Butterfly garden and training

The review included a number of recommendations to further advance biodiversity improvements and recommended that the LAP should support 'green routes' in line with Development Plan policy.

As part of the LAP process, and following a submission received from the National Parks and Wildlife Service at Issues Paper stage, a new bat survey was conducted in August/September 2016 (months considered optimum for species activity) to ascertain those areas within the LAP being used by bats

and identify, where possible any bat roosts. Priority was given to those areas where bats had been previously recorded and to green corridors which link the LAP to adjacent green areas like Santry Demesne (pNHA) and Sillogue Park golf course. Following initial scoping of the area seven locations were deemed most suitable for bat habitation and were subsequently surveyed. They were Sillogue Road, Balcurris Park, M50 lands, Poppintree Park, Coultry Park, Balbutcher Lane and Ballymun United FC and environs.

In terms of the number of bat species known to utilise the Ballymun area, an additional species has been identified on previous surveys; Daubenton's Bat. Four bat species are now known to frequent Ballymun; Common Pipistrelle, Soprano Pipistrelle, Leisler's Bat and Daubenton's Bat, with the former three occurring most frequently. This is the first time that Daubenton's Bat has been recorded here and it is possible that their arrival may coincide with the enhanced artificial wetland habitats recently created in Poppintree Park.

No bat roosts were confirmed during the survey. Whilst a number of buildings were deemed potentially suitable for roosting bats, there was no evidence of roosts being present i.e. no bats seen either emerging or entering the structures surveyed. Low levels of activity were recorded in the M50 lands, at the M50 crossover adjacent to the Ballymun United FC grounds and at Coultry Park. The most bat activity was recorded along the southern portion of Poppintree Park with more than ten passes and three species recorded. (Bat Survey Report included in Strategic Environment Assessment).

bus route connects west and east Dublin and the fifth connects Ballymun with the employment centres of west Dublin (i.e. the industrial estates and Blanchardstown shopping centre).

- **Route 4:** From Harristown towards Monkstown Avenue

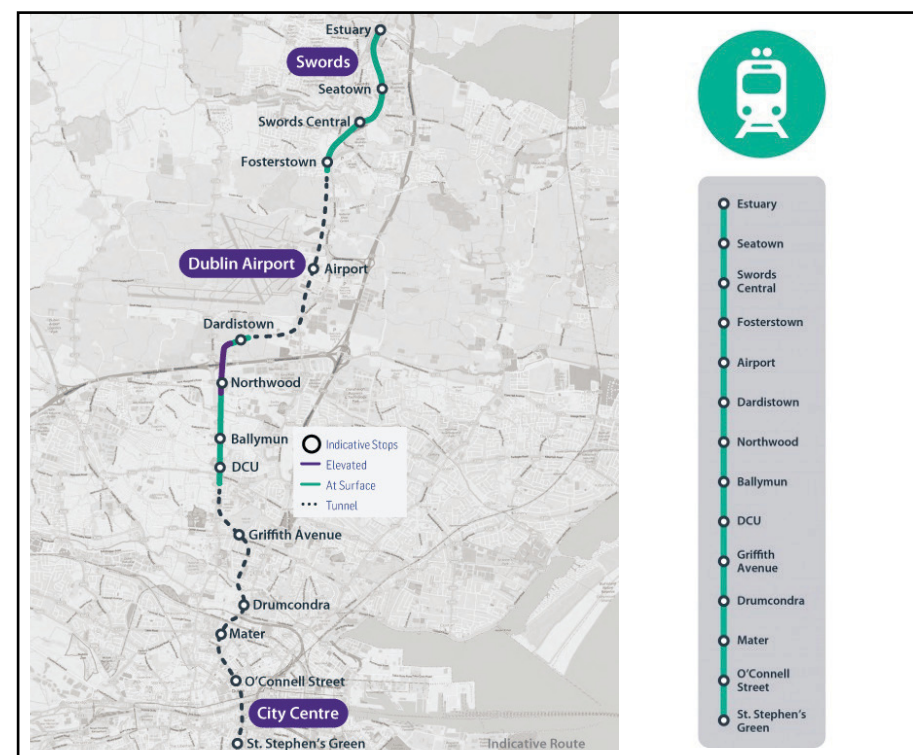
This travels from the depot at Harristown, southwards along the R108 and Ballymun Main Street and into the City Centre through Glasnevin. This bus continues through the city centre and travels towards Ballsbridge, Booterstown, Blackrock, finishing in Monkstown village.

- **Route 13:** From Harristown towards Grange Castle

This travels from the depot at Harristown, southwards to Ballymun. It takes a different route to bus no. 4, travelling westwards into the neighbourhoods of Balcurris and Balbutcher, returning to Main Street and the Ballymun Road. It travels through Drumcondra into the City Centre and continues westwards towards St. James's Hospital, along the Naas Road to the Red Cow roundabout and into Clondalkin and onto Grange Castle Business Park.

- **Route 14:** From Finglas (Ikea) towards Palmerstown Park

This bus service commences at Ikea and travels along the new St. Margaret's Road, on the periphery of Hampton Wood, along Jamestown Road into Finglas and into the city centre via Glasnevin. The bus travels through the city



New Metro North

### 3.7 Infrastructure

The physical regeneration programmes included the replacement and renewal of the associated services and roads infrastructure network required to support and service both the new developments and the existing housing stock. Connectivity and permeability has been significantly improved. The dual-carriageway has been removed along with the single roundabout which accessed all of Ballymun. In its place a new Main Street has been created with new roads linking into the various neighbourhoods and new connections created between the neighbourhoods, and with the surrounding estates where possible. While much work has been carried out above and below ground, the renewal of infrastructure is not complete and the build out of the vacant sites will require the installation of new infrastructure. The outstanding works include road connections, for example the Hampton Wood junction and water and drainage improvements, for example within the older two storey housing of Sillogue Gardens and Coultry. These future requirements are detailed within Chapter 5.

The bus network and namely the Quality Bus Corridor along Main Street have significantly improved sustainable transport movements to and from Ballymun. The LAP area is well serviced by a number of different bus routes. The following bus services travel through the LAP area. The first three bus routes connect Ballymun with the city centre and the south of the city. The fourth





past Dublin Castle towards Rathmines.

- **17a:** From Blanchardstown Centre towards Kilbarrack

This travels from Blanchardstown, Cappagh, through Finglas village along Glasnevin Avenue, northwards onto Ballymun Main Street and east wards along Santry Avenue to Beaumont Hospital, Coolock and Kilbarrack.

- **220:** From Ballymun (Shangan Road) towards Lady's Well Road

This bus service starts in Shangan and cuts across Main Street into Balbutcher and Poppintree. It traverses through Finglas travelling towards the industrial estates of the west Dublin – Cappagh, Ballycoolin, Corduff, Blanchardstown and Mulhuddart. This bus service also provides residents of Ballymun with a link to Blanchardstown IT.

As per the Masterplan, the realigned Main Street was designed to be capable of catering for an over-ground LUAS as per the then Dublin Transportation Office's 'Short Term Action Plan, 1998'. Subsequent changes in transport policy led to the planning approval for an underground Metro Stop at the Ballymun Plaza linking the City Centre with Dublin Airport and on to Swords. The new Government proposals as detailed in the 'Greater Dublin Area Transport Strategy 2016-2035' (see Chapter One) is to provide a modified version of the approved Metro North which now proposes a surface level metro through the LAP area. The proposed development strategies for the remaining sites along Main Street will be required to take cognisance of this proposed new infrastructure. Improvement of the public transport linkages to and from Ballymun is extremely important for the residents and also for the area generally to capitalise on much needed inward investment into the area, following the regeneration programme, and is strongly supported by this LAP.

### 3.8 Social Regeneration Programme

The social regeneration programme provided under the Ballymun Masterplan complimented and supported the physical, economic and environmental objectives of the plan. The social regeneration focused on ensuring that Ballymun became an inclusive, well resourced urban neighbourhood capable of responding to its own needs and challenges. More specifically, the programme addressed deep seated social and community need in Ballymun, and was aimed at providing local people with opportunities to live in a successful and safe urban environment and to take routes out of poverty and low income. It did this by working with local organisations that assisted BRL in developing and delivering high quality services and social supports to meet local needs. Over the years the social regeneration programme worked with statutory partners and the local community to develop a broad range of innovative initiatives. For example, the establishment of an alcohol recovery project, setting up 'Safer Ballymun', and the development of legal and educational services, have led to improvements in the everyday lives of many families. It also invested

in improving existing services in Ballymun, for example the upgrading of childcare facilities and the ongoing improvements in the quality of childcare services. Another example was the linking of social programmes to the newly constructed recreation and cultural facilities to improve the engagement of local people in these facilities that have subsequently changed people's lives.

This work culminated in the preparation of the 'Sustaining Regeneration – A social plan for Ballymun' in 2012, an inter-agency and collaborative plan covering seven distinct themes: -

1. Placemaking
2. Education, Lifelong Learning and Training
3. Community Safety
4. Health and Wellbeing
5. Child Development and Family Support
6. Arts and Culture
7. Recreation and Sport



Written and agreed with the key social statutory agencies, this plan was developed to ensure the appropriate structures were put in place prior to the wind-down of BRL, in order to sustain the progress that has been achieved. A social sub-committee is in place to oversee the direction, implementation and review of the social plan ensuring the document maintains a flexibility to adapt to changing circumstances and imperatives. The sustaining regeneration social plan was endorsed by the Department of Housing, Planning, and Local Government and funding has been provided by the Department until the end of 2017 to support the objectives of the document. Dublin City Council will then take over the transitional funding.

### 3.9 Challenges for the LAP

Having regard to the above analysis and taking into account the public consultation received during the Issues Paper stage there are a number of challenges for the Local Area Plan, which are set out below. Note that the order does not reflect a prioritisation: -

#### 1. Public transport

Ensure Ballymun is located on a high quality public transport route linking the area with the City and Dublin Airport – for example the new Metro North option.

#### 2. Deferred infrastructure

Progress important infrastructure projects to facilitate the build out of Ballymun and improve connections both within the LAP area and with its surroundings. The Hampton Wood junction is a priority project of the LAP.

#### 3. Residential development

Facilitate and secure the construction of additional housing within Ballymun to provide a mix of house types and sizes.

The vacant sites should be built out to follow a coherent street form having regard to the established pattern under the regeneration programme.

#### 4. Economic development

Attract inward investment – economic, commercial and retail activity to Main Street and the M50 lands.

Support the City Council owned retail units to maximise occupancy and vibrancy of the neighbourhood centres.



**5. Create a heart / focal point for Ballymun**

Provide a heart or centre to Ballymun and develop a successful Main Street. This includes re-imagining the space in front of AXIS.

**6. Sports and Recreation**

Explore the provision of an additional astro pitch at the rear of Trinity Comprehensive Secondary school.

**7. Social / Community**

Maintain a sufficient level of social intervention and support for Ballymun to continue the social regeneration of the area.

The Overview map, Fig. 6, represents the updated current situation, post regeneration and present context for the LAP process.

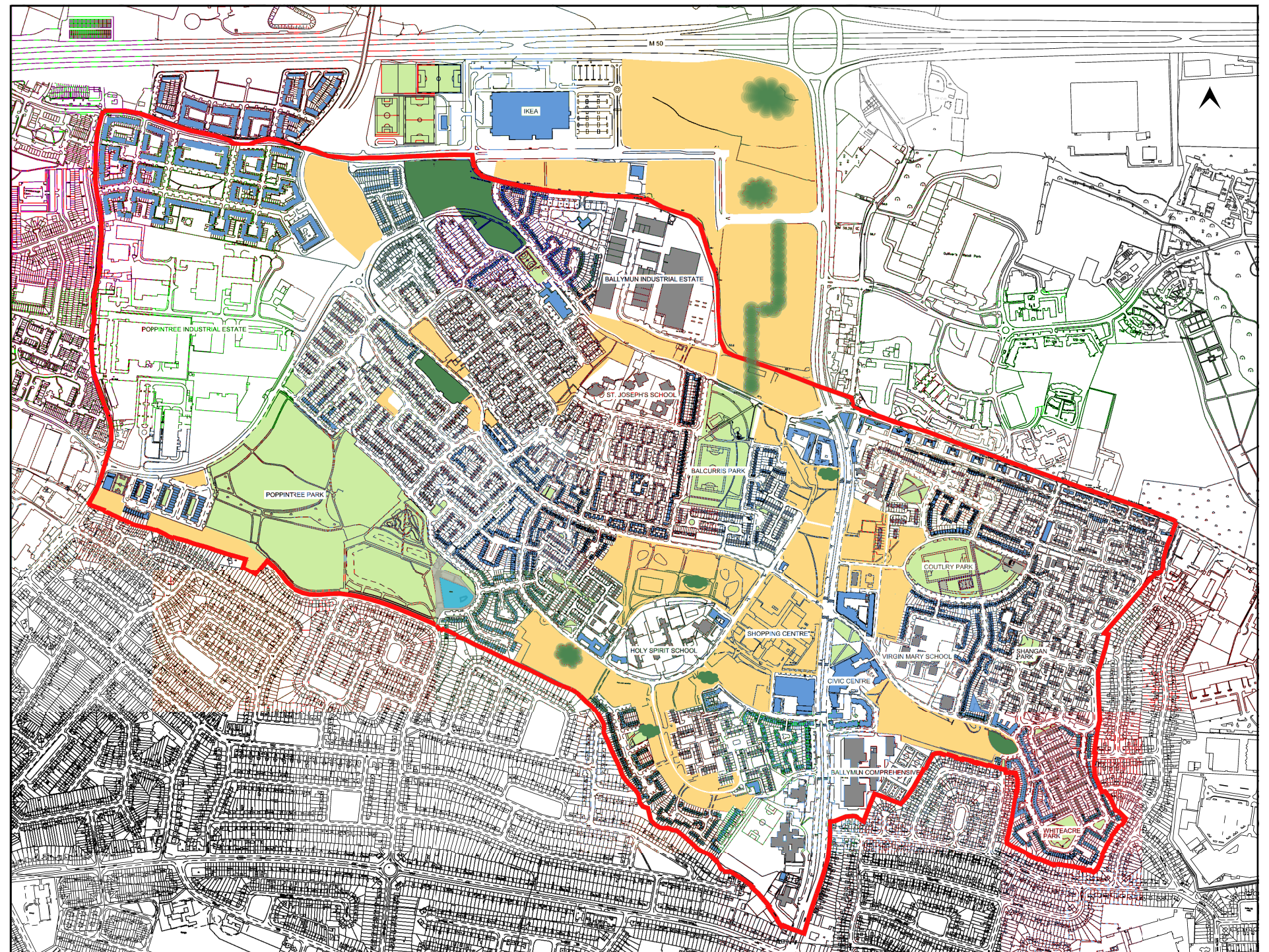
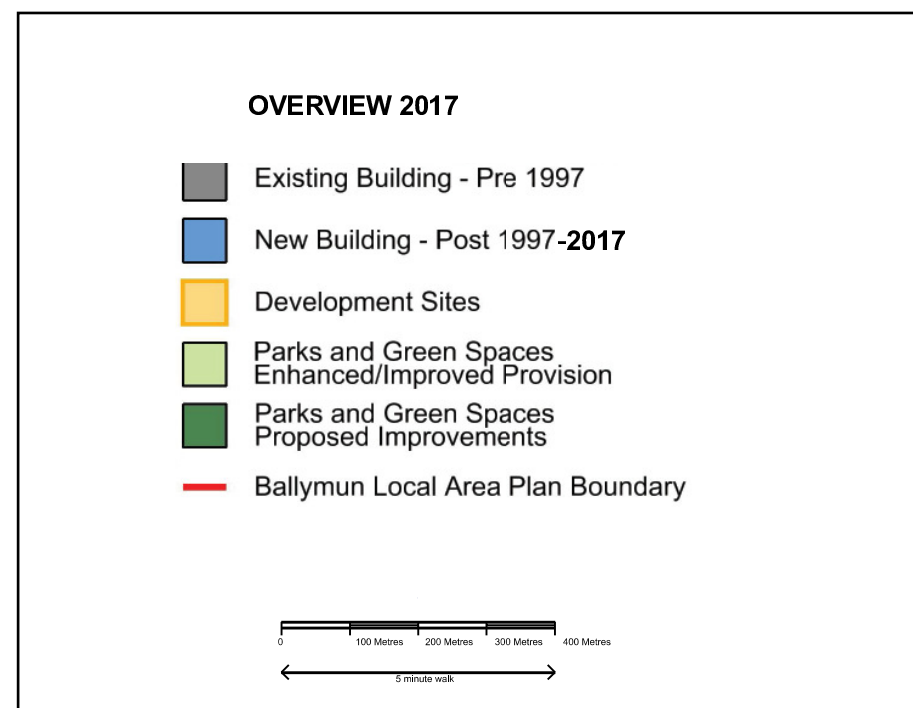


Fig. 6: Overview 2017





## VISION & KEY PRINCIPLES

### 4.1 Vision

The regeneration of Ballymun is based upon the key foundation stones of the 'Masterplan for the new Ballymun, 1998'. Since its adoption and acceptance by the Government and community in 1998 the area has undergone an immense transformation. Having lobbied and campaigned for improvements and regeneration, the people of Ballymun have now lived through one of the largest regeneration projects in Europe. The children of Ballymun have grown up watching the environment around them be reshaped and rebuilt.

It is no small achievement that all of the tenants of the 1960's flat blocks have been re-homed in new high quality, high performance housing; in itself a laudable legacy for future generations. But the regeneration was not just about providing new housing; it also delivered new parks, new community and sports centres, a new Main Street and new neighbourhood centres. Economic activity has been bolstered by the arrival of Ikea and new hotels on Main Street. Social and cultural achievements are manifold including the successful running of a new arts and community centre; while environmental improvements can be seen in the parks, the gardens, the buildings and now the repurposed boiler house, a new international beacon of environmental sustainability.

Continuing this legacy of social, economic and environmental sustainability into the remaining build-out of Ballymun is at the core of this Local Area Plan. Investment has been made in social and recreational supports. The schools, parks are in place, and the clubs and communities are strong. One area which Ballymun does however lack is the availability of affordable new homes to purchase and rent. With 24.8 ha of land available for housing within the neighbourhoods (including 2.9 ha within Hampton Wood, private development; currently on site), providing new housing will help support existing facilities while new residents will benefit from a wealth of amenities in place. As new homes are delivered and the population increases, then shops and commercial activity become more viable. The Main Street of Ballymun, while benefiting from a number of key new buildings has considerable vacant sites along its length (8.64 ha; lands zoned Z4), and lacks the mix of uses and commercial activity appropriate for a 'town' of its size. Addressing these two core issues, which have a mutually symbiotic relationship, is reiterated throughout the LAP, and considered essential to complete the regeneration of Ballymun.

The vision for Ballymun, as lobbied for by the people of Ballymun over the years, as articulated through the Masterplan, and as now translated into this Local Area Plan, is: -

**“To create a successful and sustainable new town; which provides for and supports a thriving local economy, which caters for people across all spectrums of their lifecycle in both their house type and tenure and where communities are supported by the appropriate social, sporting and cultural amenities.”**

To achieve this vision, it is an objective of the Ballymun Local Area Plan to deliver and develop the remaining vacant sites in Ballymun; to provide new residential homes within the neighbourhoods and new mixed-use development along the Main Street. Densities should be appropriate to each site location with higher densities sought along the Main Street and in particular in the vicinity of future anticipated Metro stations. New buildings and spaces should follow principles of good urban design, deliver quality materials and contribute positively to their environment.

While the policies and objectives set out within the Dublin City Development Plan 2016-2022 pertain to all new developments within Ballymun, the LAP contains a set of local objectives considered essential to deliver the vision for Ballymun. The over-riding principles are set out here below and elaborated on in greater detail within Chapter 5.

### 4.2 Key Principles of the LAP

Distilling this vision down to derive a clear development strategy for Ballymun, the key principles for this Local Area Plan are set out below. These principles are based on the eight thematic objectives of the LAP; the implementation of which is set out in Chapter 5 in greater detail.

#### Vacant Sites

**KP1:** To develop the remaining vacant sites in a sustainable manner.

#### Housing & Tenure

**KP2:** To develop the remaining residential sites for a mix of house types and tenures to increase the population and support the existing services and businesses in the area.

#### Economic Development & Employment

**KP3:** To attract economic activity and stimulate new employment generating uses within the three key areas of employment; (i) M50 lands, (ii) Main Street and (iii) Industrial Estates, alongside the local level provision operating within the neighbourhood centres.

#### Urban Form & Design

**KP4:** To create distinctive urban places through the use of intelligent urban design and good quality materials having regard to the existing palette of materials and finishes in the area.

#### Movement

**KP5:** To complete outstanding infrastructure to enhance connectivity both within Ballymun and to the surrounding area, and to service the remaining development sites.

#### Social & Community Infrastructure & Supports

**KP6:** To consolidate existing social and community facilities to maximise their use by the whole community.

**KP7:** To support the local community through the implementation of the Social Regeneration Plan and maintain the level of funding.

#### Sports, Recreation & Open Space

**KP8:** To consolidate existing sports and recreation facilities and open space areas to maximise their use by the whole community.

#### Green Infrastructure & Biodiversity

**KP9:** To provide and maintain landscaped parks, greens and tree lined streets respecting the established public realm principles.

#### Drainage & Water

**KP10:** To continue to implement the Surface Water Masterplan for Ballymun facilitating development of the vacant sites.





**LAP DEVELOPMENT STRATEGY**

**5.1 Introduction**

This chapter sets out the context and objectives governing the build out of the remaining sites in Ballymun. Further development objectives for specific sites are set out in Chapter 6.

It should be noted that all policies and objectives of the Dublin City Development Plan (in operation at time of planning application), apply to the Ballymun LAP area.

**5.2 Land Use Strategy**

The over-riding aim of the land use strategy is to achieve the efficient and effective use of undeveloped land through active land use management. This will be achieved by linking land use and transport together to maximise the lands' resources and development potential.

Ballymun is located c. 5-6km from the city centre, adjoining the M50 and Dublin Airport, on existing and planned high quality public transport connections (Metro North) and has undeveloped publicly owned land available which is appropriately zoned for development (residential and mixed use activities). The purpose of the LAP is therefore to facilitate and co-ordinate the development opportunities on a number of key sites whilst at the same time addressing important local issues such as economic activity, transport, urban design, housing and recreation.

This chapter will set out key aims and objectives for Ballymun under the following headings: -

1. Economic Development & Employment
2. Movement
3. Urban Form & Design
4. Housing & Tenure
5. Social & Community Infrastructure and Supports
6. Sports, Recreation and Open Space
7. Green Infrastructure & Biodiversity
8. Drainage & Water

**Land Use Objective:**

It is an objective of Dublin City Council to:-

**LU1:** Develop the remaining vacant sites in Ballymun in accordance with this LAP.

**5.3 Economic Development & Employment**

Ballymun contains three key areas for future economic development and employment opportunities, notably the Main Street, the M50 lands, and the existing industrial estates, with the former two containing significant vacant sites earmarked for employment generating uses. The two existing industrial estates offer opportunities for consolidation and some expansion, while at a smaller more local level the neighbourhood centres offer local retail and enterprise opportunities.

Key new economic drivers emerging in Ballymun are the arts and environmental sectors. 'axis Ballymun' is to the forefront in promoting the arts both locally and on a national and international stage, while the 'Rediscovery Centre', a resource recovery and education centre provides a centre of excellence in the newly repurposed Boiler House. Both axis and the Rediscovery Centre have a prominent Main Street presence providing positive images of the 'new Ballymun'.

To create a successful urban area requires focus, ongoing policy and



operational interventions along with physical development/interventions. In order to build on the changing image and perception of Ballymun, Dublin City Council appointed an Economic Development Officer and produced an Economic Strategy (2015) specific to Ballymun. The goals of this strategy are: -

- 1) Enhance the business support ecosystem
- 2) Foster an entrepreneurial culture
- 3) Reactivation of unused space
- 4) Establish the physical support infrastructure
- 5) Development of sites for economic development

The LAP can help to create the environment / framework in which economic activity can be developed and thrive including addressing issues of tenure diversity; appropriate density of development; mix of uses; permeability and connectivity; commitment to quality urban design, arts and culture; community safety and environmental responsibility. These 'tools' may not be immediately recognisable as 'economic interventions' but are required to sustain a local economy, the well being of its residents and to safeguard the investment made by the public and private sectors which in turn support the work of the Economic Strategy.

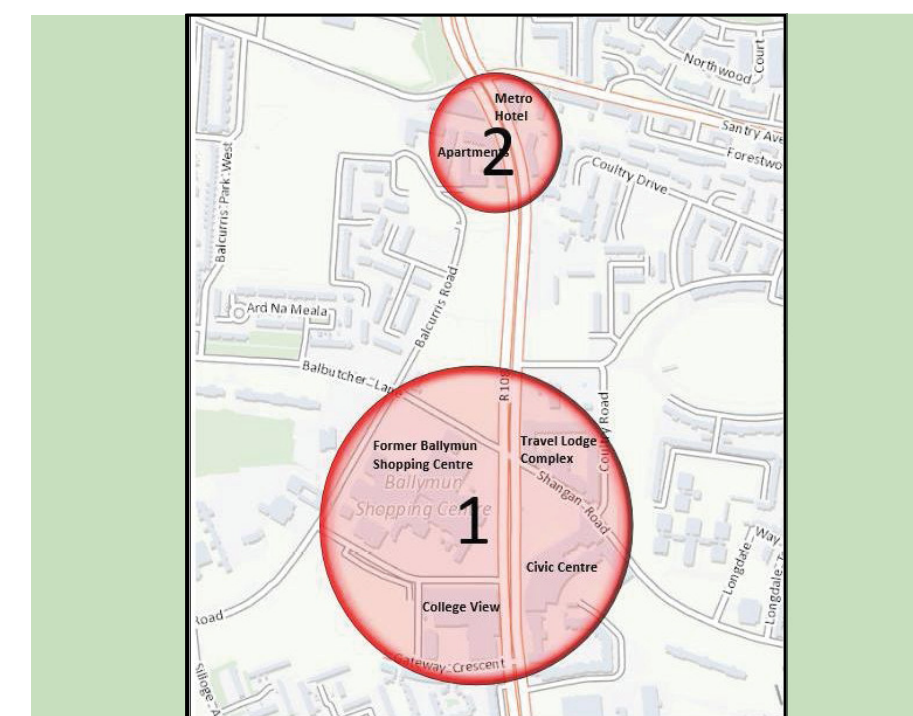


Fig 7: Sequential approach-Commercial Nodes



**5.3.1 Main Street**

The Ballymun Main Street is identified as a priority location for employment generating uses and economic development. Key ingredients for an enduring Main Street are density and a good mix of uses – retail, office, commercial and residential. While much progress has been achieved in redeveloping the Main Street there remains significant vacant sites either side of the Main Street, in addition to the Shopping Centre site which is earmarked for redevelopment.

As set out in Section 3.4.1 an independent retail study was carried out (March 2016) to help inform the retail quantum of development appropriate to Main Street. The study identified significant retail seepage from the area and made the following recommendations: -

- There is a need for an additional food store within the Z4 zoned lands to claw back expenditure leakage. Capacity exists to add between 1,258 and 2,111 net sq.m. of new convenience floorspace in Ballymun up to the year 2022.
- There is scope for the opening of a number of comparison goods units, including bulky goods units, in association with this food store development. Capacity exists to add between 1,551 and 3,340 net sq.m. of new comparison goods floorspace in Ballymun up to the year 2022.
- Need to adopt the sequential approach in the assessment of large retail proposals by appraising the suitability, availability and viability of first developing land for retail use within and around the largest commercial node in Ballymun (see commercial node no.1 on Fig. 7). Development south of Santry Avenue, including the Metro Hotel, constitutes the second commercial node in Ballymun (see commercial node no. 2 on Fig. 7).
- Develop new retail units in a non-mall format with own-door shopfronts that are free from the operational, leasing and servicing commitments of a shopping centre.
- Designate the area (circa 270m long) on Main Street between Shangan Road & Gateway Crescent as a 'Civic Precinct', which would act as a focal point for Ballymun. Create a distinctive sense of place and identity at the Civic Precinct via streetscape enhancements and ensure that the precinct integrates with proposals for the Metro Stop and aspirations to increase the functionality of the Plaza area (Fig. 8).
- As a complement to the above proposal promote the creation of a quality built environment on the site of the former shopping centre, capable of instilling a sense of arrival and encouraging people to stop and shop.

The retail figures set out above are not intended to function as floorspace caps. Rather as recognised in the 2012 Retail Planning Guidelines (Section 3.6) the floorspace estimates are intended to provide broad guidance on retail floorspace need and should not inhibit competition. This is especially important as the vacant sites are developed and demand for retail increases.

In addressing the findings of the study, the City Council in tandem with the LAP process are carrying out a number of focused initiatives, as follows: -

**1. Northern Site (see site no. 3, Chapter 6)**

The City Council is selling the site to the north of the shopping centre to provide a mixed use, primarily retail (convenience) focused development. The Council is committed to engaging with prospective buyers to achieve a suitable high quality Main Street mixed use proposal and this process is ongoing. It is hoped to have development, on this site by the end of 2017.



Fig 8: Proposed "Civic Precinct" on Main Street

**2. Shopping Centre (SC)**

The City Council purchased the Shopping Centre in December 2014 with a view to relocating the remaining occupants into vacant retail units in and around Main Street; to demolish the existing dilapidated centre and to redevelop the site. A Compulsory Purchase Order (CPO) initiated in July 2016 to acquire outstanding title issues has been confirmed (13th January 2017) and the Council is initiating proceedings in line with the order to vacate the remaining units. This will be followed by a Part 8 process to obtain permission to demolish the remaining structures and provide a clear development site - in a similar fashion to the process of developing the northern site.

**3. Public Realm Improvements**

A number of submissions were received at Issues Paper stage, requesting improvements to the public space in front of axis (renamed as Cearnóg an tSeachtar Laoch, December 2016). These submissions mirrored the findings of the independent retail study for the creation of a heart/centre to Ballymun. The Council will review the current finish, configuration and use of the space, with the intention of improving and maximising this space as an extension to axis, improved outdoor space for events and 'marker' for the centre of Ballymun. The publication of these plans will be subject to a separate public consultation process.

**4. Disposable Income**

The dominance of low income households and limited disposal income is



Cearnóg an tSeachtar Laoch, Public Plaza



restrictive for local businesses and makes it difficult to attract new commercial activity into the area. Improving income levels through the attraction of mixed income households would significantly assist this process, in tandem with the build-out of the mixed use sites providing jobs and increasing local spend. It is difficult to attract inward investment into suburban markets and as such it should be a strong focus of the LAP to diversify the housing and tenure in the area to support and grow the local economy. This is explored in greater detail in Section 5.6.

Chapter 6 of the LAP clearly identifies the remaining sites along Main Street suitable for redevelopment. Some sites are ready for redevelopment, while others require demolition and reconfiguration of road networks. As per the Ballymun Masterplan and the pattern of development to date, the retail core will be centred predominantly to the west of Main Street with civic functions to the east. Ensuring a variety of uses along this street is key to creating a successful sustainable town centre.

### 5.3.2 M50 Lands

The M50 lands are zoned for high density mixed use development within the Fingal County Development Plan 2017-2023 and Dublin City Council Development Plan 2016-2022. This zoning objective is based in part on the anticipated delivery of Metro North through Ballymun serving these lands. It is an objective of the Fingal County Council Development Plan to link the Ballymun M50 lands directly with the future Metro stop, via a link under the R108. This will facilitate the delivery of high density employment generating uses.

As part of the LAP preparation process the City Council actively engaged with the IDA, Enterprise Ireland and other stakeholders with a view to continuing the 'Destination Ballymun' philosophy and creating more job opportunities locally. Key issues for attracting future employers were identified in the form of connectivity and accessibility to the City and Airport, proximity to similar businesses for synergies and/or profile, in addition to the availability locally of good quality housing, amenities and an educated and skilled workforce. In order to ascertain the exact market recommendations, the Council will undertake an independent Economic Analysis of the M50 lands and also the Z4 mixed use lands, along Main Street, to provide market based input on the types of development appropriate having regard to current economic conditions.

A detailed Masterplan for c. 8ha of the M50 lands (site previously known as Balcurris 10, now referred to as M50 Lands-Balcurris within the LAP) was prepared by Ballymun Regeneration Ltd. just as the Irish economy and in particular the housing market stalled in the late 2000s. The vision for these lands was a high density, mixed use quarter, including residential, education, office, retail, hotel and crèche, adjoining Metro North. It remains the aspiration of this LAP that a similar development format should be sought for this strategically located site.

During the preparation of the Ballymun LAP there was a clear desire expressed to provide a new sporting facility on part of these lands. It is therefore proposed to carry out a new site analysis to seek the provision of such a facility on part of this site in tandem with the delivery of high density uses fronting the R108. Retaining the proposed biodiversity green link through this site will form part of this appraisal. Further detail on the above is set out in Chapter 6, site no. 31.

In addition to the above, the City Council is consolidating its depot locations across the city in an effort to improve resources and release land for development. The lands opposite Ikea are proposed as the 'north city super depot' location (c. 4 ha on the south side of the St. Margaret's Road, adjoining the ESB substation, see Chapter 6, site no. 30). This proposal will also include a civic amenity site for the public that will be separate to the depot and may trigger a requirement to provide the St. Margaret's Road – Balbutcher Lane North link road. This project will bring additional jobs into the area (c. 600 staff), complete road connections and will hopefully 'kick start' development and activity on the M50 lands.

### 5.3.3 Industrial Estates: Ballymun and Poppintree

As detailed in Chapter 3 (Section 3.4.3) there are two existing industrial estates in the LAP area: -

1. Poppintree
2. Ballymun



These estates are operating at roughly 75-80% occupancy rate. Taking account of the existing employment basis within these estates, the need to create additional local employment, and the availability of land for housing in the LAP area, it is considered that these two industrial estates should remain employment centres for Ballymun and retain their Z6 zoning status (having regard to objective CEE04 of the Dublin City Development Plan to review existing Z6 lands with potential for rezoning). The LAP will support the growth and consolidation of these industrial estates.

It is noted that the vacant lands in the immediate vicinity of the Ballymun Industrial Estate, are a cause of anti-social behaviour and present a poor visual impression on entering the estate. It is an objective to address these shortcomings through design recommendations in the site briefs in Chapter 6.

### 5.3.4 Arts and Environmental Potential

Ballymun has developed a strong and recognisable arts, cultural and environmental brand during the regeneration process. This has helped to change public perceptions of Ballymun, bringing visitors to the area and has generated positive economic spin-offs.

Arts and cultural practice is at the heart of the Ballymun community, exemplified by the building of an arts and community resource centre ('axis Ballymun'); the first building to be constructed during the regeneration process. Through the use of community, national and international partnerships axis has facilitated the development of a quality arts engagement programme, placing Ballymun as a cultural and artistic destination city-wide and nationally. This has assisted in the social regeneration of the area and also helped enhance the image of Ballymun.

It is this link between the community and arts practices and the local and national level that should be promoted and nurtured to further artistic and cultural development. It is a specific aim of the LAP to support axis's desire to brand Ballymun as a hub for culture, arts and innovation. Enhancements to the public plaza in front of axis (see section 5.3.1 above), will be sought to improve the use and legibility of this space making it more attractive for business, visitors and residents alike, and recognising that arts and culture play an essential role in the area's economic vitality.

Environmental initiatives enacted under the regeneration programme have also helped to change perceptions while simultaneously improving the visual appearance of the area; key factors in supporting the right environment for economic development. Notably local initiatives include: -

- establishment of the Tidy Towns Committee
- attraction of Global Action Plan (GAP) to Ballymun – working with schools and local community to raise awareness of waste



management, energy, water conservation etc

- The development of the Rediscovery Centre, a resource recovery and education enterprise with a focus on local employment and re-training has been a success story of the regeneration process. The repurposing of the Boiler House on Main Street as its resource centre and flagship provides an additional attraction to bring people to Ballymun ('Destination Ballymun'), renewing the impetus for the build out of Main Street and in defining a hub/centre to the area.

### 5.3.5 Locally-focused Employment and Training

As the planning and later the development of the LAP area progresses, there may be opportunities for both employment of local residents and training. This can greatly benefit the community. The Council will facilitate agencies and organisations, particularly those engaged in employment and training initiatives in Ballymun, to work together with a view to maximising employment, volunteer and training opportunities for residents of Ballymun. Dublin City Council will also liaise with agencies and organisations working in the Ballymun area to maximise education opportunities and support access to employment for residents of Ballymun; synergies with the 'Sustaining Regeneration – A social plan for Ballymun' (see Objective SC2).

#### Economic Objectives:

It is an objective of Dublin City Council to: -

- EO1:** Complete the redevelopment of the Ballymun Main Street, including the shopping centre site, and attract new employment generating uses.
- EO2:** Demolish the existing shopping centre to make way for a new high density, mixed use development.
- EO3:** Minimise vacancy in the LAP area.
- EO4:** Provide for additional office space along the Main Street.
- EO5:** Provide for additional retail along Main Street.
- EO6:** Support the provision of local retail needs within the neighbourhood centres.
- EO7:** Seek the reconfiguration of Cearnóg an tSeachtar Laoch to provide a high quality civic space with cycle parking within the heart of Ballymun.
- EO8:** Improve the housing tenure mix in the area.
- EO9:** Develop the M50 lands with a priority given to high density employment generating uses in accordance with Fingal County Council's Development

Plan.

**E10:** Carry out an Economic Analysis of the M50 lands and the mixed use Main Street sites to assist the development of the vacant sites.

**E11:** Support the delivery of Metro North and the provision of a station in the heart of Ballymun Main Street (in the vicinity of Cearnóg on tSeachtar Laoch) and also in the vicinity of/linking to the M50 lands.

**EO12:** Support the implementation of the 'Economic Strategy for Ballymun, 2015'.

**EO13:** Support the continued development, expansion and intensification of the Poppintree and Ballymun Industrial Estates as employment hubs, and where feasible seek to create defined urban edges to their perimeters to create streetscapes and to work with the IDA where necessary to achieve this objective.

**EO14:** Improve permeability through the Poppintree Industrial Estate. Seek the provision of pedestrian and cycle access from Jamestown Road, either directly to the west of the existing IDA estate or via redevelopment of the former 'Mouldpro' site to the south, in consultation with the IDA.

**EO15:** Ensure that all landowners on the northern fringe maintain their property in a manner which protects the public domain.

**EO16:** Support the branding of Ballymun as a hub for arts and culture, centred round axis Ballymun.

**EO17:** Support environmental initiatives which seek to enhance the local environment and promote the Rediscovery Centre as a flagship resource recovery and education enterprise centre.

**EO18:** Liaise with agencies and organisations working in the Ballymun area to maximise educational opportunities and support access to employment for local residents of Ballymun and the surrounding area.

### 5.4 Movement

Permeability and connectivity are essential in delivering sustainable communities. Prior to the regeneration Ballymun was largely isolated from its surrounding neighbourhoods with few connections and disconnected footpaths that were poorly over-looked/supervised. In the City context of promoting sustainable travel patterns and creating sustainable neighbourhoods, the needs of pedestrians and cyclists take priority. Routes should be direct, with even surfaces, good public lighting and well supervised from adjoining properties.

New infrastructure provided during the regeneration programme has improved

connections both within Ballymun and to the surrounding areas. However there are unfinished pieces of infrastructure which need to be progressed as part of the final build-out of the area. Public transport improvements are also required to improve accessibility, in particular the provision of Metro North and connections to the Airport. The preparation of the LAP presents an important opportunity to shape the built form of the underutilised lands whilst also ensuring these connections are provided.

#### 5.4.1 Priority Road Projects (Fig. 9)

In reviewing the outstanding pieces of road infrastructure as per the Ballymun Masterplan, the LAP has classified projects as priority and future road projects. The rationale for each of the proposals is detailed below.

##### 1. Hampton Wood Junction

The completion of this junction provides for much needed connectivity between Ballymun and the wider catchment of Finglas, Hampton Woods, Mayeston, Lanesborough and Charlestown. This link is extremely important given the level of new residential units constructed in these areas and the need to connect the housing to adjoining social services and facilities, (including access to local schools from new housing estates).

A Part 8 planning process was approved in March 2011 for the removal of the existing roundabout and the provision of a new signalised T-junction, with cyclepaths and new footpaths (Reg. Ref 3908/10). However due to the wind-down of BRL and reduced public monies this connection has not yet been provided. Given the importance of the road connection, the City Council in consultation with the Hampton Wood developer is committed to reviewing the layout to deliver the road link, with bus and cycle provision. Underground service connections for water, drainage, gas and electricity will also be included as part of this work, completing the underground service network in this area.

##### 2. Balcurris Road Extension

The Balcurris Road Extension provides a parallel route to Main Street through the heart of Ballymun, reducing traffic pressure on the junction at Main Street and Balbutcher Lane South. The provision of a new connection to Balbutcher Lane North improves the permeability and connectivity between Main Street and the neighbourhoods of Sillogue and Balcurris, which will assist in the delivery of Metro North through Main Street. This route will permit increased traffic capacity in the town centre area augmenting the development density and potential. It will also improve the legibility of this area and set up the adjoining vacant sites for development.

In addition to the above, this road facilitates the removal of the old flat block car park and temporary road into Balcurris Park East. Underground service connections for water, drainage, gas and electricity will also be included as



part of this work, completing the underground service network in this area. Part 8 planning consent was previously obtained for this road under Reg. Ref. 5376/08.

### 3. Sillogue Avenue - Main Street Link

This road project realigns Sillogue Avenue and provides an important connection from Sillogue Avenue to Main Street (at Owensilla Terrace). It will reduce traffic pressures on the Main Street / Balbutcher Lane South and at Gateway Crescent (to the south of the leisure centre). Importantly it will also provide a parallel route for Main Street traffic to access the western neighbourhoods and connect to Poppintree/Finglas reducing pressure on Main Street and thus assisting the delivery of Metro North.

This realignment will also facilitate the development of the land adjoining this realigned road (see Chapter 6). Horizontal and vertical alignments for the road have been prepared and parts of the new drainage have been constructed along the route of the proposed realigned Sillogue Avenue. Underground service connections for water, drainage, gas and electricity will also be included as part of this work, completing the underground service network in this area. The link off Main Street was constructed in accordance with a Part 8 planning consent (Reg. Ref. 1946/99) and planning permission was granted for part of the re-aligned Sillogue Avenue under Reg. Ref. 3337/07 (now expired).

### 4. Gateway Crescent Extension

This road proposal completes the connection between Gateway Crescent and Sillogue Road. Currently this road ends in front of the Cluid Housing scheme (known as Wad River Close). Completion of this section of road infrastructure will provide increased permeability and connectivity within the Ballymun area and reduces the pressure on the junctions at Main Street. This would permit increased traffic capacity in the town centre area augmenting the development density and potential. It will also improve the legibility of this area and set up the adjoining vacant sites for development.

Underground service connections for water, drainage, gas and electricity will also be included as part of this work, completing the underground service network in this area. Part 8 planning consent was previously obtained for this road under Reg. Ref. 5376/08.

### 5. Shangan Link Road

The Shangan Link Road will improve permeability for the south east area of Ballymun and provide an additional route onto Main Street from east Ballymun, reducing pressure on the Shangan Road/Main Street junction. It will provide a direct route to the vacant land along Shangan Road (former Shangan flat blocks site) and an additional access to the recreation facilities at the rear of the Trinity Comprehensive School.

The importance of these priority projects is reflected in the Dublin City Development Plan 2016-2022, as per Objective MT031 which seeks “improved town centre linkage, Ballymun”. The road works are also listed in Appendix 2 of the Dublin City Council Development Contribution Scheme 2016-2020.

### 5.4.2 Future Road Projects (Fig. 9)

There a number of additional road projects that are required to facilitate the development and build-out of vacant sites which are set out below. Their integration with the vacant sites is explored in greater detail in Chapter 6.

#### 1. St. Margaret's Road Extension

It is a condition of the permitted Metro North scheme to provide an underpass between the City Council owned M50 lands and the Northwood lands to ensure ease of access to the permitted Northwood Metro stop. This requirement is included in the Fingal County Development Plan 2017-2023 as a specific objective (Objective 93). The provision of this road will ultimately be tied to the delivery of Metro North.

#### 2. St. Margaret's Road - Balbutcher Lane North Link

It is proposed to extend the new St. Margaret's Road southwards (to the east of Musgraves) and connect into Balbutcher Lane North, facilitating the build out of the M50 Lands - Balcurris site and provide access into the proposed City Council Civic Amenity site (see Section 5.3.2). The road secured planning permission under two separate processes; Part 8 planning consent was previously obtained for this road under Reg. Ref. 5376/08 within DCC's administrative boundary and planning permission was secured under Reg. Ref. F08A/1107 in FCC's administrative area (now expired).

#### 3. Balbutcher Lane North Realignment

This relates to the realignment of Balbutcher Lane North to remove the two temporary chicane points that are currently in place. The chicanes are in place at the interfaces between the realigned and non-realigned sections. Part 8 consent was obtained for this realignment under Reg. Ref. 2507/07. The realignment of this road would facilitate the build-out of the residential development sites to the south (i.e. in front of Termon Court and St. Joseph's church). Further west this road requires alterations where it interfaces with Carton Terrace.

#### 4. Sillogue Road (rear of shopping centre)

This road improvement relates to the road at the rear of the shopping centre. It is proposed to enhance this road to provide a new signalised junction at Balcurris Road/Sillogue Road, as per Part 8 Reg. Ref. 2507/07. This road project will be included in the build-out of the town centre site due to the inter-

dependences between the size and quantum of the redevelopment and its impact on the adjoining road network.

### 5. Sillogue Avenue Realignment

This road project relates to the re-alignment of the existing Sillogue Avenue – the section of road from Owensilla to Sillogue Road. The road realignment sets up residential development sites on both sides of this revised road alignment which in turn allows for securing the exposed rear and side boundaries of the existing housing adjoining Sillogue Avenue. Underground service connections for water, drainage, gas and electricity will also be included as part of this work, completing the underground service network in this area.

### 6. Main Street East – West Link

An east – west link across Main Street, linking the neighbourhoods of Balcurris and Coultry was included in the BRL Masterplan, the BRL North Main Street Study (2010) and is contained in the SDRA map within the Dublin City Development Plan. A full east-west connection is only possible if Metro runs underground through Ballymun. Despite the uncertainty regarding the Metro alignment, it is considered that the build out of the affected Main Street sites should include sufficient space (minimum 18 meters) within them to allow for road connections back onto Main Street to improve permeability, thus facilitating a full connection in the future, once more is known about the Metro North alignment and the development quantum's of the Main Street sites. The inter-dependency of this road link and site development is set out in greater detail in Chapter 6.

#### 5.4.3 Metro North

The Government announced on the 30th September 2015 a commitment for a revised Metro North, connecting the City Centre with the airport and Swords following the completion of the North Dublin/Fingal Transport Study, June 2015. The New Metro North project was included in the Capital Plan published by the Government in September 2015 with construction to commence in 2021.

The North Dublin/Fingal Transport Study identified the overall corridor of the New Metro North as follows (see Section 8.4 of that study – ‘LR7’): -

- 16.5km light rail route connecting St. Stephen's Green to Estuary via Dublin Airport
- 14 no. stops are proposed on the line – eight at grade and six underground
- Proposed stops at Ballymun, Northwood and DCU (Collins Avenue) would be at surface level



- A major new bridge structure across the M50 would be required

The New Metro North scheme will be subject to a separate public consultation process carried out by the National Transport Authority (NTA).

The delivery of Metro North through Ballymun is seen as an essential component of the regeneration process and attracting and delivering high density mixed-use developments along the Main Street and the M50 lands. The extent of vacant lands along this route and in public ownership provides the opportunity to deliver suitably high density schemes along the Metro line, helping to secure sustainable travel patterns in the city and the economic rationale for this route.

While the LAP fully supports the route it is imperative that any rail line through the Main Street does not segregate east and west Ballymun as was the case pre-regeneration when the dual-carriageway ran through the area. Considerable public money has been invested creating and developing an urban Main Street, with new connections and ease of pedestrian and cycle movement. In order to prevent the segregation which a rail transport system requires, the LAP calls for any future Metro line to have regard to the LAP objectives to create an urban Main Street with enhanced permeability and to ideally run the Metro underground through the Main Street until after the junction with Santry Avenue. Light rail systems such as LUAS can be easily accommodated at grade on Main Street.

The City Council will work with Fingal County Council and the NTA to ensure the provision of a high quality transport system is delivered along this corridor.

#### 5.4.4 Bus Network

Ballymun is reasonably well served by the public bus network (see Section 3.7), with Ballymun to Phibsborough identified in the NTA's Transport Strategy for the Greater Dublin Area 2016-2035, as a key core radial bus route. These routes are identified in the Strategy for bus improvements including as far as practicable for continuous bus priority. The Strategy does also note that this priority may be amended in conjunction with the development of the new Metro North scheme.

The NTA have commissioned a full re-design of Dublin bus routes (commenced June 2017) with the aim of increasing bus patronage and improving efficiency. The City Council will work with the NTA on this study, to ensure that the recommendations of the review are implemented in Ballymun, and as part of this review will seek the provision of a bus service between Ballymun, the neighbouring districts and the airport (e.g. through the extension of the No. 4 bus route).

#### 5.4.5 Walking and Cycling

It is government policy to promote sustainable travel movements and

encourage people to find alternative ways to travel outside of private motorised vehicles. This 'smarter travel' strategy is embedded in national policy such as the 'Smarter Travel, A Sustainable Transport Future' (2009) and 'Ireland's First National Cycle Policy Framework' (2009). The rationale for promoting smarter travel is clear. The benefits which arise both to the individual and to the population are many and are cross-sectoral. By reducing reliance on the car and increasing alternative travel modes, we reduce congestion on the streets, thus promoting economic development, while also reducing our dependency on fossil fuels, pollutants and greenhouse gas emissions. The personal and social benefits include reducing obesity levels, improving health and increased local economic interactions and contributions.

The Dublin City Development Plan 2016-2022 provides the statutory planning policy framework in which the national smarter travel objectives are promoted. The City Council has set out a wide range of policies and objectives to deliver an efficient, integrated and coherent transport network to help achieve a compact, sustainable and connected city. The Development Plan promotes higher density developments and mixed uses in the city centre and Key District Centres, such as Ballymun. The Ballymun Masterplan sought to improve local connections both within Ballymun and with the adjoining areas (i.e. Glasnevin and Santry including Santry Demesne). Key routes through the housing and into the public parks have been provided. The roads have been traffic calmed with junction tables, providing the pedestrian with increased priority over the car. The build out of the vacant sites should continue this prioritisation and

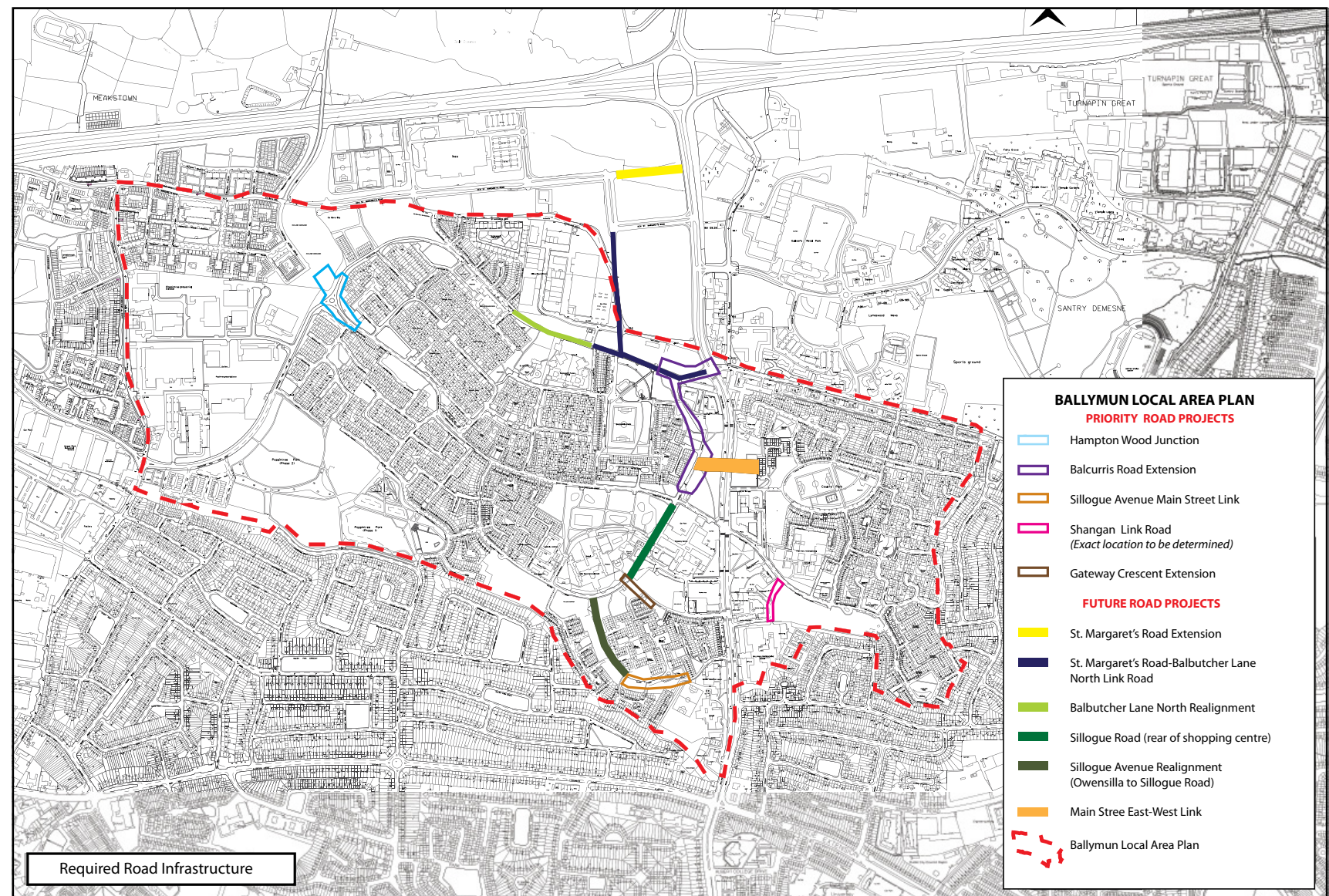


Fig 9: Required Road Infrastructure



encourage sustainable travel movements by connecting the new schemes into the surrounding areas.

There has been significant investment in cycling (both 'soft' and 'hard' infrastructure) in recent years across the City and through the delivery of the dublinbikes scheme. There were requests received at Issues Paper stage to expand dublinbikes to Ballymun. The scheme is currently focused on the city centre, with the nearest stops at the Mater Hospital and the North Circular Road. As such there is no definite timeframe for the expansion of the scheme to Ballymun due to funding constraints.

The City Council works closely with schools through the Green Schools programme to teach children that their behaviour can have a positive or negative impact on the environment and to foster a sense of responsibility and ownership of the environment. The schools in Ballymun actively participate in this scheme.

#### 5.4.6 Traffic Management & Parking Provision

The City is divided into three areas for the purpose of parking control as indicated on Map J of the Dublin City Development Plan 2016-2022. Ballymun falls under Parking Area 3. It is noted that Area 2 parking standards should be applicable in Key District Centres (and Ballymun is designated as such) as these areas are a focus for integrated land-use/transportation and generally allow for higher densities. Area 2 car parking standards primarily relate to the core of Ballymun and correlate to the Z4 land use zoning.

The car parking standards set out in Table 16.1 of the Development Plan shall generally be regarded as the maximum parking provision. Section 16.38 of the Development Plan notes that provision in excess of these maximum standards shall only be permitted in exceptional circumstances, for example boundary areas, or where necessary for the sustainable development of a regeneration area; Ballymun falls into these categories. Such relaxations should apply until such time as a similar accessibility based parking policy and parking standards as applicable to the City Council area are adopted by the adjoining planning authorities in the Dublin metropolitan area. This intention and policy is of particular importance for the LAP as it borders Fingal County Council to the north. There are variances between the car parking requirements of the two authorities and given the regeneration policies contained within the Development Plan and the importance of building on the investment in Ballymun, the City Council, will consider the relaxation of car parking standards when assessing the type and nature of the development proposed.

#### Movement Objectives:

It is an objective of Dublin City Council to: -

**MO1:** Complete the outstanding pieces of road infrastructure required to

enhance connectivity and to service the remaining development sites. All new road schemes will be delivered in accordance with the Principles of Road Development set out in the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' (reference Section 5.8.3 of NTA Strategy).

**MO2:** Work with Fingal County Council and the NTA to ensure the provision of a high quality rail transport system (Metro North) is delivered through Ballymun. In order to protect the character of the emerging Main Street the LAP is seeking that the future Metro line respects the desire for enhanced permeability, with the line ideally run underground until the junction with Santry Avenue. Future realignment of the Main Street should also provide for enhanced and segregated cycle facilities.

**MO3:** Facilitate the delivery of a core bus corridor through Ballymun as proposed in the NTA Transport Strategy.

**MO4:** Work with the NTA to ensure that the recommendations of the bus network review are implemented in Ballymun, in particular seeking a new connection between Ballymun and Dublin Airport.

**MO5:** Ensure all new developments are designed with permeability in mind and are cycle and pedestrian friendly.

**MO6:** Explore the potential for a new access point at Santry Demesne with Fingal County Council and Trinity College Dublin.

**MO7:** Explore the provision of a cycle lane on Santry Avenue in tandem with the NTA 'Bus Network Review'.

**MO8:** Explore the potential of a multi-storey car park near Main Street as part of a sustainable travel strategy.

### 5.5 Urban Form & Design

#### 5.5.1 Introduction

Good urban design principles provide quality urban spaces and are critical to how buildings work together to shape and enliven the streets and civic spaces. The original urban design strategy for the Masterplan sought to influence the built form in setting out objectives to make 'places' rather than 'spaces' through the formation of identifiable neighbourhoods; the creation of distinct and recognisable public places and parks; variety of design and making permeable connections.

Ballymun has evolved in accordance with the principles of the Masterplan. This is evident in the construction of the different neighbourhoods each with their distinct character, parks and open space areas, a mix of house types and designs and the physical redevelopment of Main Street (i.e. removal of the roundabout and underpass and creation of a Main Street). Taking into consideration the robust nature of the urban design strategy in the Masterplan, the LAP seeks to ensure that the comprehensive objectives of the strategy are carried through to completion for the remaining undeveloped sites. The LAP





seeks to achieve coherent patterns of urban structure and legible developments which create a sense of place and enhance Ballymun's image. In order to achieve this, the LAP provides urban design objectives which are required for all new developments, followed by specific objectives for the priority areas. The specific area based objectives are seeking to address the weaknesses of Main Street, one of the principal matters raised at Issues Paper stage, and promote the opportunities of the M50 lands.

### 5.5.2 Objectives

This section of the LAP provides design principles for the local area guided by the provisions of the Development Plan (Chapter 15, SDRA principles and Chapter 16, Development Standards): -

#### Area Wide Objectives

- To create 'places' rather than 'spaces'.
- To make distinctive neighbourhoods.
- To nurture a variety of design responses rather than uniformity and to require high quality design.
- To ensure variety, innovation and character for all the remaining residential sites.
- The delivery of high density development in and around Main Street, reducing towards the neighbourhoods. The appropriate density is c. 150 units per hectare along Main Street, reducing to c. 50 units per hectare in the neighbourhood centres and lower when required to address site constraints. The attainment of density is not a stand-alone objective; rather it should be delivered in tandem with quality to ensure the creation of good urban places.
- To respect the hierarchy of scale already in place – i.e. from urban street to suburban street and neighbourhood green / space. Heights of 4-6 storeys will be sought along Main Street, stepping down to 2-4 storey in the residential neighbourhoods, and taking into account heights of adjoining properties.
- To ensure new areas are designed with a high degree of permeability and improve connectivity within the existing area by adding new links and completing missing links. This requires the provision of vehicle links, cycle ways and safe pedestrian paths.
- To provide residential development that is street-orientated, creating a sense of place, safety and enclosure.
- All open spaces should be overlooked so they provide safe

places to walk, play and sit.

- To maintain the principles of passive supervision and turning corners in building design. This is required to avoid the creation of blank gables, unallocated space and areas / features which are conducive to anti-social behaviour.
- No 'left-over' spaces should be permitted within new developments.
- To provide a clear delineation between public and private space.
- Overhangs should be avoided.

#### Materials and Details

- New public footpaths should be permanent and constructed using the same materials as already in place (e.g. Shannon paving and marshal curbs).
- To provide a shared vocabulary of materials and details within each community and area to give a distinct identity. This includes public realm, street furniture, kerb details, street lighting, planting species, boundary treatments etc.
- To select good quality and durable materials and detailing. The choice of materials and their detailing is crucial for the enduring quality of the project. Materials and details should be appropriate for the individual locations and have regard to the existing palette of materials.
- The selection of building material for facades, treatments and external boundaries should take account of orientation, aspect and shading.
- The use of porous materials like timber and clay brick should be avoided in north facing elevations and shaded areas to avoid moss growth and discolouration.
- Façade treatments in general should be low maintenance – i.e. self coloured render with anti-mould/mildew additive included.
- Façade treatments should be detailed/profiled to avoid the staining of the façade – i.e. the use of flush parapet and sills should be avoided.
- The use of brick soldier course at boundary capping, parapet or sill should be avoided.
- The use of unfinished exposed timber should be avoided for elevations and also for exposed or visible boundary treatments.

#### Main Street

- To complete Main Street with a mix of land uses and taller buildings than its residential hinterland.
- To create an identifiable central core within Main Street to act as a focal point for Ballymun. This should include the improvement and visual upgrading of the plaza space in front of axis to define the space and improve its use.
- To incorporate an open space area in front of the existing shopping centre site to tie-in with the open space in front of axis and reinforce a sense of arrival to the centre of Ballymun. This needs to be a quality built environment to instil a sense of arrival and encourage people to stop and shop/do business along Main Street.
- To provide a secondary civic public open space to the south of Santry Cross (west of Main Street), directly opposite St. Pappin's Nursing Home (a protected structure).
- To delineate Main Street with a colonnade of trees and additional hard and soft landscaping. This should be continued along the R108 all the way to the M50 interchange.
- To provide an appropriate urban Main Street context with parapet heights of c. 18m directly to Main Street, with potential for limited increases in the vicinity of the public rail station, and on the cross-roads of the Main Street/ Balbutcher Lane junction. As blocks turn away from the Main Street opportunities for some additional height may be considered having regard to the prevailing context.
- The continuity of enclosure along Main Street is a priority so a party wall / abutment condition between owners is preferred to a series of standalone buildings.
- The provision of a station for Metro North (or any alternative rail based system through the area) should integrate successfully with the 'civic precinct' and improve the functionality of this important space. Ease of pedestrian movement from one side of the road to the other is required. These crossings should be implemented with the build out of the street and provided at suitable locations to support existing uses and services. Significant barriers to movement will not be accepted.

#### M50 Lands

(Land within Fingal County Council administrative area but under DCC ownership)



- To provide a landmark building at the M50 junction, 10+ storey high, to demarcate the junction along the M50 and provide a symbol for Ballymun.
- The level differences at the M50 junction provide an opportunity for greater heights or provide a natural basement for a tall building.

**Urban Form & Design Objectives:**

It is an objective of Dublin City Council to: -

**UD1:** Create high quality urban spaces through the use of quality urban design.

**UD2:** Implement the urban form and design objectives set out in detail within Section 5.5.2 of the LAP.

**UD3:** Complete the Main Street creating an attractive space within which to live, shop, do business, and socialise.

**UD4:** Provide a landmark building within the M50 lands.

**UD5:** Carry out an audit of materials within the public realm in Ballymun, and prepare a schedule of appropriate materials in order to ensure consistency and quality in future design responses.



**5.6 Housing and Tenure**

Local Area Plans are prepared for those parts of the City where large scale development/ redevelopment is achievable. A core aim of this LAP is the successful completion of residential development on the vacant and undeveloped lands. Section 3.3.4 of the LAP sets out the existing and very skewed tenure mix in Ballymun.

The core strategy principles of the City’s Development Plan remain paramount; the creation of successful communities and quality homes in a compact city. New residential developments need to be appropriately integrated with the existing community and provide an interesting mix of house types, tenures, units and designs.

The ‘Rebuilding Ireland: Action Plan for Housing and Homelessness’ (July 2016) supports mixed tenure developments: -

*“Irrespective of the method of their housing provision, our citizens deserve to live in sustainable communities with an appropriate tenure mix” and wishes to achieve good tenure mix and balance “to create long-term sustainable communities and avoid the mistakes of the past” (pg 46).*

It is well documented that high concentrations of social housing in particular areas/schemes can place an area at risk of suffering the ‘area effects’ associated with such, including: -

- Poor reputation which is projected onto individual residents
- Poor quality or absent private services due to reduced spending power
- Increased pressures / demands on public service provision
- Lack of varied role models due to absence of diverse or higher income earners
- Reduced access to new jobs
- Increased maintenance / management costs for local government
- Poor quality public realm

Ballymun at the start of the regeneration process suffered from all of the above. Significant public investment has altered the quality of the public domain, improved the housing supply and service provision, and changed many people’s perceptions of the area. However the process is not yet complete. Vacant sites remain and the tenure mix remains highly skewed from that of the rest of the City. The regeneration process focused attention on re-housing tenants from the flats as a priority, partially in fear that the economy

would change mid-regeneration and that some families would be left in the old Ballymun blocks. While the economy did change and all tenants of the old blocks were re-housed successfully in the area, the down-side was that the collapse in the housing market c. 2007/8 meant that when land did become available to provide private housing within the neighbourhoods, the market was no longer there.

The Local Area Plan seeks to promote the development of new housing which delivers integrated, balanced communities and a sustainable social mix. There is a need to balance the conflicting demands for addressing the significant social imbalance that currently exists with the demand for new social housing locally in the area. Each brings various positive attributes for the existing population. Ballymun needs to be able to retain its “best” and brightest” and to protect its’ most vulnerable residents. There is a need for people to be able to buy in the area at different market levels, different house/apartment types to accommodate those flying the nest, starter homes, upsizing, downsizing, step-down housing etc. There is a need to be able to rent as a student, family, divorcee, mobile worker etc. These are all the many facets that combine to make a truly sustainable community, where there are options for everyone. Communities need a range of tenures, an attractive and secure environment, and a high level of residential amenity.

The development of the remaining residential and mixed use sites in Ballymun has the potential to provide a significant increase in residential population, assisting in generating the critical mass of population to sustain social and community services, businesses and public transport provisions. As a rough





exercise, the remaining sites (including the mixed use town centre/Main Street sites) have the potential to deliver c. 1,500-2,000 no. units within the LAP area (see Section 6.4 for summary of the sites' development potential). The build out of these sites will also assist the City Council in meeting new housing demand (both social and private housing). It is a priority of the LAP to facilitate the development of these sites for mixed income and tenure, in line with the Council's policy and Government's goals to actively address the housing market.

In developing the remaining sites within Ballymun it is considered that provision should be made for: -

1. **New social / voluntary housing as per the Part V requirement**
2. **Private Housing, both for rent and for owner-occupancy and including affordable housing, student housing, senior citizens**
3. **Monitoring Group**

***New social / voluntary housing as per the Part V requirement***

The Dublin City Development Plan 2016-2022 provides comprehensive guidelines and standards which apply to new developments. The Council requires all development proposals which contain a residential component to contribute to the social housing stock of the city. Part V of the Planning and Development Act 2000, as amended requires the provision of onsite social



housing units as the preferred option for compliance. Ballymun was previously exempt from the Part V provisions under the previous Development Plan. However this exemption is lifted taking account of the high levels of people on the City's Housing List and the need to provide new social housing. The 10% Part V requirement may be managed directly by Dublin City Council and/or a Voluntary Housing Body.

***Private / Affordable Housing***

The release and efficient use of local authority owned land for residential development is in line with the Government's Action Plan for Housing and Homelessness (i.e. active land management). With only 28.5% of housing units in Ballymun owner-occupied there is limited "housing" stock available for sale in the area. Rental units are concentrated on the Main Street and opportunities for senior citizens to down-size are focused predominantly on local authority tenants.

Attracting the private sector to develop new private residential units in Ballymun is a challenge when the sale price of units locally is compared to constructions costs. The Council needs to consider ways of achieving a mixed-tenure community in the current housing market, for example through the provision of affordable housing or low-cost sale sites.

The City Council have committed to providing in the order of 150 affordable housing units within Ballymun in response to the 'Rebuilding Ireland' publication. Providing such housing within the residential neighbourhoods has the potential to significantly increase levels of home-ownership in a similar manner to the co-operative housing that has been successful in Ballymun to date, for example the Tigh Meitheal and Pairc na Cuilleann schemes.

On sites closer to or along the Main Street, other forms of private/affordable housing should be considered, including Student Housing, 'step-down' housing for the elderly and cost affordable rental models. These sites, where densities of up to 150 units per hectare are considered appropriate within the context of the Development Plan, are more suited to apartment living, and therefore more suited to these forms of accommodation.

Other means of achieving a better tenure balance include the reintroduction of the tenant purchase scheme allowing DCC tenants to purchase their own house. Much attention was paid during the regeneration process to designing housing units with own-door access and units which would be attractive to people to purchase. Such a scheme has great potential to balance the tenure mix within the Ballymun community.

***Monitoring Group***

Further to the above, it is noted in the Rebuilding Ireland plan that Housing Assistance Payment (HAP) will replace rent supplement and will be rolled out in the remainder of the Dublin Region by 2017. HAP will ensure that all

social housing services are provided by the state under the single umbrella of local Government addressing long term housing need. This will allow the local authority to more easily monitor social housing payments within Ballymun to avoid further concentrations of social housing developing/increasing. In this regard, it is recommended in lieu of setting a ratio or percentage cap on social housing, that a local monitoring group is set up of City Council officials and Elected Members to monitor housing output and tenure in an effort to progress the delivery of mixed income and tenure housing. Having a local group examining tenure and housing matters will allow the Council to respond more quickly to market changes and demands in releasing sites and potentially identifying specific end users for certain sites (for example 'step down' senior citizen accommodation). It will also allow the Council to respond to the need for additional Social and Affordable units in Ballymun and ensure that the future development of the housing sites will be done on a site by site basis with consultation from the community.

**Housing Objectives:**

It is an objective of Dublin City Council to: -

- HO1:** Develop the remaining housing sites within Ballymun, see Fig. 11 in Chapter 6.
- HO2:** Ensure future housing development helps to create a good tenure mix locally and provide various housing types and typologies to meet the needs of all sectors of society.





**HO3:** Seek to improve the income mix in all housing developments in the area to address the issues raised in the Retail Study.

**HO4:** Provide for new social/voluntary housing via the Part V requirement under the Planning and Development Acts.

**HO5:** Explore options for and provide new affordable housing in the area.

**HO6:** Explore options for and provide new senior citizen housing in the area (step down model preferable).

**HO7:** Establish a monitoring group to review the tenure mix in Ballymun.

**HO8:** Promote self-build housing in the form of terraced homes or housing blocks built by residents or housing co-operatives by making available low-cost housing sites and providing technical assistance to those who wish to house themselves.

**5.7 Social and Community Infrastructure and Supports**

Neighbourhood Centres and related facilities including parks and open space have been largely completed as per the objectives of the Ballymun Masterplan. Community groups and organisations were relocated from the flat blocks into more suitable community space assisting the delivery and improvement of service provision for the local community. The provision of axis (arts and community resource centre) within the heart of the Main Street



provides a dedicated focus for arts and community groups within Ballymun, and is also a destination space in its own right, bringing people into the area. The upgraded and expanded Poppintree Community and Sports Centre; the new leisure centre and swimming pool; the RECO youth facilities building; Meakstown equestrian facility and other sporting and community venues have enhanced the provision of community facilities in Ballymun.

A workshop was carried out with Comhairte na nÓg in January 2016 as part of the preparation of the Draft LAP to understand the issues facing young people in Ballymun. The group felt that the area had a sufficient amount of social, sports and community facilities but that there was a need to maximise the usage of these facilities, especially for older teenagers/young adults. Longer opening hours of existing facilities over the weekend and a youth café were requested.

As set out in Section 3.8 Ballymun has a strong cross-sectoral social committee in place to oversee the implementation of the social regeneration programme: - ‘Sustaining Regeneration – A social plan for Ballymun’. With Ballymun still classified as disadvantaged under the Pobal Deprivation Index it is imperative that the funding for social regeneration is continued going forward. Physical regeneration can happen quickly, transforming streets, houses and areas, but social regeneration can take generations and the focus on such needs to be retained if a truly sustainable community is to be achieved.

Following submissions received on the Draft Ballymun Local Area Plan, requesting a new second level Irish school, and the creation of an Irish hub

in the area, the City Council will work with the Department of Education and Skills to explore the possibility of locating a new second level school within Ballymun. Based on the existence of two Irish speaking primary schools in the area it is considered reasonable that there is demand for such an amenity. The optimum location for such a facility is regarded to be the lands of the current CDET, next to Scoil an tSeachtar Laoch. The City Council will also liaise with the City of Dublin Education and Training Board to ascertain the requirements for further educational services in Ballymun.

In the event that a second level Irish school is deemed to be required the Council in conjunction with the Department of Culture, Heritage and the Gaeltacht will explore the possibility of obtaining “network Gaeltacht” status for Ballymun under the Gaeltacht Act 2012 to support the promotion of the Irish language.

During the regeneration process, there were ambitious plans to move Ballymun Library to the centre of Ballymun on Main Street and associated plans to create a further education hub / life-long learning centre with the pertinent stakeholders in the area. Such an initiative would require a collaborative and partnership approach from a number of different actors and stakeholders. While there are no current plans for such a development it is considered that the framework exists with the innovative ‘Sustaining Regeneration: A social plan for Ballymun’ (2012) and the social sub-committee implementation body to consider if such a proposal is possible. Sites 1, 4, 5, 6 or 7 within Chapter 6 could accommodate such a development proposal.



**Social and Community Objectives:**

It is an objective of Dublin City Council to: -

- SC1:** Ensure that all community facilities are optimally utilised.
- SC2:** Seek funding for and continue to implement the social regeneration programme: ‘Sustaining Regeneration – A social plan for Ballymun’.
- SC3:** Work with the Department of Education and Skills to determine the need for a second level Irish school in the area.
- SC4:** Liaise with the City of Dublin Education and Training Board to ascertain the requirements for further educational services in Ballymun.
- SC5:** In the event that a second level Irish school is deemed to be required, the Council through the social regeneration sub-committee will work with the Department of Culture, Heritage and the Gaeltacht to establish Baile Munna as a “network Gaeltacht” as identified in the 20 year strategy for the Irish Language 2010-2030.



**SC6:** Explore options for the creation of further education hub/life-long learning centre with DCU in the community, Youth Reach/CDET, and Ballymun Job Centre under the remit of the Social Regeneration sub-committee in partnership with the City Council.

**5.8 Sports, Recreation and Open Space (Fig. 10)**

A wide range of new sports and recreation facilities were provided during the regeneration programme including the Ballymun Leisure Centre and Poppintree Sports & Community Centre. It is an objective of the LAP to continue to improve and maximise the use of existing facilities by all different

sports and teams with support from the Council, Area Office and the Sports Development Team.

As set out in section 3.5.5 of this LAP, a Sports and Recreation Workshop was held locally to address needs of local sporting clubs and organisations. Priority projects identified at this workshop were: -

1. Remedial works to Futsal Dome, at Trinity Comprehensive Secondary School
2. Provision of a new all weather pitch, with the preferred location to

the rear of the Trinity Comprehensive School identified

3. Improvement of existing facilities – longer opening hours
4. Changing facilities for Poppintree Park
5. Balcurris Park – address anti-social problem; supply ball catching nets

During the public consultation process on the Draft Ballymun Local Area Plan, an additional request was received to provide a new home for Ballymun Kickhams within the LAP area.

The LAP Sports Strategy is to prioritise and maximise resources within the four following identifiable locations: -

1. Trinity Comprehensive School
2. Poppintree Park
3. Poppintree Sports and Community Centre and Lands to the West of Ikea
4. Identify a suitable site for Ballymun Kickhams within the area

**Trinity Comprehensive School**

The City Council is working with Trinity Comprehensive Secondary School on assessing the damage to the Futsal Dome and identifying potential solutions to repair the structure (if possible). It is also an objective to explore the possibility of providing a synthetic pitch in conjunction with the school, thus allowing use by the school during the day and the wider community in the evenings and at weekends. These two projects, together with the existing gym and outdoor space could provide a defined “sports hub” within Ballymun catering for a wide range of sports and clubs/groups and maximising the use of an existing facility and land.

**Poppintree Park**

Poppintree Park is a regional park of c. 18.5 ha, shared by the communities of Glasnevin, Ballymun and Finglas. The park has undergone considerable improvement works since 2008, with the Phase 1 redevelopment to the east of the park completed in 2010. The park includes the northside's first native Tree Trail and won the LAMA (Local Authority Members Association) Award in 2012 for Best Public Park.

Part 8 consent was secured for the provision of changing rooms, parks depot, machinery store and park warden's house on the western boundary (Poppintree Park Lane West) under Reg. Ref. 6061/07, as part of the Phase

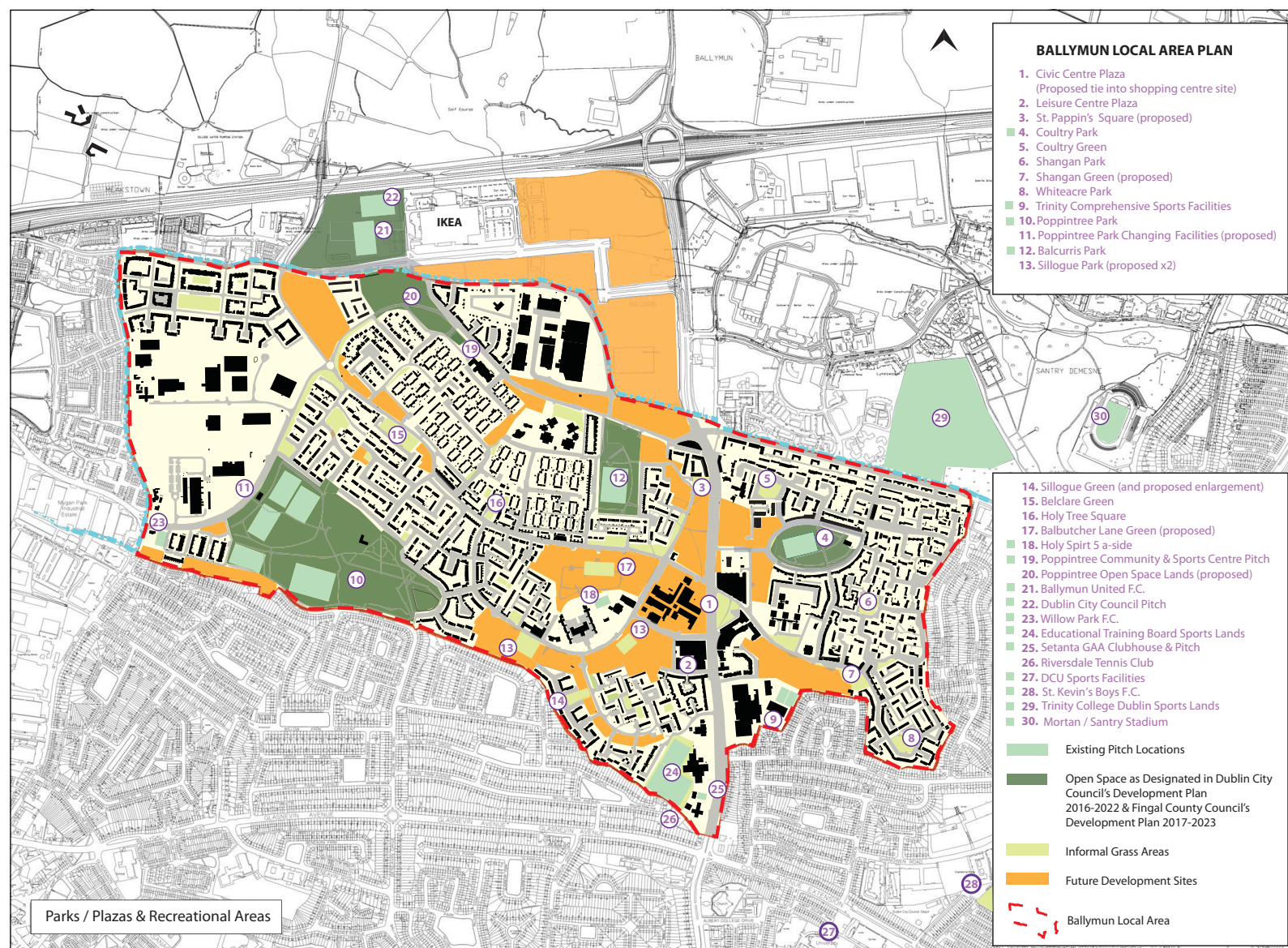


Fig 10: Parks / Plazas and Recreational Areas



2 works for the park. A sports capital grant has been secured for the changing rooms to support the use of the playing pitches. It is an objective of the LAP to provide the changing rooms in Poppintree Park, along the western boundary. (This project is on site with completion expected in Q4 2017).

**Poppintree Sports and Community Centre and Lands to the West of Ikea**

Dublin City Council policy within the City Development Plan is to provide for the recreational and amenity needs of the population and to support the use of recreational facilities for multiple users. Taking account of this policy approach it is an objective of the LAP to continue to improve and maximise the use of existing facilities by all different sports and teams with support from the Council, Area Office and the Sports Development Team, and to resist the exclusive use of facilities by one group. In this regard, it is a long-term objective to maximise the use of the sporting lands to the west of Ikea for use by the whole community.

At a smaller scale concerns were raised at the sports and recreation workshop regarding the lack of ball catching nets for the pitch within Balcurris Park and the anti-social behaviour which has reduced the use of pitch. It is an objective of this LAP for the Council, Area Office and Sports Development Team to improve use of this important resource including provision of ball catching nets.

Additionally the LAP will support the objectives of the 2016 Draft City Parks



Strategy to address some of the sporting deficiencies in the North West Area, such as the provision of tennis and basketball courts in the parks. While these matters were not raised by stakeholders or members of the public it is important to strike a balance between addressing the existing deficiencies and planning for the future demands of the population.

**Site for Ballymun Kickhams / enhanced GAA facilities**

In order to facilitate the relocation of Ballymun Kickhams from their current home in Collinstown, to Ballymun, it is proposed to carry out detailed site analysis and feasibility of providing a new sporting facility in the ownership of the City Council and developed in partnership with an interested sports club on Site no. 31 Balcurris (west of R108), part thereof, whilst also providing for high density employment, residential and mixed uses on the Metro North corridor.

**5.8.1 Skate & Bike Park**

Following the public consultation phase of the Draft Ballymun LAP requests were received to provide a skate and bike park in the area, which would provide a new amenity for the local community and attract people into the area. It is proposed to examine the feasibility of providing such a facility: -

- (a) on the Z9 lands to the north-west of the Poppintree Community and Sports Complex; or alternatively
- (b) to the south-east of Site No. 14 (Balbutcher Lane flats), across from the RECO.

These locations are adjoining an existing sports and youth centre, which could serve as a base for the facility (providing toilet, changing facilities etc).

**5.8.2 Open Space**

The Ballymun Masterplan included an open space strategy to develop the range and character of the proposed open spaces, with an aspiration that residents should have access to open space areas within walking distance of their homes and all open space areas should be overlooked providing passive surveillance.

With Poppintree Park, Balcurris Park, Coutry Park and a range of small neighbourhood parks already in place, the requirement for new parks and open spaces is not significant. This was born out in the public consultation stage carried out in preparing the LAP.

The Draft Dublin City Parks Strategy 2016 has also carried out analysis of open space provision per head of population across the City. Based on the recommended standards for local authorities 2-2.5ha per 1,000 population

(25 sq.m per person) as indicated in the Sustainable Residential Development in Urban Areas 2009, the North West Area has a total of 26.3 sq.m per person (based on the 2011 Census) and is above the standard. The overarching City Council open space objective for Ballymun is the improvement of the existing parks, greens and open space areas.

The site briefs for the remaining development lands (Chapter 6) includes for the provision of a number of new local greens/ parks, including along Shangan Road, Sillogue Road (x2), Balbutcher Lane and Main Street. If open space is not required within a development site, it is an objective of the LAP that a financial contribution should be provided in lieu to improve the existing open space provision.

There is an existing area of 'left-over' green space to the south of the Virgin Mary NS, between the school boundary and Shangan Road, under the ownership of Dublin City Council. It is considered that options for this green space should be explored as Site No. 10 to the south of Shangan Road is developed. Options to develop a local pocket park or to cede the land to the school providing an enhanced streetscape shall be explored.

**Allotments / Community Gardens / Urban Farm**

Allotments are currently provided for in Ballymun on a temporary basis on Site No. 6 on the Main Street, and next to the Virgin Mary School. In addition allotments were provided by Ballymun Regeneration Ltd on a temporary basis





at Meakstown, located next to Dog's Aid and the purpose built Equestrian Centre (See Fig 5: Social Infrastructure). At the time it was not envisaged that the latter facility would remain long-term as it was located along the line of the proposed Metro West. With Metro West no longer part of the TII's Transport Strategy for the Greater Dublin Area 2016-2035, it may be possible to extend this facility to cater for additional allotments and/or local enterprise.

Within the LAP area it is proposed to explore other options for the provision of community gardens/allotments. These may be part of a standalone facility or combined with the provision of a City Farm as advocated for during the public consultation phase of the LAP. Possible locations include: -

- (a) on the Z9 lands to the north-west of the Poppintree Community and Sports Complex; or
- (b) within Site No. 14 (former Balbutcher Lane flats site).

The latter site is zoned Z1 with an objective to provide a new park/open space as part of the scheme. It may be feasible to allocate the open space provision for allotments/community farm, without unduly undermining the sites' availability to provide housing locally. Smaller allotment facilities may also be possible on small infill sites.

The Z9 lands to the west of Carton Terrace and south of St. Margaret's Road have been included for above as a possible location for a skate and bike park and also community farm/allotments. There is a need for a detailed review of these lands as part of implementing the LAP.

#### **Sports, Recreation and Open Space Objectives:**

It is an objective of Dublin City Council to: -

- SRO1:** Work with Trinity Comprehensive School to develop a sporting hub for the school and community and explore options to provide a synthetic pitch.
- SRO2:** Support the continued use of the lands at the back of the old Trinity Comprehensive for recreational purposes.
- SRO3:** Provide changing facilities within Poppintree Park.
- SRO4:** Maximise the use of the sporting lands to the immediate west of Ikea for use by the whole community.
- SRO5:** Improve use of the pitch at Balcurris Park (including the provision of new ball catching nets).
- SRO6:** Improve and upgrade Belclare Green in tandem with the build out of the adjoining sites (i.e. site brief nos. 20-23).

**SRO7:** Support the provision of new sporting activities/clubs in the area.

**SRO8:** Provide new neighbourhood parks at Shangan Road, Sillogue Road (x2), Balbutcher Lane and Main Street as per the Site Briefs set out in Chapter 6. These spaces should be appropriately designed and landscaped in consultation with the Parks Department. Development sites not required to provide open space shall provide a development contribution to support the delivery and maintenance of open space.

**SRO9:** Review the use of the Z9 lands to the west of Carton Terrace and south of St. Margaret's Road, to provide for residential development, which can include co-operative housing, on the western half of the site and to explore the provision of a skate and bike park, and / or allotments and a community farm. An alternative suitable location for these uses may be Site No. 14: Balbutcher Lane. (This may involve a variation to the City Development Plan).

**SRO10:** Explore the provision of a skate and bike park within Ballymun within the Z9 lands to the northwest of Poppintree Community Sports Centre or Site No. 14 (beside the Reco).

**SRO11:** Explore the use of the 'left-over' open space to the south of the Virgin Mary NS in tandem with the development of the housing site to the south (site no. 10).

**SRO12:** Explore options for the provision of a new GAA facility that will provide a new home for Ballymun Kickhams.

**SRO13:** Explore the future use of the DCC lands to the immediate west of Ballymun United, for amenity or housing in collaboration with Fingal County Council and following the outcome of South Fingal Fringe road study.

**SRO14:** Work closely with other bodies and local groups, for example Ballymun Tidy Towns, Global Action Plan etc to enhance amenity value of open spaces in the areas.

#### **5.9 Green infrastructure & Biodiversity**

The Ballymun Biodiversity Action Plan (2008, and as reviewed in 2014) included a number of recommendations to further advance biodiversity improvements, most notably the provision of 'green routes' in line with Development Plan policy (Chapter 10 – green infrastructure). In this regard the LAP is proposing the addition of a number of additional pocket parks, the continued provision of tree lined streets and the creation of a new green route northwards connecting Balcurris Park to the M50, via the 'M50' lands. This will provide a safe passage for biodiversity while also providing a visual connection between Ballymun and the M50 lands.

The bat survey conducted in 2016 to inform the LAP also makes a number

of recommendations, specific to the protection of habitats for bats (protected species under the Wildlife acts (1976-2012) and listed on Annex IV of the Habitats Directive), including the retention of mature trees and hedgerows. In instances where their removal is required for development, replacement planting should be provided.

The issue of improving water quality in Poppintree Park is addressed below in Section 5.10.

#### **Green Infrastructure and Biodiversity Objectives:**

It is an objective of Dublin City Council to: -

- GI1:** Continue to support and implement the recommendations of the Ballymun Biodiversity Action Plan (2008, 2014) and also the Ballymun Bat Survey 2016.
- GI2:** Ensure all new streets are appropriately landscaped and tree lined.
- GI3:** Provide a green link connecting Balcurris Park to the M50 via the M50 Lands - Balcurris site (see Chapter 6).
- GI4:** Protect existing hedgerows and tree-lines through appropriate landscaping and architectural layouts.

#### **5.10 Drainage & Water**

##### **5.10.1 Introduction**

Significant investment in surface water infrastructure was carried out in this area under the Ballymun Masterplan. A Surface Water Masterplan (SWMP) was drawn up for the entire area and implemented over several years in tandem with the regeneration projects. The SWMP treated the entire area as a single catchment and produced an overall design that incorporated both hard and soft engineering solutions. The hard solutions included the construction of new pipe networks throughout Ballymun, and the soft solutions comprised landscaped ponds that acted as storage reservoirs and infiltration drains at the rear of houses. Surface water attenuation is provided for by means of a throttle at the downstream end of the network, which allows only a limited flow to be discharged out of the Ballymun area with flows above this level being directed to the pond in Poppintree Park (i.e. this pond has an engineering and landscape function). This pond can then rise in level and spill into different cells to cater for increases in rainfall. All surface water from this catchment discharges to the Wad River and onto the Tolka River. As these rivers have a history of flooding, the work carried out in Ballymun of restricting the outflow, has assisted in mitigating flood risk in downstream areas.

Further to the above, while the pond in Poppintree Park was designed as a surface water storage area, it has also been successfully embedded as



an attractive piece of landscaping within the overall park. In addition to this engineering function, the pond also provides for biodiversity enhancements (see bat survey report) and leisure activities. Over the last number of years, the pond has been subject to occasional pollution incidents as a result of unauthorised discharges of fats, oils, grease and other pollutants (two incidents in 2014, four incidents in 2015 and three in 2016). On each occasion, the City Council has restored the pond to its pre-incident condition.

The Council have been proactive in inspecting for evidence of discharges, but as it is a communal drainage system it is hard to identify the source. It is an offence under the Water Pollution Acts (1997 and 1990) to deliberately discharge into the surface water network. The Council are committed to maintaining the standard of water quality in the pond to continue to support the excellent biodiversity it provides.

### 5.10.2 Remaining Infrastructure

There are outstanding elements of work to be completed in the overall surface water network within the area. These works have been collated in an infrastructure report compiled at the end of the regeneration project. This report identifies a large surface water storage area in Shangan and the completion of additional pipe works as outstanding necessary works required for the build out of the vacant sites. It is noted that some of the drainage works are tied into the completion of outstanding road links in the area and should thus be progressed in tandem with them (see the site briefs in Chapter 6). There is also drainage upgrade works required for the existing housing at Sillogue Gardens and Coutry Gardens.

In the overall context, the current SWMP has been designed to allow for the necessary development in that area and it is not envisaged that any major new design works will be needed. However, completion of all aspects of the SWMP is a prerequisite for the build out of the vacant sites.

In terms of water and waste water services, this role has been transferred to Irish Water from the local authorities. Irish Water is carrying out a drainage area plan for the Sutton Pump Station catchment which includes the North Fringe Sewer and the North Dublin Drainage Sewer. Irish Water intends to carry out investigative surveys and drainage models that will take account of the future development requirements in the Ballymun area.

### 5.10.3 Sustainable Urban Drainage Systems

Sustainable Urban Drainage Systems (SuDs) have been successfully provided under the SWMP. Examples of this include the pond in Poppintree Park and the filter drains installed in some housing projects. This approach is supported in the LAP and individual planning applications will be required to demonstrate compliance with the City Council requirements for SuDs.

Potential SuDs elements include infiltration devices, green roofs, ponds, rainwater harvesting and swales. Each has their own site requirements and development proposals must tailor a solution that addresses their own specific site. The exact types should be discussed and agreed with the Drainage Department of the City Council at pre-planning stage and detailed in the planning application submission.

#### Drainage and Water Objectives:

It is an objective of Dublin City Council to: -

**DW1:** Continue to implement the Ballymun Surface Water Masterplan including the provision of necessary upgrading works to the surface water network within the 1960's housing areas of Sillogue Gardens and Coutry Gardens.

**DW2:** Continue to monitor the quality of water in Poppintree Park pond.

**DW3:** Ensure adequate provision of SuDs in all new developments.

### 5.11 Integration of Environmental Considerations into the Plan

A Strategic Environmental Assessment has been carried out in compliance with the requirements of Directive 2001/42/EC of the European Parliament, the objective of which is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation of the adaptation of plans.

As required by the SEA Directive and the SEA Regulations a document referred to as an SEA Statement will be produced and made available to the public following the adoption of the Local Area Plan to make known, how the SEA process influenced the outcome and identify how environmental considerations have been integrated into the final Plan.

Environmental considerations were integrated into the LAP process at a number of stages in the SEA; at the Scoping stage, the Environmental Report stage and following the submissions and observations from the Environment Authorities and the public. In addition, the environmental sensitivities of the LAP area were communicated to the Plan preparation team on a regular basis from the outset of the Plan preparation process.

The Local Area Plan was also subject to Appropriate Assessment Screening under the Habitats Directive (92/43/EEC) at both the draft and amendment stage.

The overall strategy for the LAP is to facilitate and co-ordinate development opportunities on a number of key site while addressing issues such as infrastructure, economic development, public realm and community/sporting facilities whilst achieving a sustainable city neighbourhood.

The LAP promotes the development of the remaining sites in Ballymun to help create a sustainable compact city in which to live, work and visit in line with the environmental objectives. The development of the LAP lands will alleviate the need to develop in areas that may not have existing suitable infrastructure. The LAP promotes the achievement of a more compact city with the reuse of the brownfield sites which will alleviate the need for sprawl to the urban fringes and into greenfield sites. The LAP incorporates green infrastructure into the new developments by the provision of number of pocket parks, the provision of tree lined and landscaped streets and the creation of a green route through the M50 lands. The delivery of new homes in a sustainable manner along key public transport routes and the proposed Metro North routes will create sustainable travel patterns thus protecting air quality and reducing city noise levels. Impacts on climatic factor will be improved with the development of a more compact consolidated and sustainable mixed use area, with good transport links, which will reduce the need to travel by private car, and thus reducing emission of greenhouse gases. While in the short term there may be emissions relating to construction and infrastructural provision, these will be short term impacts.

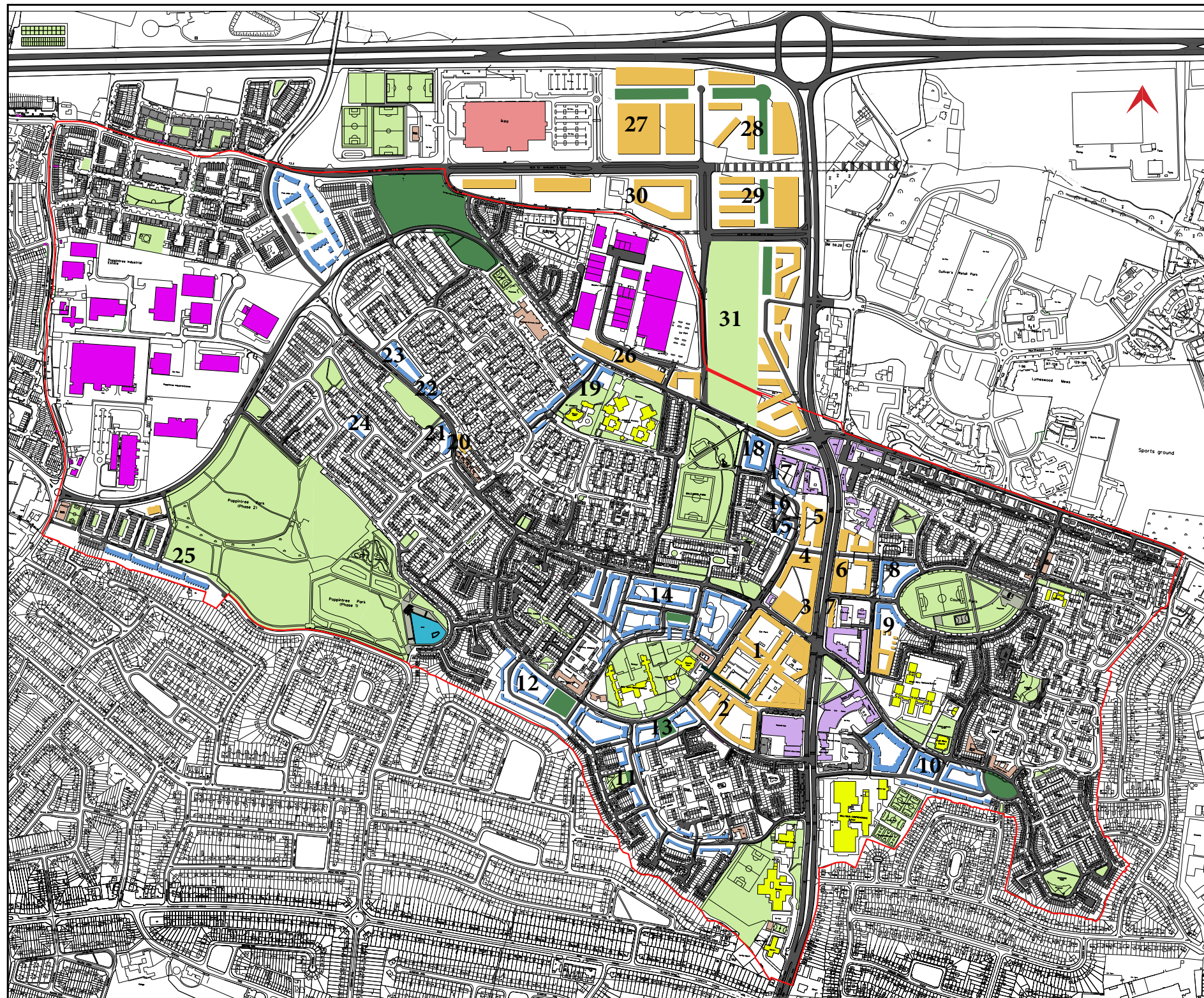
The Ballymun Surface Water Masterplan identified a number of outstanding pieces of infrastructure necessary to facilitate additional development and to improve two existing areas of housing, including the provision of a new surface water attenuation facility, and also the need to upgrade the surface water connections of Sillogue Gardens and Coutry Gardens.

The LAP proposes a number of new road connections considered necessary to enhance permeability and thus reduce the need to travel by car, reduce queuing of cars/congestion and reducing distances undertaken for car trips which will positively impact on noise and air quality.

The LAP will have a positive impact in securing the cultural heritage of the area, by ensuring there is no loss or adverse impact on the National Inventory of Architectural Heritage or Protected Structures. The LAP seeks the provision of a new civic amenity space across from St. Pappin's Church to enhance the setting of this historic building.

The SEA concluded that the LAP included sufficient mitigation measures to offset any potential impacts on the environmental receptors. It should also be noted that all the policies and objectives of the Dublin City Development Plan (in operation at time of submitting a planning application), apply to the Ballymun LAP area.





**SITE BRIEFS**

**6.1 Introduction**

Ballymun is identified in the Dublin City Development Plan 2016-2022 as a key development and regeneration area capable of delivering significant opportunities and quantum of development. The focus of this chapter is to identify those sites within Ballymun suitable for redevelopment. A total of **31 no. sites** have been identified, grouped under three category headings: -

1. **Main Street**
2. **Neighbourhood Sites**
3. **M50 Lands**

The overall aspirations for each site are set out below, including indicative build patterns, appropriate heights, ownership etc. Site constraints and pertinent planning histories are also detailed. The estimated capacity relates to the build patterns shown on the Masterplan 2017 (Fig. 11) and is subject to further detailed design and development mix analysis (i.e. at design and planning application stage).

The detailed guiding principles for each site contained below build on the SDRAGuidelines set out in Chapter 15 of the City Development Plan. Individual planning applications will have to conform to the pertinent Development Plan and the objectives of Chapter 5 set out in this LAP.

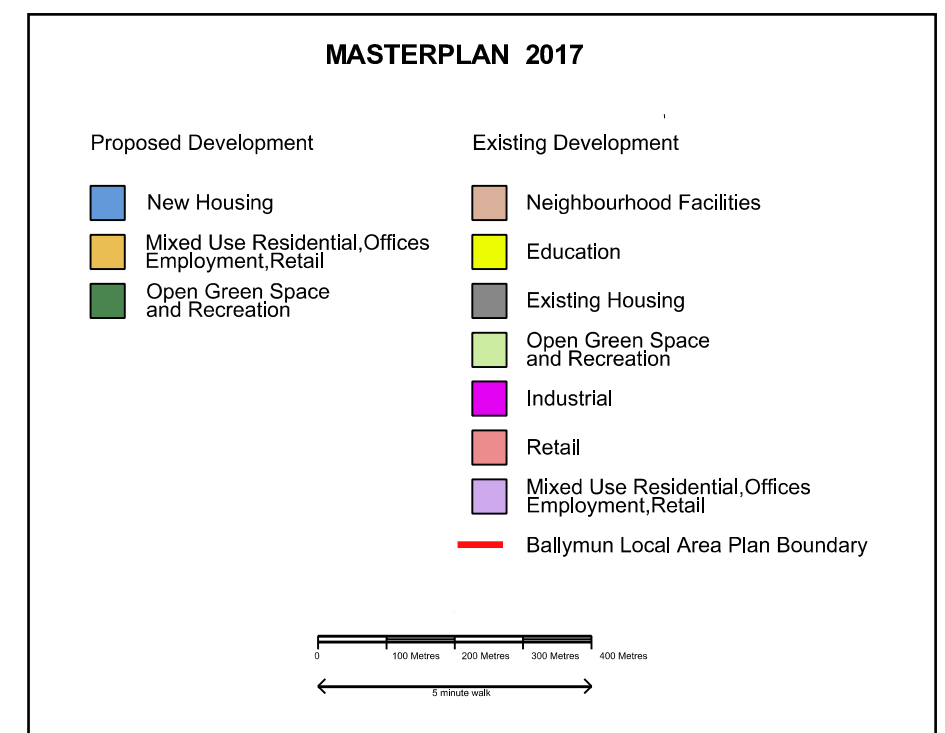


Fig 11: Masterplan 2017



**SITE BRIEFS: LANDS WITHIN THE LAP AREA**

<b>Site 1:</b>	<b>Shopping Centre Site</b>	<b>Site 22:</b>	<b>Balbutcher Lane, Cranogue Road</b>
<b>Site 2:</b>	<b>Site to south of shopping centre</b>	<b>Site 23:</b>	<b>Balbutcher Lane, Doon Court</b>
<b>Site 3:</b>	<b>Site to north of shopping centre</b>	<b>Site 24:</b>	<b>Belclare Way</b>
<b>Site 4:</b>	<b>Balcurriss, Main Street</b>	<b>Site 25:</b>	<b>Parkview</b>
<b>Site 5:</b>	<b>Main Street site to south of Santry Cross</b>	<b>Site 26:</b>	<b>Site to the south of Ballymun Industrial Estate</b>
<b>Site 6:</b>	<b>Coultry, Main Street (north of Boiler House)</b>		
<b>Site 7:</b>	<b>Site in front of Boiler House</b>		
<b>Site 8:</b>	<b>Coultry (north west of Coultry Park)</b>		
<b>Site 9:</b>	<b>Coultry Road</b>		
<b>Site 10:</b>	<b>Shangan Road</b>		
<b>Site 11:</b>	<b>Sillogue Avenue</b>		
<b>Site 12:</b>	<b>Sillogue Road (opposite Sillogue Neighbourhood Centre)</b>		
<b>Site 13:</b>	<b>Sillogue Road (opposite Holy Spirit Church)</b>		
<b>Site 14:</b>	<b>Balbutcher Lane South</b>		
<b>Site 15:</b>	<b>Balcurriss Gardens</b>		
<b>Site 16:</b>	<b>Balcurriss Close</b>		
<b>Site 17:</b>	<b>South of Santry Cross (Linnbhla apartments)</b>		
<b>Site 18:</b>	<b>Balcurriss</b>		
<b>Site 19:</b>	<b>St. Joseph's</b>		
<b>Site 20:</b>	<b>Poppintree Neighbourhood Centre Extension</b>		
<b>Site 21:</b>	<b>Poppintree</b>		



**6.2 Main Street**

**Site 1: Shopping Centre Site**

- Site Area: 3.2ha
- Location: To the west of Main Street, to the south of Balbutcher Lane South, to the east of Sillogue Road and to the north of SuperValu, Ballymun.
- Ownership and Availability: The site is under the ownership of Dublin City Council. The City Council acquired the Ballymun Shopping Centre in December 2014 with a view to seeking redevelopment on the site. A Compulsory Purchase Order (CPO) to acquire outstanding leasehold interests was recently confirmed (13th January 2017) and the City Council is engaging with the remaining tenants to fulfil the legal obligations of this order. Following

this the City Council proposes to demolish the remaining buildings (subject to planning), making it readily available for redevelopment.

- Zoning: Z4
- Proposed Use(s): Mixed uses
- Heights: New development should provide an appropriate urban Main Street context with parapet heights of c. 18m directly to Main Street, with potential for limited increases in the vicinity of the public rail station, and on the cross-roads of the Main Street / Balbutcher Lane junction. As blocks turn away from the Main Street opportunities for some additional height may be considered having regard to the prevailing context, (as per Main Street objectives set out within Section 5.5.2 and Objective UD2).
- Estimated Capacity: c. 300 no. residential units contained in the two blocks addressing Sillogue Road and c. 41,000 sq.m. of commercial / mixed use in the front two blocks adjoining Main Street, subject to detailed design and mix.
- Supporting Information/Requirements:

A ten-year planning permission was previously granted for this site and adjoining lands, for a large scale shopping centre, offices, leisure and residential development (Reg. Ref. 4828/08). This permission expires in September 2019.

Following the changed economic conditions since the above permission, BRL and DCC prepared a 'Future Development Strategy' for this site in 2013. Presented to and endorsed by the City Council North West Area Committee (NWAC) on the 21st June, 2013, this strategy is transposed into the LAP. The strategy facilitates the incremental / phased delivery of the town centre site by lot / parcel, as market conditions dictate.

This development pattern provides permeability and movement through the site and is preferable to a 'big box' type of shopping centre development which closes off the urban block and restricts permeability. The Retail Study also recommends the development of new retail units in a non-mall format with own-door shopfronts.

To aid the redevelopment of the shopping centre site Sillogue Road requires improvement and provision of a new signalised junction with Balcurris Road. The scope of works will depend on the quantum proposed for the subject lands.

□ **Site A: Front Blocks (addressing Main Street)**

A strong urban edge is required to address Main Street, in line with the existing pattern of development. Active uses and frontages are required on the ground floor level in order to maximise the block's prominence on Main Street. These blocks should provide a significant amount of retail uses in line with the land use zoning and 'District Centre' designation. Innovative and exciting uses that complement axis or other cultural functions of city or regional significance could also be accommodated on this site.

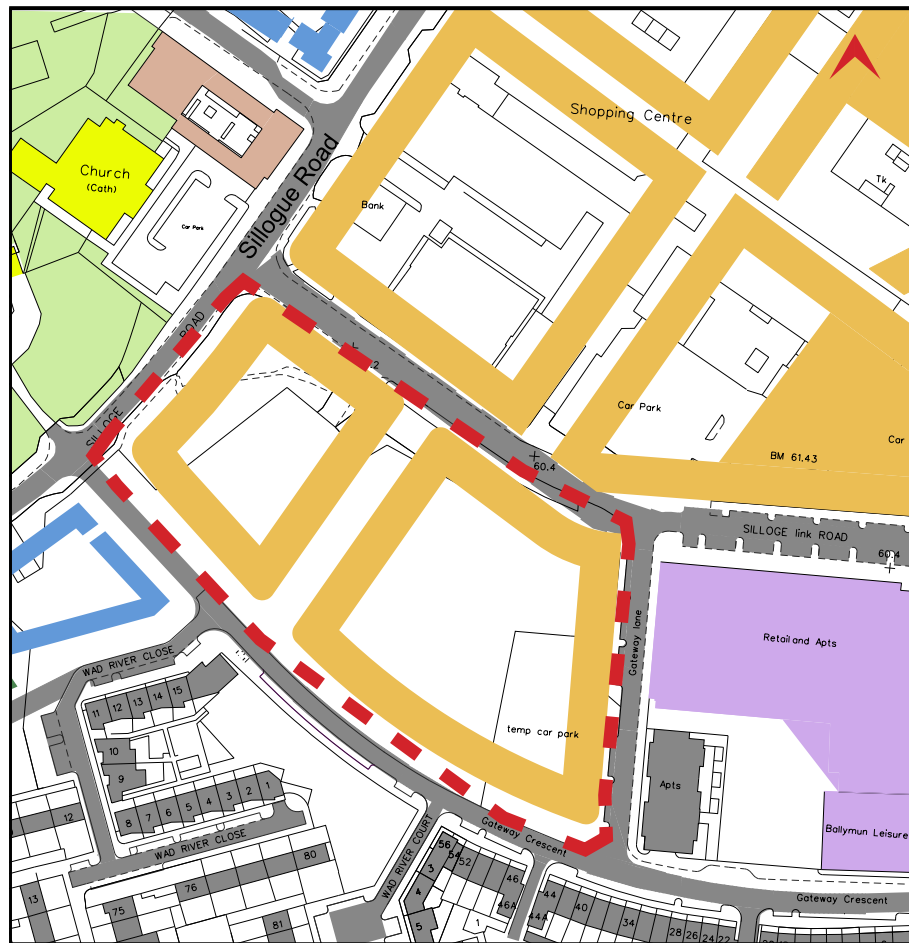
In order to provide a central hub for this significant Main Street development site, it is a specific objective of the LAP (Objective UD2), that an area of open space is provided fronting onto Main Street. Synergies between this space and the Plaza, Cearnóg an tSeachtar Laoch, across the road are desirable, e.g. unity in landscape treatment.

□ **Site B: Rear Blocks (Addressing Sillogue Road)**

These blocks may decrease in height towards Sillogue Road (c. 4 storeys). These two blocks could be largely residential in nature but a mix of uses would be acceptable depending on market conditions and demands.

**Site 2: Site to south of shopping centre**

- Site Area: 1.5ha
- Location: West of SuperValu Main Street, south of the Ballymun Shopping Centre, north of Gateway Crescent and east of Sillogue Road.
- Ownership and Availability: The site is owned by Dublin City Council and is immediately available.
- Zoning: Z4
- Proposed Use(s): Mixed uses
- Heights: Minimum 3-4 storeys with potential to rise to 6 storeys addressing shopping centre site.
- Estimated Capacity: c. 28,000 sq. m. of commercial / mixed use, dependent on design and mix of uses.
- Supporting Information/Requirements: As stated above for Site no. 1 a 'Development Strategy' was prepared in 2013 for the town centre lands, including the subject site. In line with that strategy this lot/parcel can be developed independently of the main shopping centre site redevelopment.



Site Number 2

Indicative Map Only

This site is within the Z4 landholding and as such should deliver a high density use and development. More innovative housing options such as student housing, care home or 'stepped down' / 'assisted independent living' could be considered with other innovative cultural / community uses, all of which would be well positioned to take advantage of the mix of uses in and around Main Street and the public transport connections.

Inter-visibility at the ground floor should be included in order to ensure passive supervision of the streetscape. This should be done through novel design as opposed to the provision of additional small scale ground floor retail/commercial units that have proven difficult to let in suburban areas.

Completion of a small section of Gateway Crescent road to the south of the site is required to develop the urban blocks and provide increased access options.



Site Number 3

Indicative Map Only

**Site 3: Site to north of shopping centre**

- Site Area: 1.2ha
- Location: Immediately to the north of Balbutcher Lane South, to the east of Balcurris Road and to the west of Main Street.
- Ownership and Availability: The site is owned by Dublin City Council and is immediately available.
- Zoning: Z4
- Proposed Use(s): Mixed uses, to include a convenience supermarket.
- Heights: New development should provide an appropriate urban Main Street context with parapet of c. 18m directly to Main Street, with potential for limited increases in the vicinity of the public rail

station, and on the cross-roads of the Main Street / Balbutcher Lane junction. As blocks turn away from the Main Street opportunities for some additional height may be considered having regard to the prevailing context, (as per Main Street objectives set out within Section 5.5.2 and Objective UD2).

- Estimated Capacity: c. 20,000 sq.m. of commercial / mixed uses dependent on design and mix of uses.
- Supporting Information/Requirements: As stated above for Site no. 1 a 'Development Strategy' was prepared in 2013 for the town centre lands, which identified this site for early release in order to deliver additional retail prior to the redevelopment of the main Shopping Centre site. In line with this strategy the City Council is in the process of selling this site with the aim of attracting additional retail to the area, to address the current retail seepage out of Ballymun.

This site is zoned Z4 and has the potential to deliver a high density use and development adjoining a public transport route. The height, urban form and uses should reflect its Main Street location and have cognisance of the prevailing pattern of development. In this regard, a strong urban block should be presented to Main Street which turns the corner at Balbutcher Lane South to address the junction with Main Street in a similar fashion to The Plaza mixed use development (on the opposite corner). Active frontages should be provided.

The development of this site will have to address the exposed gable wall of 'The Horizon Centre', building located on the corner of Balbutcher Lane and Balcurris Road. Constructed in 2006 at an early stage in the regeneration process, this building presents an exposed gable to the site to be addressed by future development.

The build out of this site should also take account of how it will adjoin the site to the north in the future (site no. 4). Gaps between blocks along Main Street are not considered favourably. In this regard, the City Council may facilitate the provision of a temporary boundary on its own lands (i.e. lands to the north), if there is a time lag between the development of these sites, to facilitate the blocks being tied seamlessly together in the future.

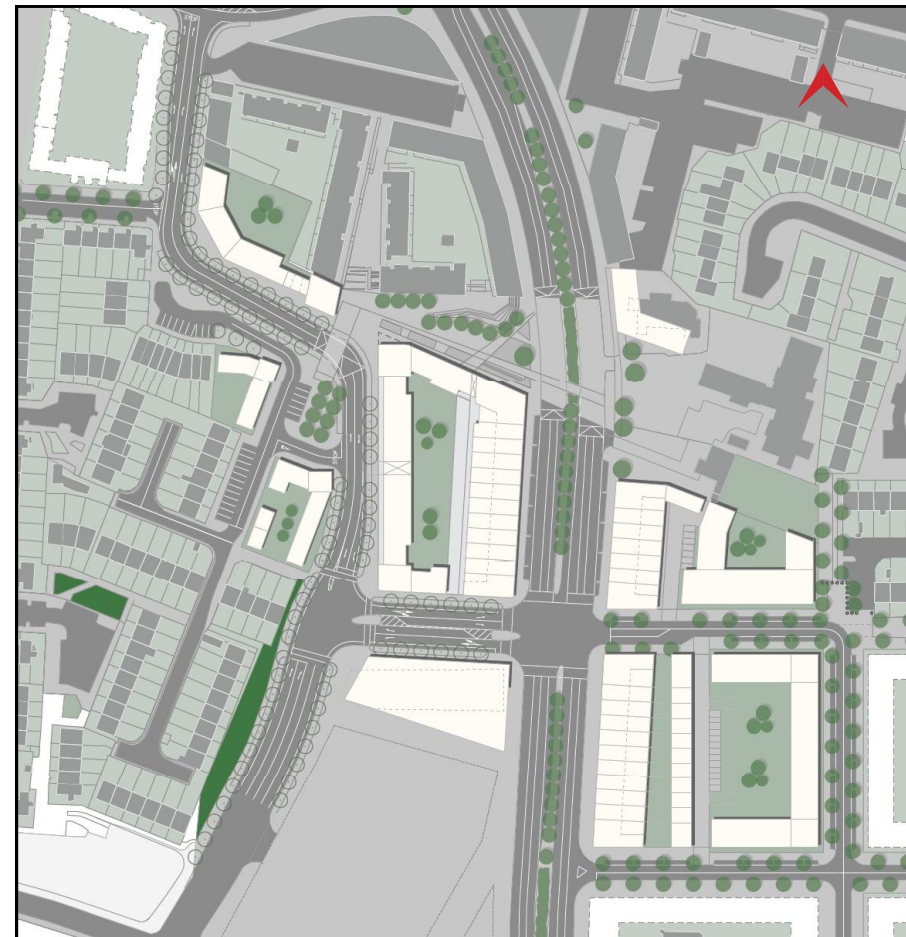


Site Number 4

Indicative Map Only

**Site 4: Balcurris, Main Street**

- Site Area: 0.34ha (includes land for Main Street link road)
- Location: Immediately to the north of site no. 3 and to the west of Main Street.
- Ownership and Availability: Site is owned by Dublin City Council and is available immediately.
- Zoning: Z4
- Proposed Use(s): Mixed uses
- Heights: New development should provide an appropriate urban Main Street context with parapet of c. 18m directly to Main Street, (as per Main Street objectives set out within Section 5.5.2 and Objective UD2)



Extract North Main Street Ballymun: Fig. 12  
Urban Framework Plan & Guidelines, 2010

Indicative Map Only

- Estimated Capacity: c. 10,000 sq. m. of mixed uses dependent on design and mix of uses
- Supporting Information/Requirements: Sites 4-6 and 15-17 of the LAP all form part of the 'North Main Street Ballymun: Urban Design Framework Plan and Guidelines' prepared in 2010. This framework has informed the LAP site briefs (Fig. 12).

An east – west link across Main Street; linking the neighbourhoods of Balcurris and Coultrey was included in the BRL Masterplan, the North Main Street Study and is contained in the SDRA map within the Dublin City Development Plan. This east-west connection is only possible if Metro runs underground through Ballymun. Despite the uncertainty regarding the Metro alignment it is considered that sufficient space (min. 18 metres) should be provided between this site and the site to the north (site no. 5 below) to allow at a minimum for a left-in and left-out lane. Depending on the quantum of development and the timing

of the adjoining developments, this link could be developed as a pedestrian connection for an interim period.

This site is zoned Z4 and has the potential to deliver a high density use and development adjoining a public transport route. The height, urban form and uses should reflect its Main Street location and have cognisance of the prevailing pattern of development.

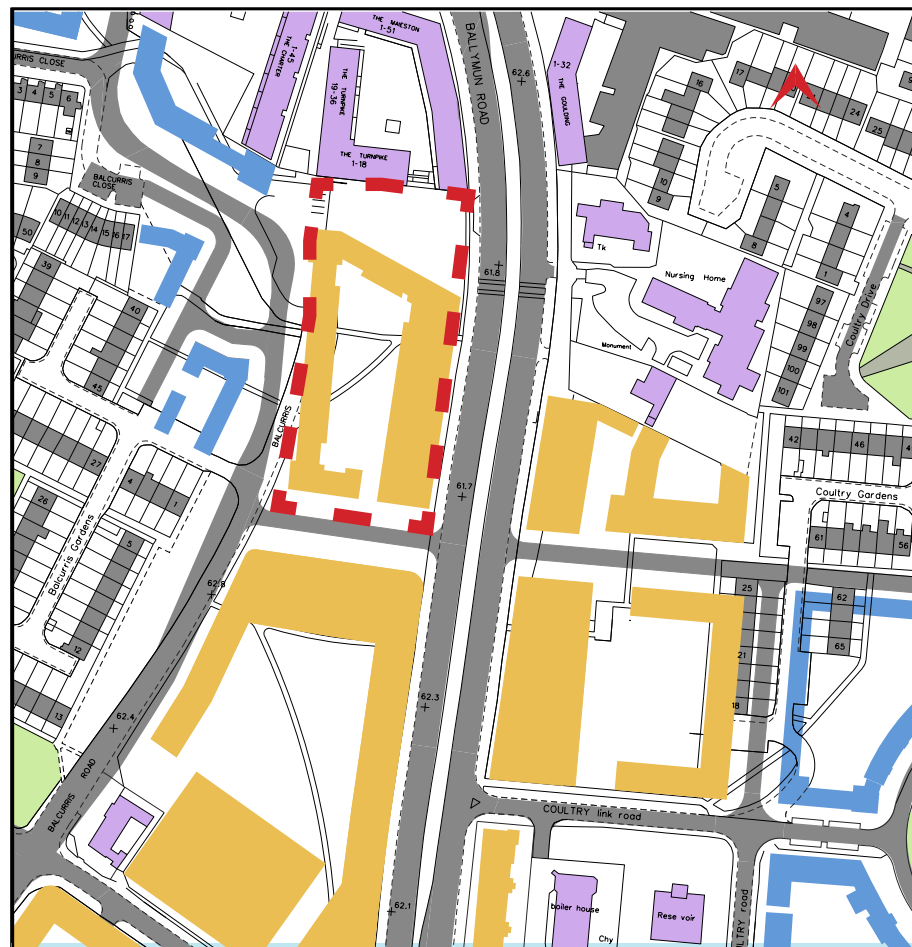
The building(s) should address main and secondary streets. Active ground floors and a mix of uses are encouraged for this site. Moving north away from the retail core of the Main Street, this site would be more suited to office development.

**Site 5: Main Street site to south of Santry Cross**

- Site Area: 0.8ha (includes land for St. Pappin's Square)
- Location: To the west of Main Street, to the south of Santry Cross and to the east of Balcurris Road.
- Ownership and Availability: Site is owned by Dublin City Council and is available immediately.
- Zoning: Z4
- Proposed Use(s): Mixed uses
- Heights: New development should provide an appropriate urban Main Street context with parapet heights of c. 18m directly to Main Street, (as per Main Street objectives set out within Section 5.5.2 and Objective UD2).

- Estimated Capacity: c. 16,000 sq. m. of mixed uses dependent on design and mix of uses.
- Supporting Information/Requirements: This site should provide for a hard standing open space to the south of Santry Cross; St. Pappin's Square (see objective SR06) which can be used to address the level differences on the site and existing ground floor commercial units in The Turnpike. It also provides an important vista across to St. Pappin's Church, one of only two historic and protected buildings in Ballymun, dating to c. 1797.

Development on this site should provide continuous street frontage and a sense of street enclosure to Main Street. The blocks should turn corners ensuring continuity of the urban form. Given the

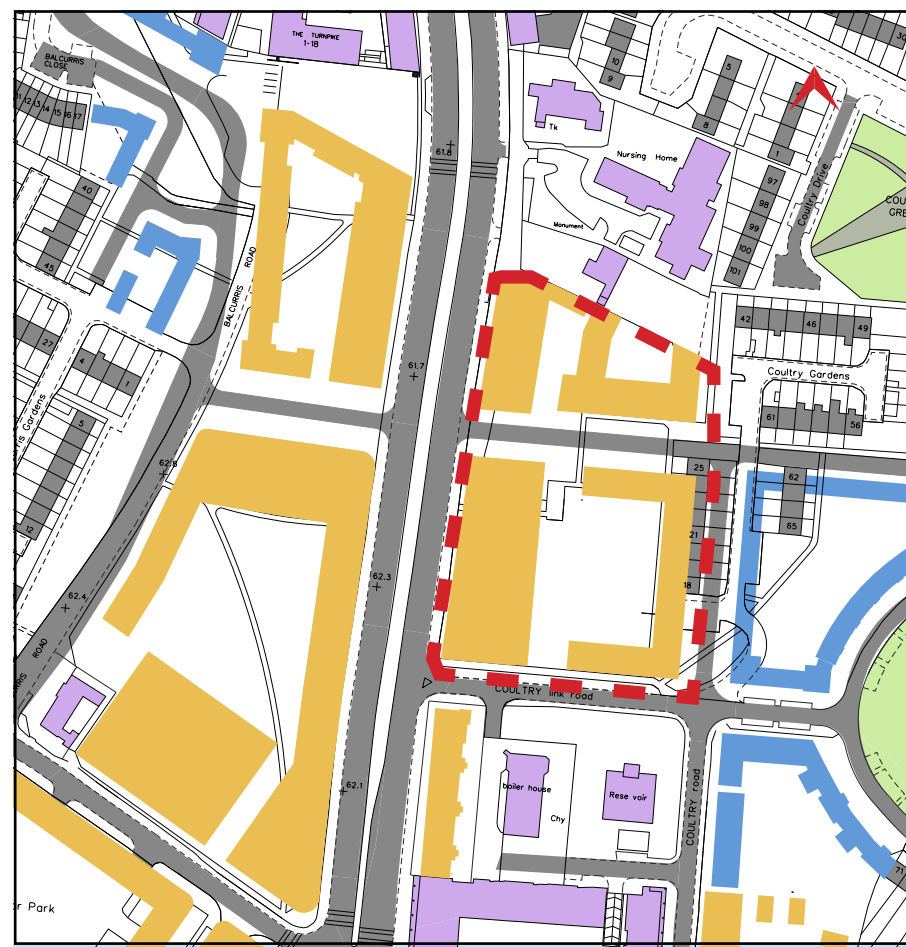


Site Number 5 Indicative Map Only

transition in typologies and use, the new blocks must have regard to the heights and build patterns of the adjoining developments: -

- Northern block needs to minimise overshadowing of St. Pappin's Square and protect residential amenity of southern block of Santry Cross.
- Blocks to the rear must mark the transition to the suburban two storey housing

The development of this site is linked to the delivery of Balcurris Road Extension (see Chapter 5) which may impact on the height and density that the site can deliver. Additionally sufficient space should be provided between this site and site no. 4 to provide a pedestrian connection, with potential for future road link onto Main Street (see site no. 4 above).



Site Number 6 Indicative Map Only

**Site 6: Coutry, Main Street (north of Boiler House)**

- Site Area: 1.5ha (includes land for Main Street link road)
- Location: To the east of Main Street, to the north of the boiler house and to the south of Domville House.
- Ownership and Availability: Site is largely owned by Dublin City Council. For a comprehensive redevelopment that maximises site potential, a number of houses require demolition.
- Zoning: Z4
- Proposed Use(s): Mixed uses
- Heights: Minimum 4 storeys with potential to rise to 6 storeys

- Estimated Capacity: c. 30,000 sq.m. of commercial / mixed uses dependent on design, mix of uses and extent of site.
- Supporting Information/Requirements: To maximise the development potential of this site, requires the demolition of 8 no. two storey terraced housing units, nos. 18-25 Coutry Gardens (some of which are in private ownership). There are also temporary community gardens / allotments that will be affected by the redevelopment. Alternative locations for this use could be provided in a number of different locations in the area, subject to agreement with the City Council.

Development should provide continuous street frontage and a sense of street enclosure to Main Street. The blocks should turn corners ensuring continuity of the urban form. Given the transition in typologies and use, the new blocks must have regard to the heights and build patterns of the adjoining developments: -

- The corner building at the northern boundary should respond to open space design proposals and have regard to Domville House and St. Pappin's (former church and now a care home)
- Northern blocks may incorporate an expansion of the Domville House site. This open space to the rear of Domville House could provide this access point.
- Blocks to the rear must mark the transition to the suburban two storey housing

Different forms of housing (e.g., independent living, student housing, senior citizen etc.) will be encouraged within this overall site, alongside supporting services (e.g. medical, community care, education facilities etc.). Alternatively additional environmental, education, resource recovery uses which could complement the repurposed Boiler House educational and environmental centre could also be considered for the subject lands, providing additional 'destination' space for Main Street.

An east – west link across Main Street; linking the neighbourhoods of Balcurris and Coutry was included in the BRL Masterplan, the North Main Street Study and is contained in the SDRA map within the Dublin City Development Plan. While this is not considered an 'essential' piece of the unfinished infrastructure required for the area (see Chapter 5) it is considered that sufficient space (c. 18m) should be provided within the build out of this site (site no. 5 above) to allow for a future road connection (left-in and left-out lane). This could be provided as a pedestrian connection pending future redevelopment.



Site Number 7

Indicative Map Only

**Site 7: Site in front of Boiler House**

- Site Area: 0.1ha
- Location: To the east of Main Street, to the south of the new Coultrey Link Road, to the west of the Rediscovery Centre (Boiler House) and to the north of the Travelodge Hotel.
- Ownership and Availability: Site is privately owned and currently vacant (behind hoarding).
- Zoning: Z4
- Proposed Use(s): Mixed uses
- Heights: Minimum 4 storeys with potential to rise to 6 storeys

- Estimated Capacity: c. 4,000 sq.m. of commercial / mixed use dependent on design and mix of uses
- Supporting Information/Requirements: This site in front of the Boiler House was part of The Plaza mixed use hotel development. Under Reg.Ref. 5921/04, permission was obtained for a 5-storey mixed use block (retail on ground floor and offices above).

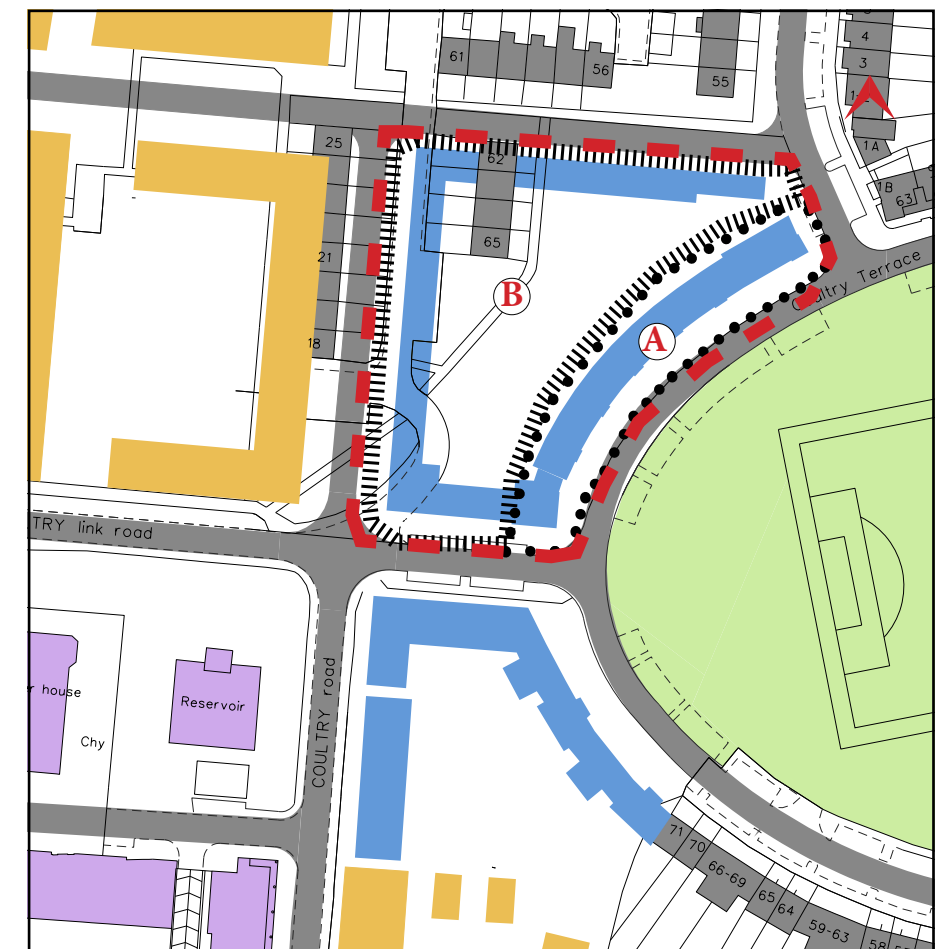
This included an internal road running behind the block (in front of the boiler house) connecting into the internal road to the south of the boiler house (into the basement car park of The Plaza). The repurposing of the boiler house is complete and does not impact on the build out of this site (Part 8 Reference, 2441/14).

This site is suitable for a high density mixed use development and should tie into the existing Plaza development and Main Street in terms of height and design. The future development should connect to/immediately adjoin the development to the south, screening the current exposed gable wall.

**6.3 Neighbourhood Sites**

**Site no. 8: Coultrey (north west of Coultrey Park)**

- Site Area: 0.67ha
- Location: Site to the east of Ballymun Main Street, the north-west of Coultrey Park and south of Coultrey Gardens.
- Ownership and availability: Site is owned by Dublin City Council. Site availability is subject to the extent of development proposed, and the demolition of 4 no. houses (currently occupied and under DCC ownership).
- Zoning: Z1
- Proposed Use(s): Residential
- Heights: 3-4 storeys, depending on design and location within site.
- Estimated Capacity: c. 30-40 no. units, dependent on detailed design, density and phasing options.
- Supporting Information/Requirements: This site can be developed as a whole or broken down into separate development land parcels – Sites A and B.



Site Number 8

Indicative Map Only

**Site A:**

Planning permission was secured for 39 no. units along the northern perimeter of Coultrey Park (Register References 3753/07 and 3753/07/x1). Over half of this scheme was completed (25 no. units in total), alongside all of the required roads, services and open space requirements. The site is thus ready for the completion of these residential units which would finish the boundary to Coultrey Park.

**Site B:**

This relates to the land to the rear of aforementioned site. The development of this site requires the following interventions: -

- Extension of Coultrey Road northwards (current access is off set from Coultrey Road)



- Demolition of unit nos. 62-65 Coultrey Gardens (all owned by the City Council)

Carrying out the above works sets up the adjoining Main Street site to the west (site no. 6); a site capable of providing increased density and quantum providing a return on this investment.

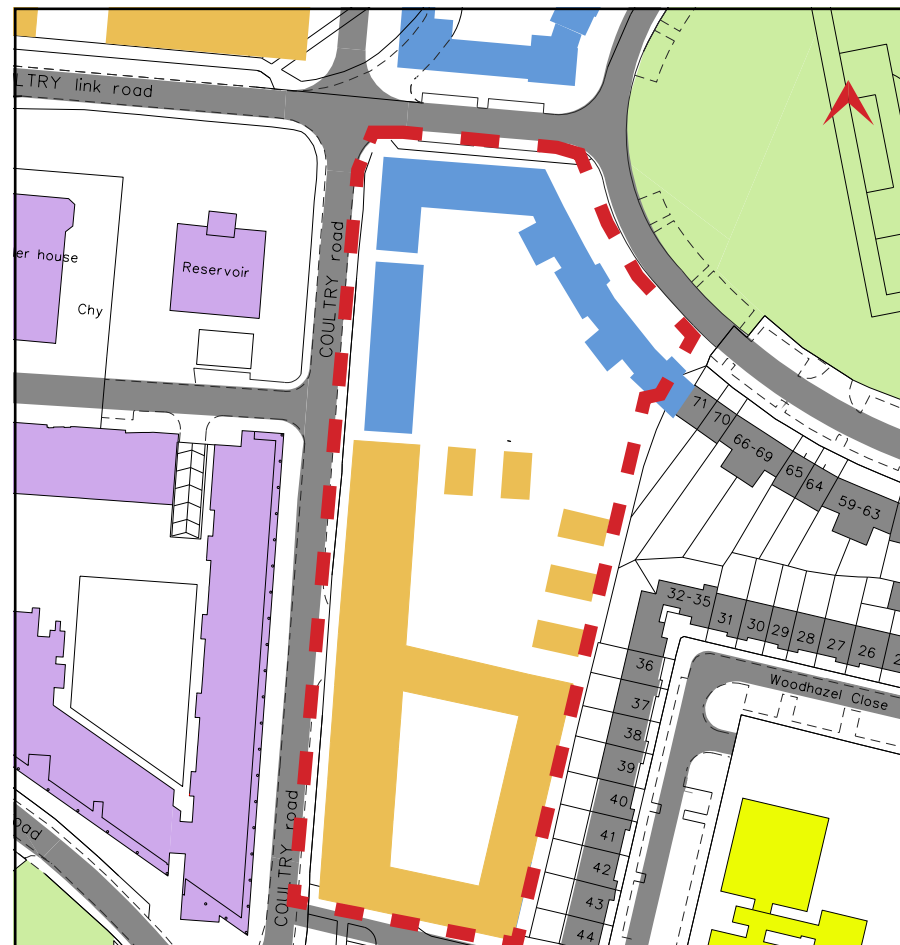
Drainage network improvements are required for the existing 2-storey housing at Coultrey Gardens to comply with the Surface Water Masterplan as per Chapter 5. Ideally this work will take place simultaneously to developing this site.

**Site 9: Coultrey Road**

- Site Area: 0.95ha
- Location: Site to the east of Coultrey Road, west of Woodhazel Close and south west of Coultrey Park.
- Ownership and availability: Site is owned by Dublin City Council and is available immediately.
- Zoning: Z1
- Proposed Use(s): Residential, with some mixed use potential.
- Heights: c. 4-5 storeys to Coultrey Road, 3-4 storeys to Coultrey Park and scaling down to Woodhazel Close.
- Estimated Capacity: c. 80-100 no. units, dependent on detailed design and density.
- Supporting Information/Requirements: A 'Draft Ballymun East Urban Design Framework Study' was produced in July 2011.

This study examined the block layout, heights and quantum of development for an area encompassing the Virgin Mary School, church and adjoining local authority owned lands to improve the density and legibility of the urban blocks in this area. This study has informed this Dublin City Council owned site. The LAP is not seeking to reconfigure the school or church site, but does acknowledge that scope exists to reconfigure these lands producing an improved street frontage and a more urban development.

This site has the potential to be divided into a number of lots/ phases, see Extract from the "Draft Ballymun East Study" (Fig. 13) Lots no.1 and 2 could be developed together, completing the residential boundary to Coultrey Park, turning the corner with Coultrey Road



Site Number 9 Indicative Map Only

and securing the exposed rear boundaries of Woodhazel Terrace. The remainder of the site, Phase Two (Lot nos. 3, 4 & 5) is suited to accommodating a mixed use higher density development. It should be noted while the Draft Ballymun East Study included a recommendation to extend the rear gardens to Woodhazel Close (see no. 6) this has already taken place.

On street parking and tree pits should be provided on the right hand side of Coultrey Road, as per the build pattern of Ballymun to complete the public realm.

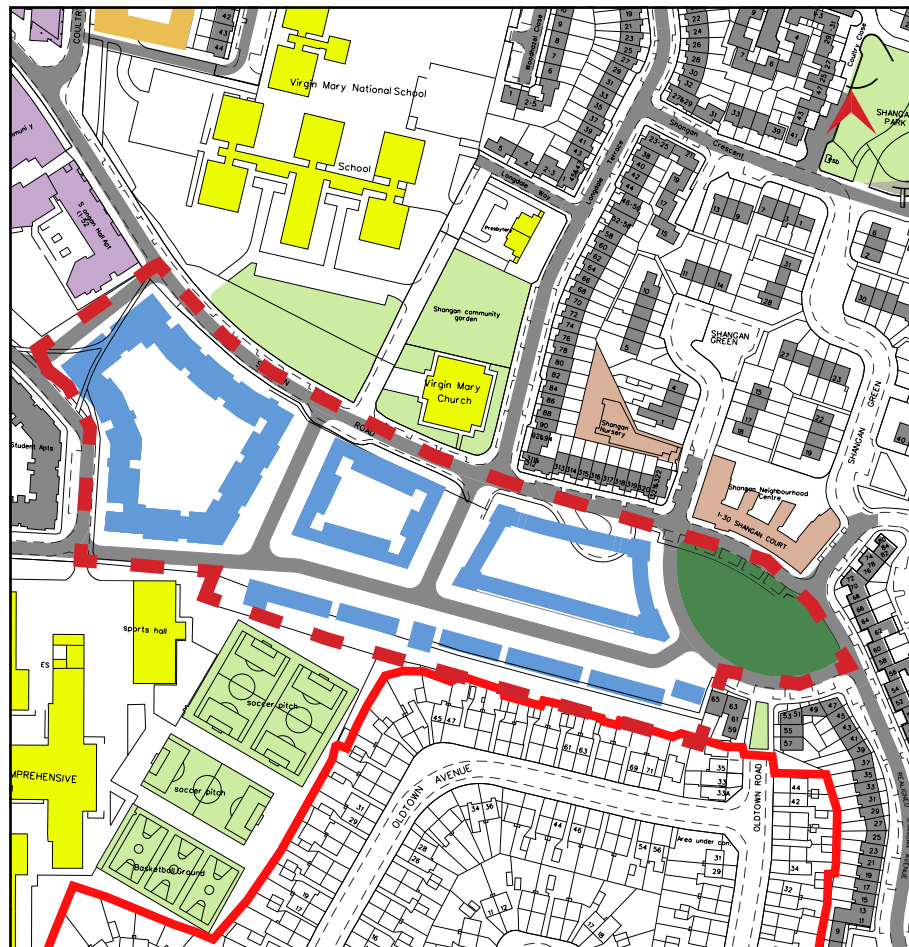


Development Site 1		
<b>Proposed Accommodation</b>	<b>Floor Area</b>	<b>Mix</b>
Residential	4,350 sqm	48%
Non-Residential	4,800 sqm	52%
<b>Total Floor Area</b>	<b>9,150 sqm</b>	
<b>Non-Residential Breakdown</b>		
Enterprise Units	1,150 sqm	
Commercial Units	2,050 sqm	
Offices	1,600 sqm	
<b>Site Area</b>	<b>9,555 sqm</b>	
<b>Plot Ratio</b>	<b>0.96</b>	
<b>Building Footprint</b>	<b>3,750 sqm</b>	
<b>Site Coverage</b>	<b>39%</b>	
<b>Residential Density (units/ha)</b>	<b>40</b>	

- 1. New Crescent Housing and Apartments**  
The crescent housing to Coultrey Park is completed including a new gateway apartment building
- 2. New Terraced Housing and Apartments**  
New terraced housing faces onto Coultrey Road
- 3. New Housing Cluster**  
New housing and apartments with private gardens face onto a shared surface communal area
- 4. New Commercial / Residential Mixed-Use Block**  
Ground and first floor commercial units face the street with upper floors of the building containing a mix of offices and apartments
- 5. New Enterprise Units**  
Enterprise units and workshops with mezzanine offices are located around a central courtyard
- 6. Extended Gardens to Woodhazel Close**  
The existing rear gardens of houses on Woodhazel Close are extended into the Framework Study Site

Scale 1:1,000

Extract from Draft Ballymun East Urban Design Framework Study, 2011, Fig. 13 Indicative Map Only



Site Number 10 Indicative Map Only

**Site 10: Shangan Road**

- Site Area: 3.2ha (including attenuation area of c. 0.28ha)
- Location: Site south of Shangan Road between the (rear of) Ballymun Civic Centre and Shangan Neighbourhood Centre and north of Oldtown Avenue.
- Ownership and availability: Site is owned by Dublin City Council. Site availability is dependent upon decision on provision of additional sporting facilities to the rear of the Trinity Comprehensive School; and on the exact alignment of the new Main Street-Shangan link road.
- Zoning: Z1
- Proposed Use(s): Residential

- Heights: 4/5 storeys adjoining Civic Centre and Shangan Hall. 2-3 storeys to north of Oldtown.
- Estimated Capacity: c. 150-180 no. units, dependent on detailed design, attenuation and density.
- Supporting Information/Requirements: The build out of this vacant site requires provision of a surface water attenuation area and associated works, as per the Ballymun Surface Water Masterplan (SWMP). The approximate location is in the proposed green area across from Shangan Neighbourhood Centre (subject to detailed design).

A new access road is also required for this site from Main Street – i.e. completion of Shangan – Main Street Link Road, see Chapter 5. Local new access points off Shangan Road will also be required for the development.

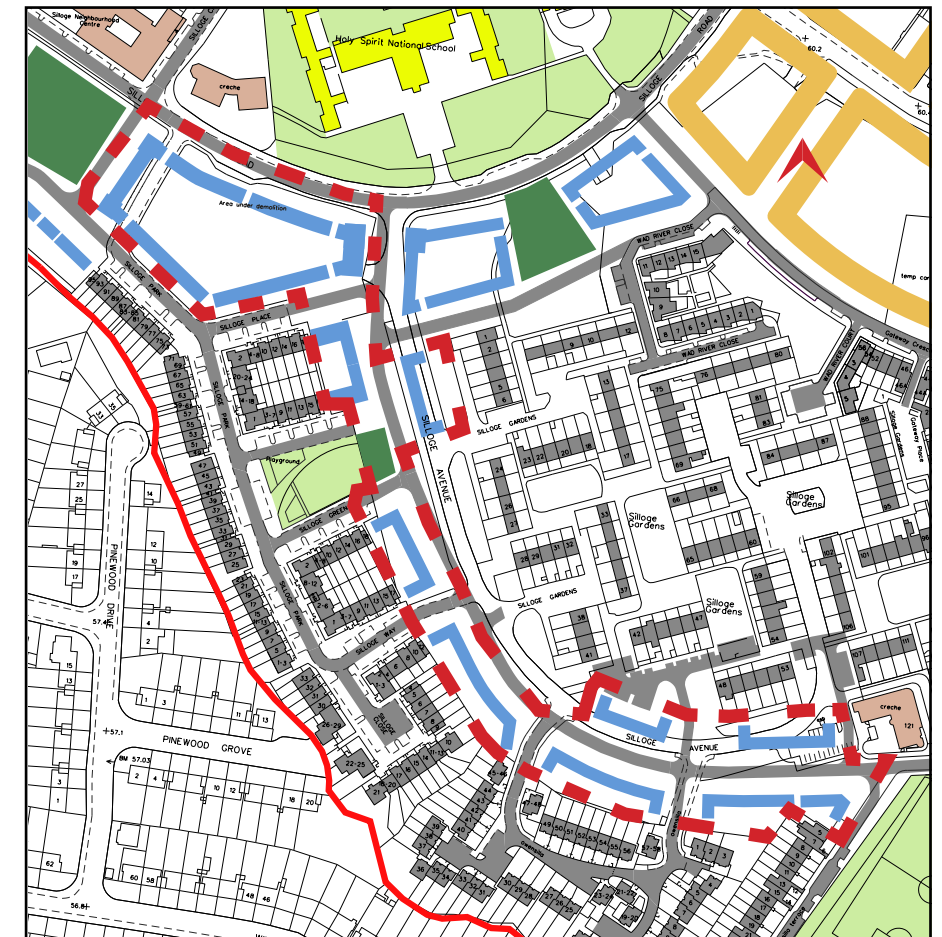
This site should provide a strong street edge to Shangan Road, providing a positive contribution to the diversity in style along Shangan Road and Shangan Avenue. Adequate separation distances are required between existing and proposed developments, as per Development Plan requirements.

The western half of this site to the rear of the Civic Centre, shall accommodate increased heights and densities given proximity to Main Street and should be in keeping with the urban form of Shangan Hall and Gateway student housing. Additional student housing could be provided on this site, with heights of five storeys achievable.

To the north of Oldtown Avenue; housing is required to secure the exposed rear boundaries of Oldtown. Different heights and roof types could be explored to sensitively integrate the new dwellings with the existing housing (for example, 3 storey mono-pitch – 3 storeys to the road with 2 storeys to the rear). If apartments were located on this site 3-4 storeys would be achievable.

**Site 11: Sillogue Avenue**

- Site Area: 2.7ha (overall site including land take for Sillogue Avenue realignment – c. 0.7ha)
- Location: Site pertains to land north-east and south-west of the (proposed) realigned Sillogue Avenue.
- Ownership and availability: Site is owned by Dublin City Council and is available immediately, subject to realignment of existing public road.



Site Number 11 Indicative Map Only

- Zoning: Z1
- Proposed Use(s): Residential
- Heights: 2-3 storeys
- Estimated Capacity: c. 110-140 no. housing units, dependent on design typology.
- Supporting Information/Requirements: BRL previously secured planning permission for 61 no. residential units (apartments, duplexes and houses) on part of this site under Reg. Ref. 3337/07, now expired.

In developing this site there is a requirement to realign Sillogue Avenue connecting it to Main Street at Owensilla Terrace/Gateway Avenue (Part 8 planning consent was previously obtained for part of this road; i.e. section of road which provides connection to Main Street, under



Reg. Ref. 1946/99 constructed and completed). The Sillogue Avenue realignment will involve the removal of the 'interim' parking spaces in front of Our Lady's Nursery. Horizontal and vertical alignments are set for this realigned road and elements of the new drainage have been constructed along the route of the proposed realigned Sillogue Avenue.

New development will be required to secure exposed rear and side boundaries of existing houses and provide a street edge to Sillogue Avenue.

In terms of open space and landscape requirements the following should be included: -

- Completion/addition to open space at Sillogue Green
- Landscaping of left-over spaces to west of nos. 1-41 Sillogue Gardens

Surface water upgrades are required for Sillogue Gardens as part of the Surface Water Masterplan. It is recommended that those works are carried out in tandem with this new housing development.

**Site 12: Sillogue Road (opposite Sillogue Neighbourhood Centre)**

- Site Area: 2.2ha (overall site including land take for internal roads and open space area)
- Location: Site is located to the south of Sillogue Road, east of Pairc na Cuileann and Barnwell Gardens and north of Pinewood Crescent.
- Ownership and availability: Site is owned by Dublin City Council and is available immediately.
- Zoning: Z1
- Proposed Use(s): Residential
- Heights: 2-3 storeys, with potential to provide some 'gateway' elements (4-storeys) at the corners.
- Estimated Capacity: c. 100 no. units, dependent on detailed design.
- Supporting Information/Requirements: BRL previously secured planning permission for 48 no. residential units and a residential care home on part of this site, under Reg. Ref. 4011/10, now expired. Key principles of the expired permission that will need to be included in any new development include the securing of exposed rear and side boundaries of existing houses at Barnwell, Paric na Cuileann and

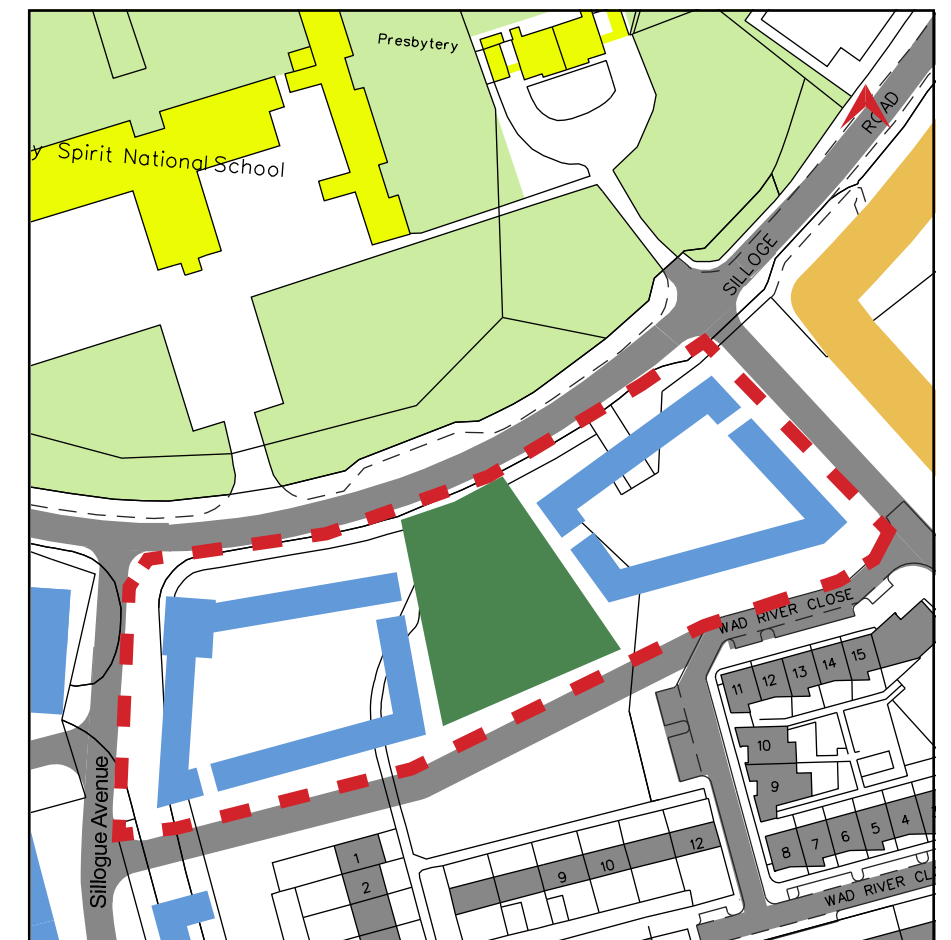


Site Number 12 Indicative Map Only

Pinewood Crescent, and the provision of a street edge to Sillogue Road.

As detailed in Chapter Five a number of additional green areas are required in the final build-out of the vacant sites in Ballymun, including the provision of a local neighbourhood park within this site, Objective SR08.

- Services: A drainage connection is required from the attenuation facility at Poppintree Park through this scheme to the existing sewer at the south-eastern boundary of the site at Sillogue Park. This will inform the road layout and design for the scheme. New access points off Sillogue Road will be required to service the development.



Site Number 13 Indicative Map Only

**Site 13: Sillogue Road (opposite Holy Spirit Church)**

- Site Area: 1ha (overall site including land take for internal roads and open space area)
- Location: Site is located to the south of Sillogue Road, north of Sillogue Gardens and east of Sillogue Crescent.
- Ownership and availability: Site is owned by Dublin City Council and is available immediately, but requires realignment of adjoining public road, Sillogue Avenue.
- Zoning: Z1
- Proposed Use(s): Residential
- Heights: c. 2-3 storeys



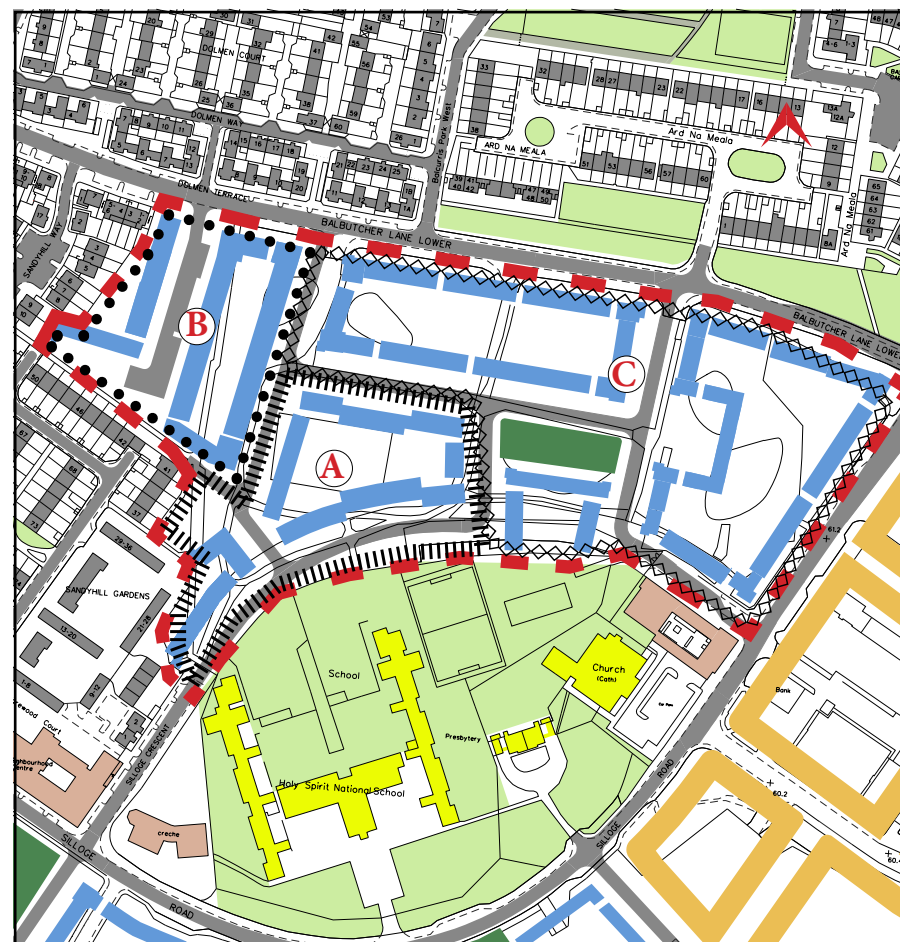
- Estimated Capacity: c. 40-50 no. units, dependent on detailed design.
- Supporting Information/Requirements: The realignment of Sillogue Avenue is required to set the western edge to the site (Part 8 consent will be required). However much work has already been completed – i.e. horizontal and vertical alignments have been set and new drainage has been constructed along the route of the proposed realigned Sillogue Avenue.

Cognisance of the existing radburn style two storey housing units to the south (Sillogue Gardens) will be required. New access could be provided to the north of existing housing units connecting into the new road at Wad River Close (Cluid housing scheme). The level difference between the site and Wad River Close is noted.

Indicative proposals include provision for open space within this development. As detailed in Chapter Five additional large green areas are not required within the LAP boundary. However some green space may be provided to allow the development to ‘breathe’, for example the provision of a central green space between two residential blocks. The layout of any open space provision will be dependent on detailed design.

**Site 14: Balbutcher Lane South**

- Site Area: 5.2ha
- Location: Site is located to the north of Holy Spirit National School, to the south of Balbutcher Lane South and to the west of the Ballymun Shopping Centre.
- Ownership and availability: Site is owned by Dublin City Council and is available immediately.
- Zoning: Z1
- Proposed Use(s): Residential
- Heights: 2-5 storeys
- Estimated Capacity: Housing units could generate c. 285-310 no. units, or apartment units could generate c. 750+ no. units, all dependent on detailed design.
- Any Supporting Requirements: This site could be developed as one large development site, or broken down into separate developmentland parcels – Sites A, B and C. Provision of a green neighbourhood space is required as part of the overall development. Level differences between subject site and the school to the south is noted.

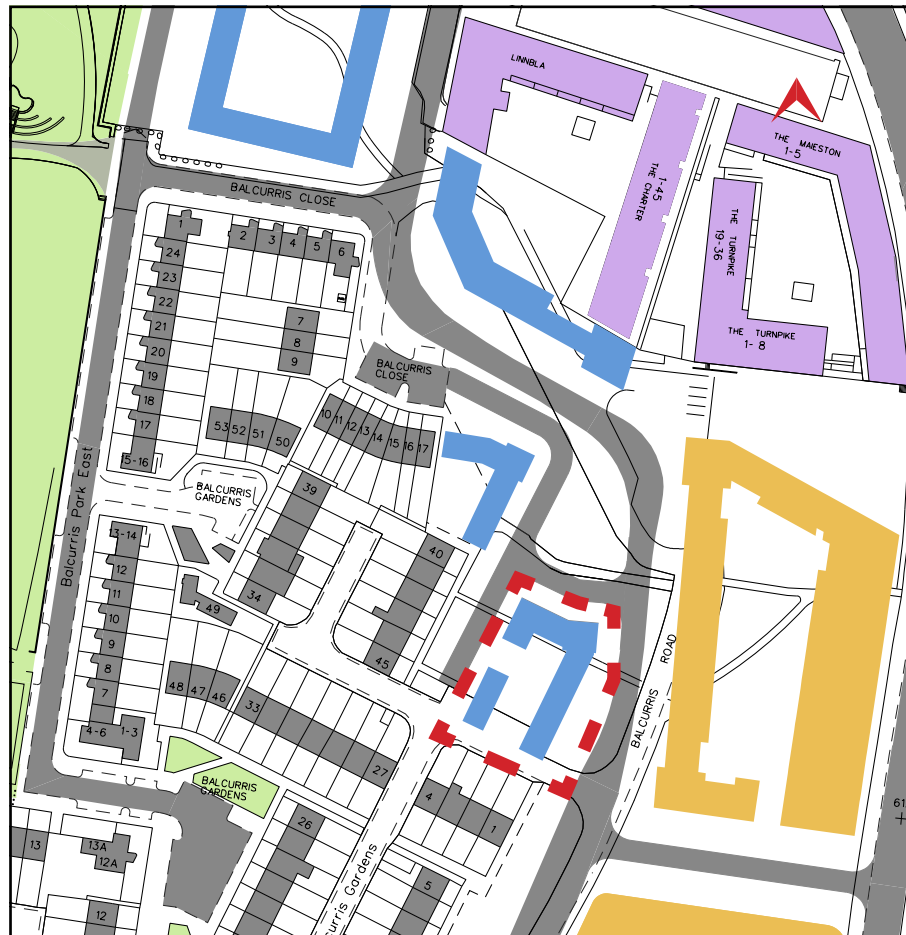


Site Number 14 Indicative Map Only

It is an objective of the LAP (SRO9) to explore sites for the provision of a new skate and bike park, community garden and for a community farm, with Site No. 14 identified as one of two possible sites to serve all or some of the above. No such provision should account for the entire site, and such a provision would account for the open space requirement as per objective SRO8.

- **Site A**
  - Site Area: 1.28ha
  - Heights: 2-5 storeys
  - Estimated Capacity: Housing units could generate c. 70-80 no. units, or apartment units could generate c. 155 no. units, all dependent on detailed design.

- Supporting Information/Requirements: BRL previously secured planning permission for 61 no. residential units on the majority of this site, under Reg. Ref. 1898/07 which is now expired. This permission included provision of Sillogue Loop Road which was a continuation of Sillogue Crescent eastwards to the rear of the school and church, into Balcurris Road. This full road connection is not required for the build out of Ballymun, but a partial completion is required to access this development.
- **Site B**
  - Site Area: 1ha
  - Heights: 2-5 storeys
  - Estimated Capacity: Housing units could generate c. 50 no. units, or apartment units could generate c. 165 no. units, all dependent on detailed design.
  - Supporting Information/ Requirements: BRL previously secured planning permission for 48 no. residential units on this site under Reg. Ref. 1899/07, now expired. New development on this site will be required to secure exposed rear and side boundaries of existing houses in Sandyhill, and address the interface with the radburn style housing at Sandyhill Gardens.
- **Site C**
  - Site Area: 2.9ha
  - Heights: 2-5 storeys
  - Estimated Capacity: Housing units could generate c. 150-200 no. units, or apartment units could generate c. 400 no. units, all dependent on detailed design.
  - Supporting Information/Requirements: New development will be required to provide a street edge to Balbutcher Lane South, and to include provision for a local neighbourhood park.



Site Number 15

Indicative Map Only

**Site 15: Balcurris Gardens**

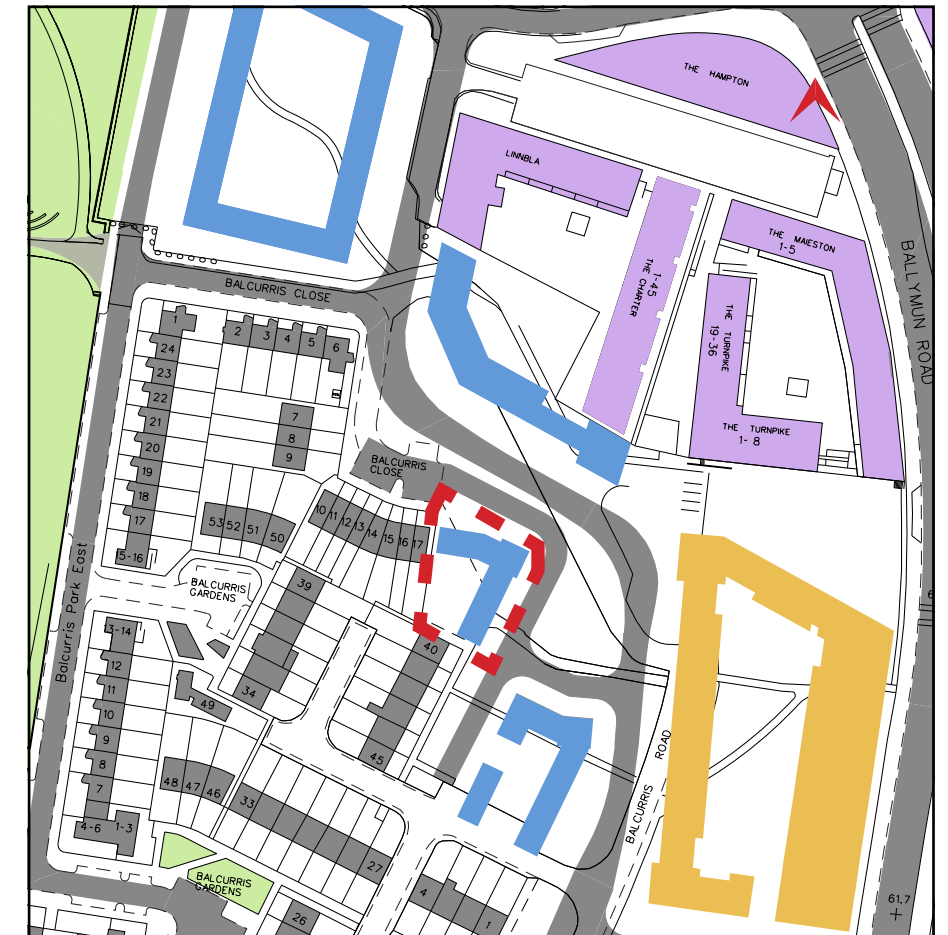
- Site Area: 0.1ha
- Location: Site to the north of Balcurris Gardens and west of Balcurris Road.
- Ownership and availability: Site is owned by Dublin City Council. Availability may be subject to realignment of public roadway, see below.
- Zoning: Z1
- Proposed Use(s): Residential
- Heights: 2-3 storeys

- Estimated Capacity: c. 10 no. units, dependant on detailed design.
- Supporting Information/Requirements: If the site is developed as a small apartment block then development could commence prior to the realignment of Balcurris Road (see Chapter 5), with a new access road serving the site, accessed off Balcurris Road. If developed with housing directly on Balcurris Road, then the site will require the realignment to Balcurris Road to be in place to serve new residential units.

The new development should provide a transition in scale between the existing residential two storey housing and the Main Street scaled development.

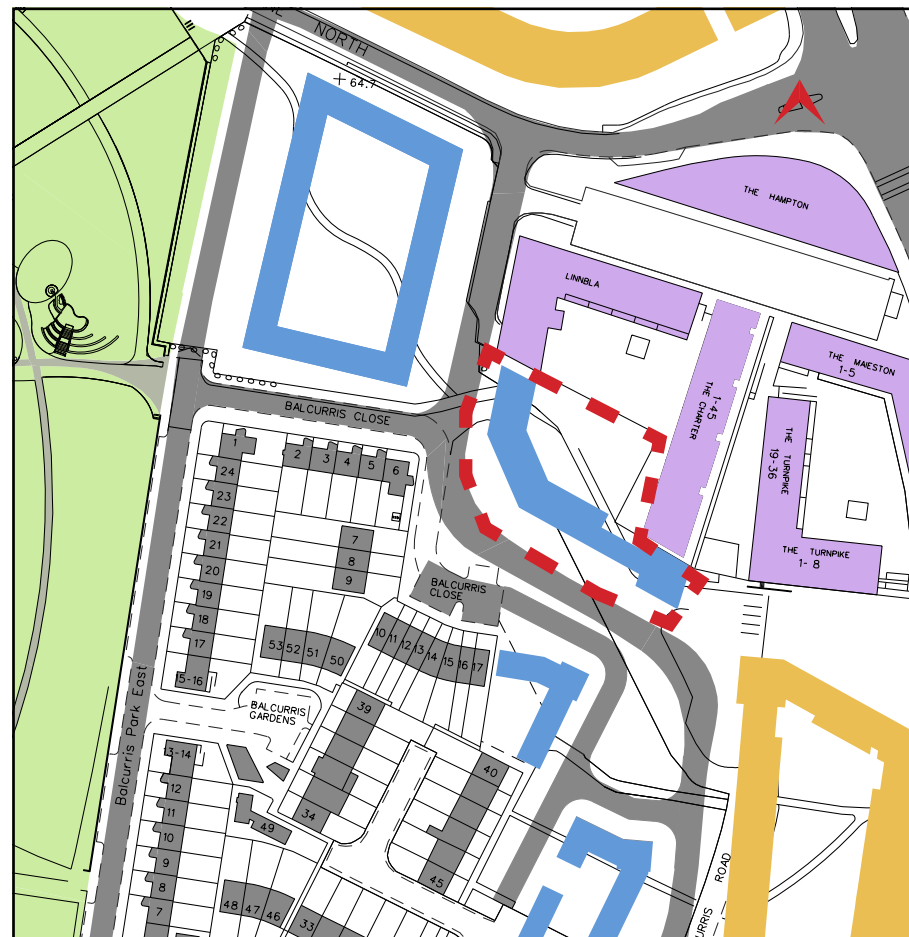
**Site 16: Balcurris Close**

- Site Area: 0.07ha
- Location: Site to the east of Balcurris Close
- Ownership and availability: Site is owned by Dublin City Council. Availability is dependent on Balcurris Road realignment / extension.
- Zoning: Z1
- Proposed Use(s): Residential
- Heights: 2-storeys
- Estimated Capacity: c. 10 no. units, dependant on detailed design.
- Supporting Information/Requirements: The site is suitable for an infill block providing frontage to the proposed Balcurris Road Extension and continuity to the existing terraced housing at Balcurris Close. This site occupies a transitional zone between Main Street scaled development and existing suburban scaled housing. New access off Balcurris Road Extension is required to facilitate access.



Site Number 16

Indicative Map Only



Site Number 17 Indicative Map Only

**Site 17: South of Santry Cross (Linnbhla apartments)**

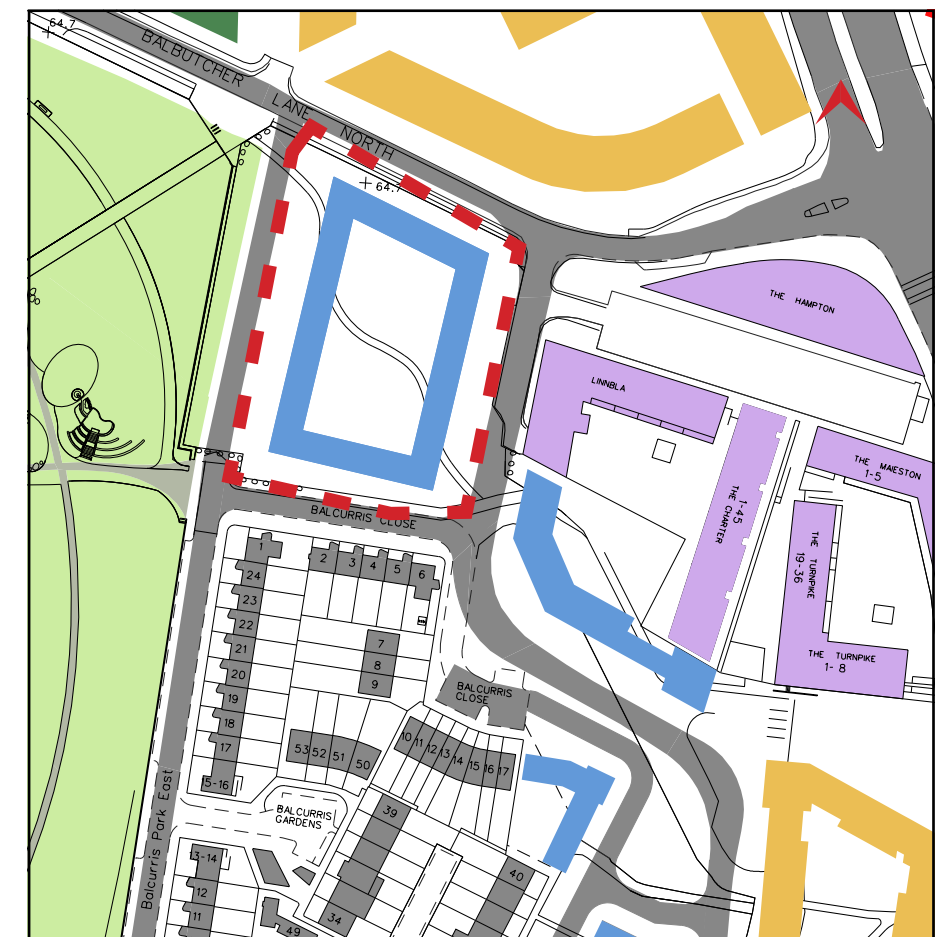
- Site Area: 0.2ha
- Location: To the south of Santry Cross (Linnbhla apartments) residential complex and to the north of Balcurris Road.
- Ownership and Availability: Site is owned by Dublin City Council. Availability is dependent upon the extension of Balcurris Road (see below and Chapter 5).
- Zoning: Z4
- Proposed Use(s): Residential
- Heights: 3/4-5 storeys

- Estimated Capacity: c. 20-40 units, dependent on detailed design.
- Supporting Information/ Requirements: This site is suitable for a residential block to complete the southern perimeter of the existing residential apartment block – Linnbhla, part of Santry Cross. This courtyard block will address the junction at Balcurris Road and the proposed St. Pappin’s square, thereby terminating a north-south and an east-west vista. This corner building should address the street. Innovative solutions will be required at ground floor level to address the street while also providing secure residential amenity for these units. The design should take into account the existing residential amenity of Santry Cross and Balcurris Gardens.

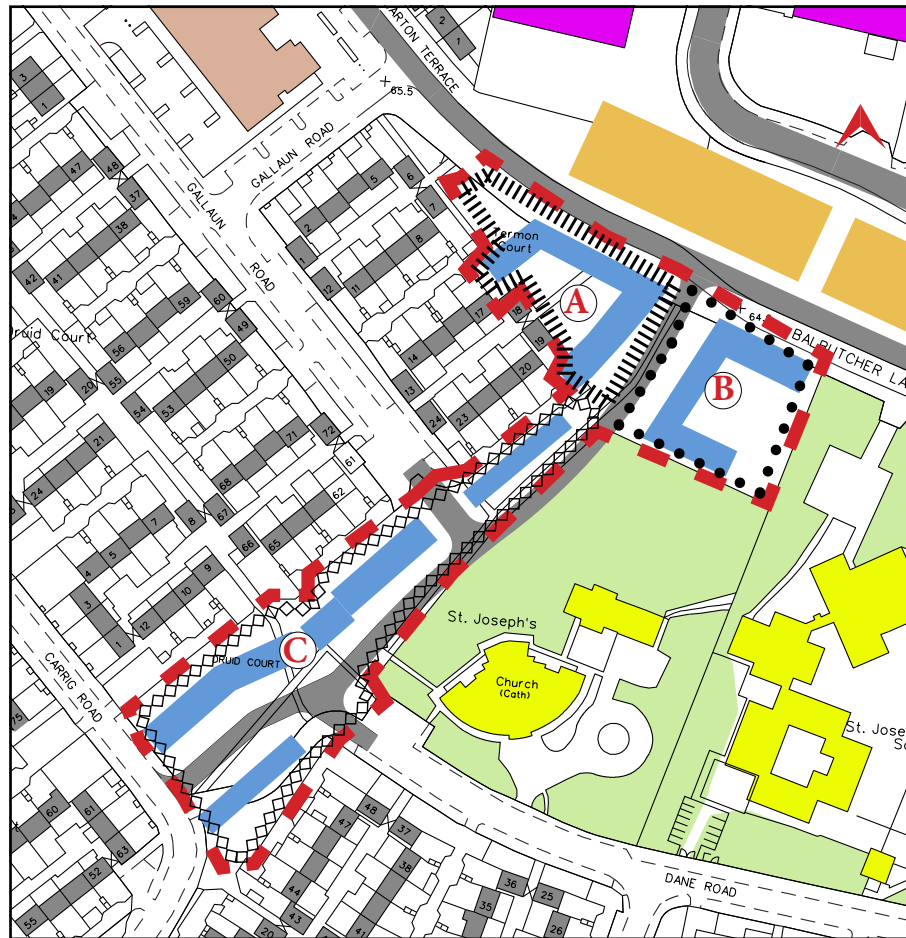
Shared vehicular and pedestrian access could be provided via an extension of the existing basement car parking below Santry Cross (subject to agreement).

**Site 18: Balcurris**

- Site Area: 0.67ha
- Location: Site to the south of Balbutcher Lane North, to the west of Santry Cross, east of Balcurris Park and north of Balcurris Close.
- Ownership and availability: Site is owned by Dublin City Council and is available immediately.
- Zoning: Z1
- Proposed Use(s): Residential
- Heights: 3/4-5 storeys
- Estimated Capacity: c. 40-50 no. units, dependent on detailed design.
- Supporting Information/Requirements: Planning permission was previously granted for 44 no. residential units on this site under Reg. Ref. 3234/09, now expired. The principles of the design, i.e. strong urban block, addressing the street and turning the corners remain pertinent.



Site Number 18 Indicative Map Only



Site Number 19

Indicative Map Only

**Site 19: St. Joseph's**

- Site Area: 1.1ha
- Location: To the west of St. Joseph's church, to the north of Carrig Road, to the east of Druid Court and to the south of Balbutcher Lane North.
- Ownership and Availability: Site is predominantly owned by Dublin City Council. In order to maximise the full potential of this site, transfer of land from St. Laurence O'Toole Diocesan Trust (owners of the land at St. Joseph's Church) to the City Council is required (see below). Availability is subject to design and realignment of public roads, see below.
- Zoning: Z1

- Proposed Use(s): Residential
- Heights: 2-storeys, with 3-storeys potential along northern section.
- Estimated Capacity: c. 40-50 no. units, dependent on detailed design
- Supporting Information/Requirements: Carrig Road is currently a long cul-de-sac serving Knowth and Druid Courts. This left over open space between Druid Court and Cromlech Court has been the subject of frequent illegal dumping and anti-social behaviour.

In order to secure a development that addresses and designs out problem areas it is proposed that Carrig Road is realigned and extended north to Balbutcher Lane North, creating new residential development sites along its length. A transfer of land from the St. Laurence O'Toole Diocesan Trust (owners of the land at St. Joseph's Church) to the City Council is required to facilitate the construction of this road, and allow space for house construction fronting onto it. Retaining linkage and permeability to the Church and school is an essential requirement of any future development proposal.

There are level differences between the houses at Termon Court and the adjoining vacant site. The design of the housing units should thus protect the existing residential amenity of the adjoining housing units. This could be done through the use of mono-pitch houses, configuring internal layouts or the provision of courtyard style housing units to avoid overlooking.

This site could be developed as one development site (most preferable option given the above requirements), or broken down into separate smaller development land parcels – Sites A, B and C. The future build out of the site should be carried out in consultation with the adjoining residents.

- **Site A (Termon Court)**
  - Site Area: 0.2ha
  - Heights: 2-3 storeys
  - Estimated Capacity: c. 12-15 no. units dependent on detailed design
  - Supporting Information/Requirements: In order to facilitate the optimal development potential of this site Nos.18 and 19 Termon Court (both DCC houses) should be demolished. This allows for a wrap around development that addresses the existing houses at Termon Court, secures exposed gables and rear gardens and addresses the

public street. An analysis of access arrangements for units onto Balbutcher Lane North is required to determine the impact (if any) that the realignment of Balbutcher Lane North will have on the subject site.

- **Site B (St. Joseph's)**
  - Site Area: 0.2ha
  - Heights: 2-3 storeys
  - Estimated Capacity: c. 8-10 no. units or one apartment block development, dependent on detailed design.
  - Supporting Information/Requirements: Balbutcher Lane North, to the immediate north of this site is the subject of a realignment proposal. While the site could be made immediately available for an apartment development with a single point of access south of Balbutcher Lane North, any provision of new housing with direct access off Balbutcher Lane North will require the realignment of this road to be in place to set up the correct building line and provide access for these residential units.
  - The provision of a new childcare facility (crèche or afterschool) would also be considered a good use of this land, adjoining St. Joseph's NS.
- **Site C (Carrig Road)**
  - Site Area: 0.5ha
  - Heights: 2-storeys
  - Estimated Capacity: c. 20 no. units, dependent on detailed design
  - Supporting Information/ Requirements: The realignment and extension of Carrig Road is required to set up these sites. New housing units should address the new realigned Carrig Road and secure exposed housing units at Knowth Court and Carrig Road residential developments. The site should create a new safe residential street and improve permeability in the wider area. In order to keep traffic speeds and volumes down, the width of the new road should be kept to a minimum (c. 6m), reinforcing the nature of this residential street.

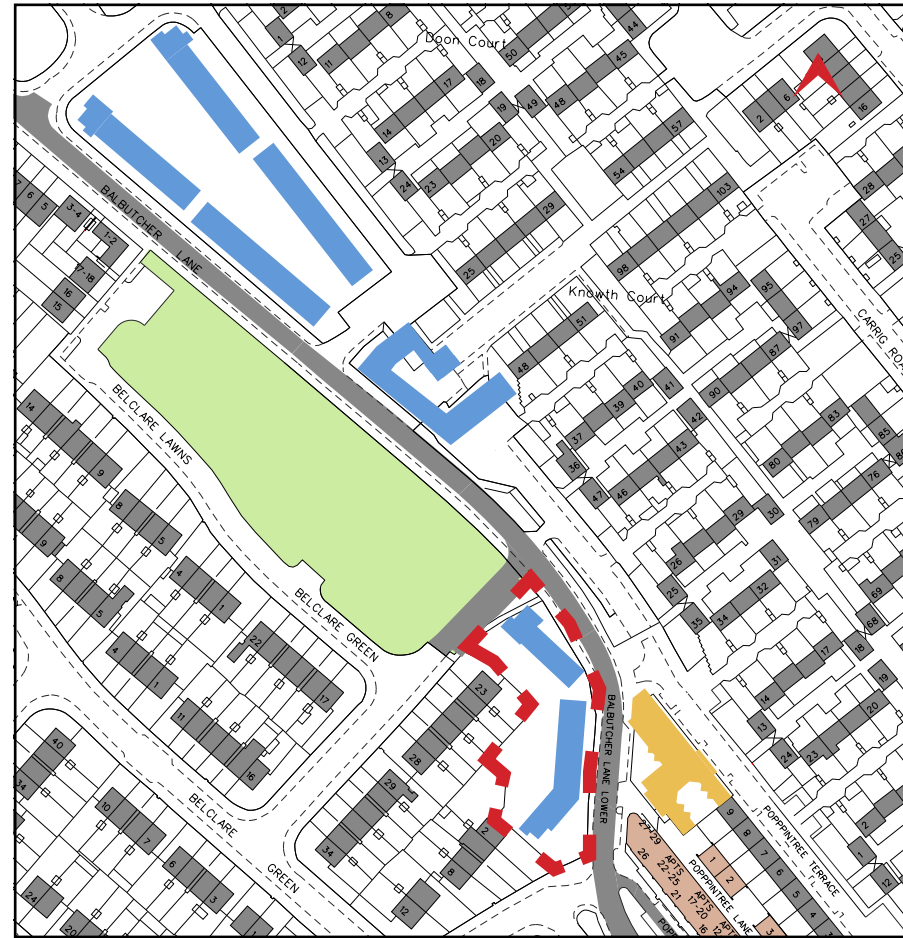


Site Number 20

Indicative Map Only

**Site 20: Poppintree Neighbourhood Centre Extension**

- Site Area: 0.2ha
- Location: At the western end of Poppintree Neighbourhood Centre
- Ownership and Availability: Site is owned by Dublin City Council and is available immediately.
- Zoning: Z4
- Proposed Use(s): Mix of uses compatible with the neighbourhood setting and adjoining neighbourhood centre, for example crèche, dentist, doctor etc.
- Heights: 2-3 storeys to tie into the existing heights of the Poppintree Neighbourhood Centre



Site Number 21

Indicative Map Only

- Estimated Capacity: c.1,000 sq. m. depending on detailed design
- Supporting Information/Requirements: Future development will be required to retain access to the rear of the Poppintree Neighbourhood Centre (c. 3.7m minimum access width), and to protect the residential amenity of the existing residential units at the upper levels of the neighbourhood centre. The proposed design should have cognisance of how it addresses the existing centre.

The build out of this site will require the provision of additional parallel parking along Belclare View for the new mixed use development and adjoining existing Poppintree Neighbourhood Centre. Provision of this additional parking will reduce the internal carriageway to the south of Knowth Court in order to provide a more defined streetscape addressing Belclare View.

**Site 21: Poppintree (Opposite Poppintree Neighbourhood Centre)**

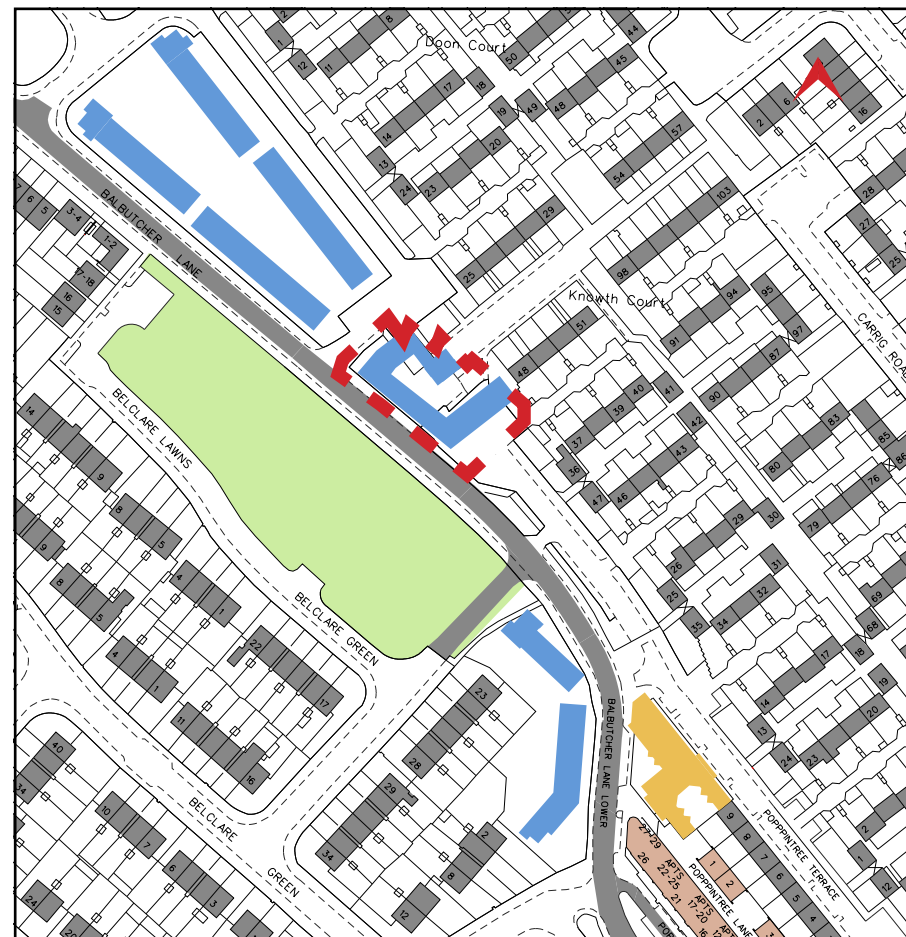
- Site Area: 0.2ha
- Location: Belclare View, to the north of Belclare Green, on the opposite corner to Poppintree Neighbourhood Centre
- Ownership and Availability: Site is owned by Dublin City Council and is available immediately.
- Zoning: Z1
- Proposed Use(s): Residential
- Heights: 2-3 storeys
- Estimated Capacity: c. 10-14 no. units, dependent on detailed design.
- Supporting Information/ Requirements: Planning permission was previously obtained under Register Reference 2727/05 for 14 no. units on this site (8 no. 3-bed houses, 2 no. 3-bed apts. and 4 no. 2-bed apts), now expired.
- Services: Minor service diversions, including relocation of public lighting and telephone connections required.



Site Number 22 Indicative Map Only

**Site 22: Balbutcher Lane, Cranogue Road**

- Site Area: 1.1ha
- Location: Site addressing Balbutcher Lane South, to the east of Cranogue Road.
- Ownership and Availability: Site is owned by Dublin City Council and is available immediately.
- Zoning: Z1
- Proposed Use(s): Residential
- Heights: 2-storeys, with potential for 3-storeys at corners, subject to design and assessment.



Site Number 23 Indicative Map Only

- Estimated Capacity: c. 24-28 no. units, dependent on detailed design.
- Supporting Information/Requirements: Relocation of Dublin Bus stop will be required.

**Site no. 23: Balbutcher Lane, Doon Court**

- Site Area: 0.16ha
- Location: Site addressing Balbutcher Lane South, to the east of Doon Court.
- Ownership and availability: Site is owned by Dublin City Council and is available immediately.
- Zoning: Z1

- Proposed Use(s): Residential
- Heights: 2-storeys
- Estimated Capacity: c. 8 no. units, dependent on detailed design.
- Supporting Information/Requirements: The pedestrian access to existing residential development to the north would need to be maintained. The build out of this site could be done in conjunction with site no. 22 above or separately.



Site Number 24 Indicative Map Only

**Site 24: Belclare Way**

- Site Area: 0.26ha
- Location: Belclare Way
- Ownership and availability: Site is owned by Dublin City Council and is available immediately.
- Zoning: Z1
- Proposed Use(s): Residential
- Heights: 2-3 storeys
- Estimated Capacity: c. 10 no. units, dependent on detailed design.

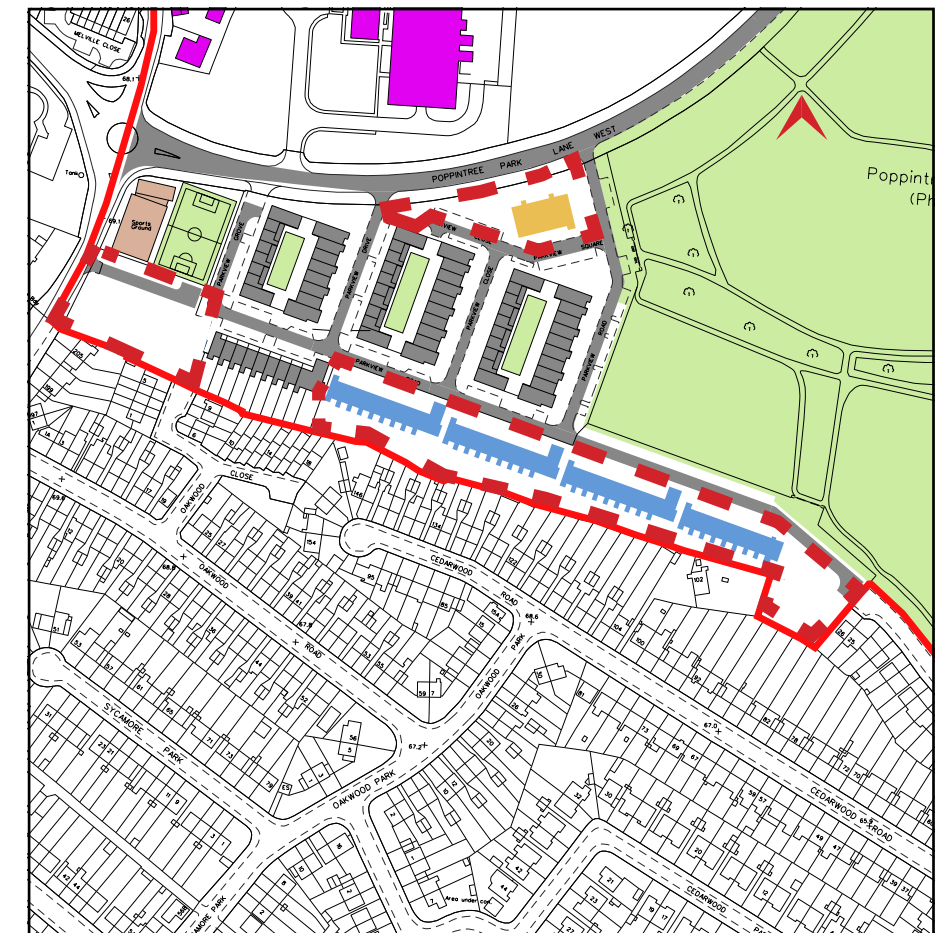
- Supporting Information/Requirements: New housing will be required to protect / screen the current exposed gables and rear gardens abutting the space. This site is suited to an L-shape format with a small area of public open space retained and overlooked. Relocation of foul, surface and ESB substation is required.

**Site 25: Parkview**

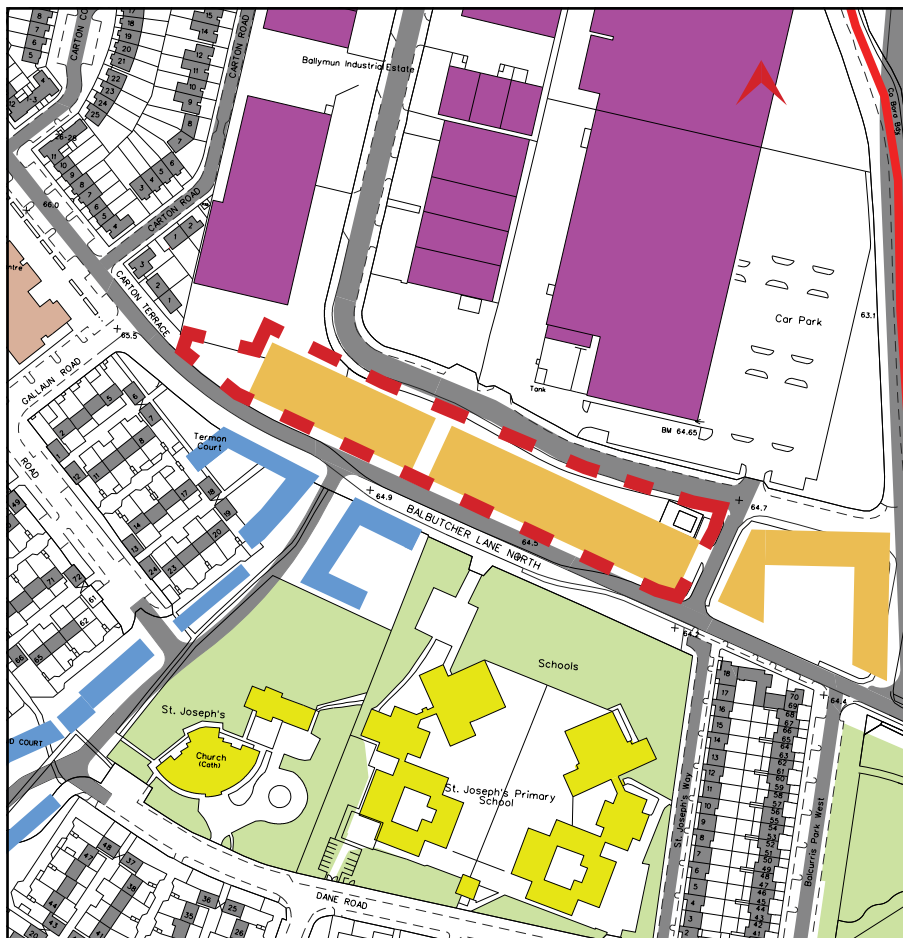
- Site Area: 1.9ha
- Location: Parkview residential development to the west of Poppintree Park.
- Ownership and availability: Site is under the control of the Receiver. Legal agreement between BRL/DCC and the developer is under negotiation.
- Zoning: Z1
- Proposed Use(s): Residential, with potential for a crèche, as per planning history.
- Heights: 3-storeys
- Estimated Capacity: 94 no. units and a crèche – remaining from parent permission, as per time extension permission submitted under Reg. Ref. 1582/05/x1.
- Supporting Information/Requirements: Under Reg. Ref. 1582/05 permission was secured for a residential development of a mix of houses, apartments and duplexes by a private developer (266 no. units and a crèche). The development was not completed.

The development could be completed in line with the permitted design as the internal road network is largely set up to facilitate the build out of the remaining blocks, and indeed much of the foundations or the future blocks are in place (grassed over for safety and visual amenity).

During the preparation of the LAP requests were received to explore alternative uses for the western portion of this site (north of Nos. 205 Jamestown Road, No. 5 Oakwood Close); omitting a block of housing in favour of community/social/sporting use. Such alternative uses are considered acceptable in principle at this site, subject to securing and safeguarding the rear and side boundaries of Nos. 205 Jamestown Road, No. 5 Oakwood Close and No. 69 Parkview.



Site Number 25 Indicative Map Only



Site Number 26 Indicative Map Only

**Site 26 : Site to the south of Ballymun Industrial Estate**

- Site: Area: 0.8ha.
- Location: To the south of Ballymun Industrial Estate and to the north of Balbutcher Lane North.
- Ownership and availability: Site is owned by Dublin City Council and is available immediately.
- Zoning: Z6.
- Propose Use(s): Industrial units.
- Heights: Minimum of 6m and maximum of 18m to provide an urban edge to the street.

- Estimated Capacity: Depends on design and end user(s).
  - Supporting information/Requirements: Cognisance of the future realignment of Balbutcher Lane North is required to establish the building line. This development should provide a strong built edge to the road and improve the legibility for the existing industrial estate.
- Access would be provided off the existing estate road. Discussion with existing operators of the industrial estate and further analysis is required.

**6.4 Summary of Development Potential**

The development potential for each site, as set out in Sections 6.2 and 6.3 above is summarised in the table below.

Site No.	Site Location	Site Area (Hectares)	Commercial / mixed use development (Indicative estimates)	Residential Unit Nos. (Indicative estimates)
1	Shopping Centre Site	3.2	41,000 sq.m	300
2	Site to south of Shopping Centre	1.5	28,000 sq.m	
3	Site to north of Shopping Centre	1.2	20,000 sq.m	
4	Balcurris, Main Street	0.34	10,000 sq.m	
5	Main Street site south of Santry Cross	0.8	16,000 sq.m	
6	Coultry, Main Street (north of Boiler House)	1.5	30,000 sq.m	
7	Site in front of Boiler House	0.1	4,000 sq.m	
8	Coultry (north west of Coultry Park)	0.67		30 - 40
9	Coultry Road	0.95		80-100
10	Shangan Road	3.2		150-180
11	Sillogue Avenue	2.7		110-140
12	Sillogue Road (opposite Sillogue NC)	2.2		100
13	Sillogue Road (opposite Holy Spirit Church)	1		40-50
14	Balbutcher Lane South	5.2		285-310 (if housing), or 750 (if apartments)
15	Balcurris Gardens	0.1		10
16	Balcurris Close	0.07		10
17	South of Santry Cross (Linnbhla apartments)	0.2		20-40
18	Balcurris	0.67		40-50
19	St. Joseph's	1.1		40-50
20	Poppintree Neighbourhood Centre Extension	0.2	1,000 sq.m	
21	Poppintree (opposite Poppintree NC)	0.2		10-14
22	Balbutcher Lane, Cranogue Road	1.1		24-28
23	Balbutcher Lane, Doon Court	0.16		8
24	Belclare Way	0.26		10
25	Parkview	1.9	Crèche, size not specified	94*
26	Site to the south of Ballymun Industrial Estate	0.8	Not specified, subject to detailed design, zoned Z6	

31	M50 Lands – Balcurris (Portion of land in DCC ownership only)	1.4		150**
<b>Totals</b>			<b>150,000 sq.m.</b>	<b>1511-1684***</b>

**Notes:**  
\*The figure of 94 no. units reflects the un-built element pertaining to the planning permission granted for Parkview under Register Reference 1582/05. This figure may be reduced to facilitate community/social/sporting use(s) as sought during the LAP process (see brief for site no. 25).

\*\*A portion of Site No. 31 is located within the DCC administrative area, which is estimated could accommodate c. 150 no. residential units within the LAP functional area. The wider site located within Fingal County Council's land has the potential to deliver an additional c. 600 residential units, plus mixed use development. This site's capacity is subject to change pending outcome of feasibility study under objective SRO12; to accommodate sporting facilities.

\*\*\* Total residential units do not include the potential for apartments on site no. 14 (see brief for site no. 14 above).

For the Main Street sites an overall mixed use approach is desired. The commercial estimates allocated above for sites Nos. 2-7 have the potential to deliver residential units *within* a mixed-use format. Assuming a 50% commercial / residential ratio, these sites could increase the total residential quantum by c. 500 no. units, thereby increasing the overall total to c. 2000 no. housing units. (Residential unit: Average unit size of 80 sq.m, plus 15 sq.m of circulation space = 100 sq.m. unit requirement per unit).



**SITE BRIEFS: LANDS IN FINGAL COUNTY COUNCIL**

- Site 27:** Site to the east of Ikea
- Site 28:** Lands to the north of underpass
- Site 29:** Lands to the south of underpass
- Site 30:** Lands to the south of Ikea
- Site 31:** M50 Lands - Balcurris (west of R108)

**6.5 M50 Lands: Outside the LAP Area (Fig. 14)**

The Ballymun ‘M50 Lands’ are located within the Fingal County Council administrative area, with the exception of a small section of Site No. 31 which at its southern end is located within Dublin City Council’s administrative area. As such these lands do not form part of the statutory Local Area Plan. The pertinent planning policy context for these lands is set out in Fingal County Council’s Development Plan.

Largely undeveloped, these lands form an important contextual basis for the Ballymun area and the LAP itself. There were a key component of the ‘1998 Ballymun Masterplan’ and the overall Ballymun Regeneration project; and apart from Ikea (and an ESB substation); the lands are in the ownership of Dublin City Council. The site briefs set out in this section provide for the coherent build out of the lands, assisted and informed by an overarching strategic vision (See Fig. 15). They express the vision of DCC for the lands, which is in keeping with the zoning objectives of Fingal County Council and also having regard to the proposed Metro North route. The site briefs for these sites do not however form part of the statutory requirements of the LAP, as they are not within the LAP boundary.

Given the location of the M50 lands, adjoining junction 4 of the M50, a key Trans-European Transport Network within Ireland, it is imperative that all proposals for these lands take account of the M50 Demand Management Project and the Department of Housing, Planning and Local Government’s ‘Spatial Planning and National Roads Guidelines’ to safeguard the strategic function of the national road network in the area.

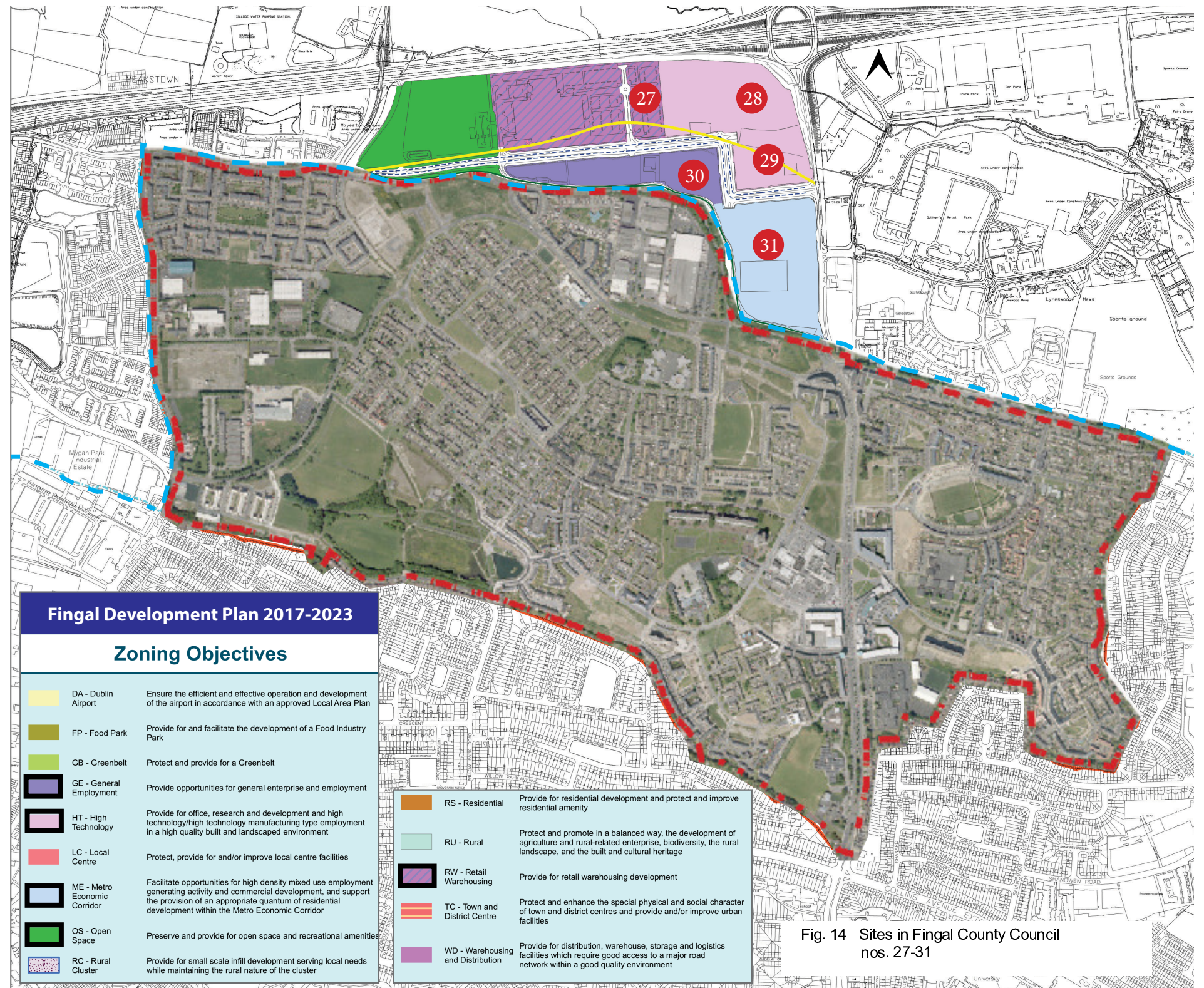
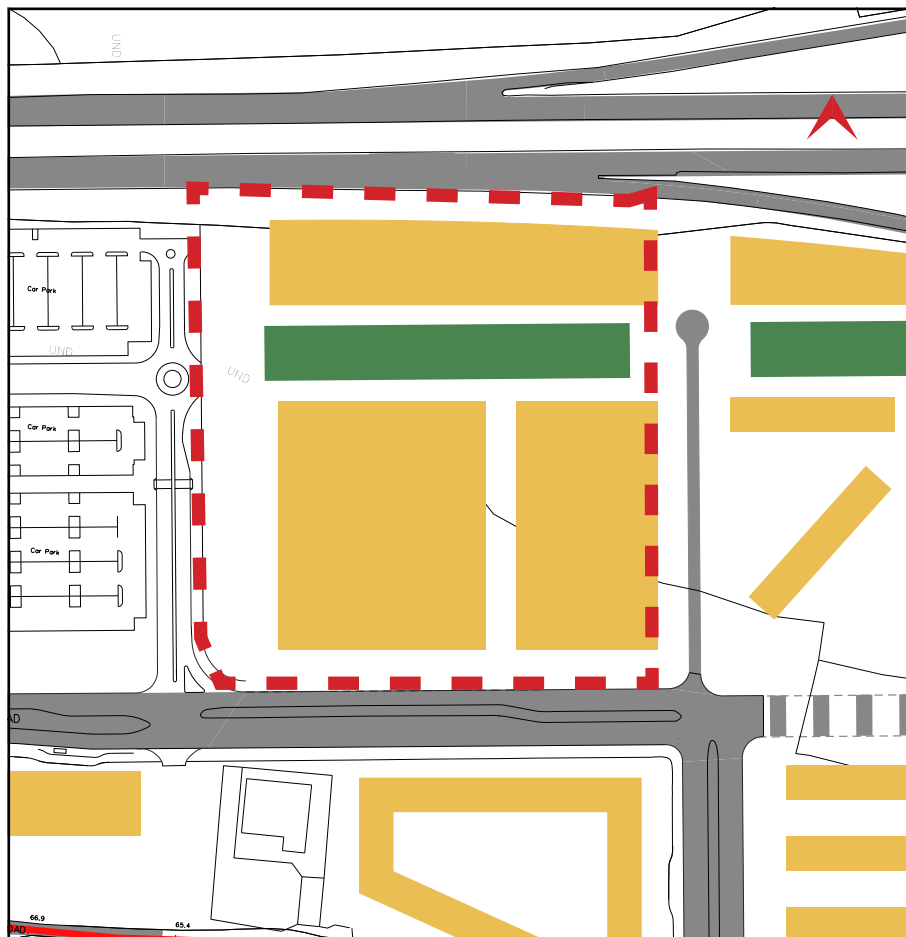


Fig. 14 Sites in Fingal County Council nos. 27-31



Site Number 27

Indicative Map Only

**Site 27: Site to the east of IKEA**

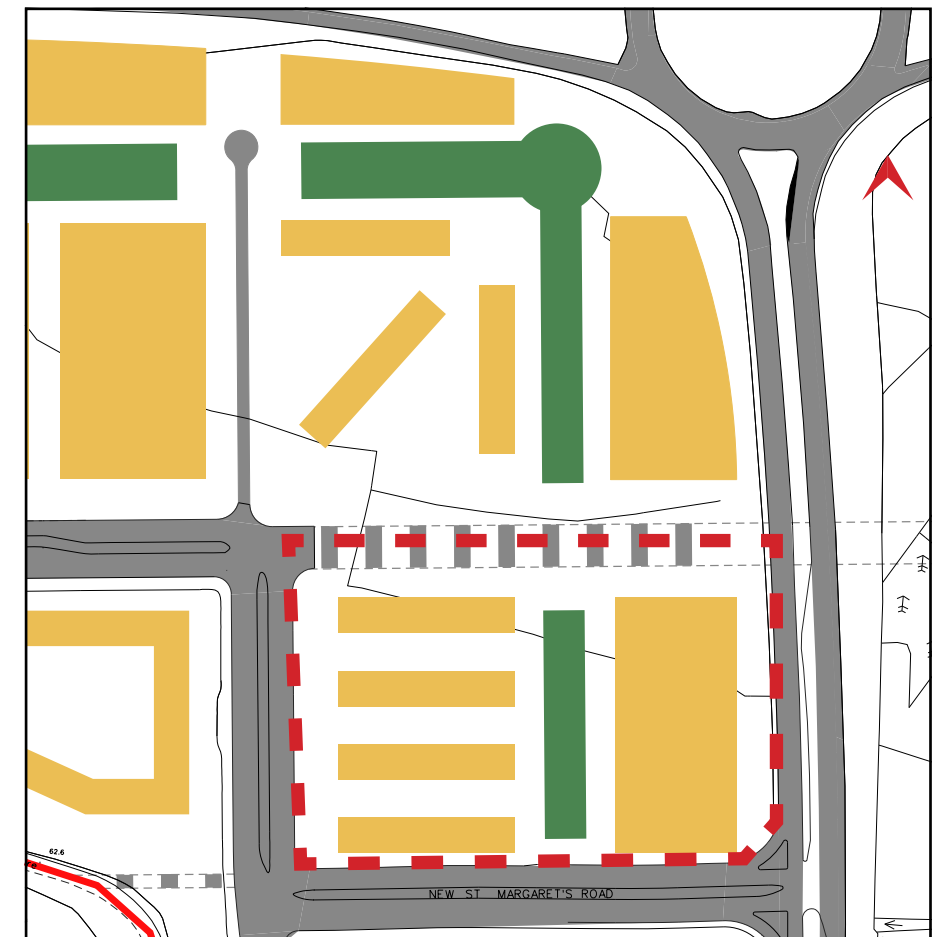
- Site Area: 4.7ha
- Location: To the east of IKEA, including the overflow car park and to the north of the realigned St. Margaret's Road.
- Ownership and availability: Site is owned by Dublin City Council and is available immediately.
- Zoning: Under the Fingal County Development Plan 2017-2023 this site has two zonings – Objective Retail Warehousing (RW) and Objective High Technology (HT).
- Proposed Use(s): Retail warehousing and office / research uses in a high quality environment.

- Heights: A comparable height to the adjacent IKEA as a minimum. Additional height and stories would be preferable.
- Estimated Capacity: Depends on design and end user(s).
- Any Supporting Requirements: The site includes the former 'shared/ overflow' car park to the east of IKEA. The planning requirement of this car park was decommissioned under Reg. Ref. F11A/0453 and is owned by Dublin City Council. The internal access road into IKEA to the west of this car park is owned by IKEA and as such new access for the subject site would be required off the unfinished junction on the realigned St. Margaret's Road.

This site is located within the Outer Airport Noise Zone.

**Site 28: Lands to the north of underpass**

- Site Area: 4.2ha
- Location: To the south of the M50 and to the west of the M50 interchange.
- Ownership and availability: Site is owned by Dublin City Council and is available immediately, subject to allowing a wayleave for the proposed R108 underpass.
- Zoning: Objective High Technology (HT) in the Fingal County Development Plan 2017-2023.
- Proposed Use(s): Office / research uses in a high quality environment.
- Heights: Due to the level differences a natural basement could be constructed and increased heights easily provided for on the site. At a minimum 4 storeys is required with potential of c.9-12 storeys.
- Estimated Capacity: High density development will be sought on this site in line with the policies of Fingal County Council's Development Plan and the location of the site adjoining the M50 and the Metro North route.
- Supporting Information/Requirements: A new access point off the realigned St. Margaret's Road is required to serve this site. The road network and underground services are already set up to accommodate such.

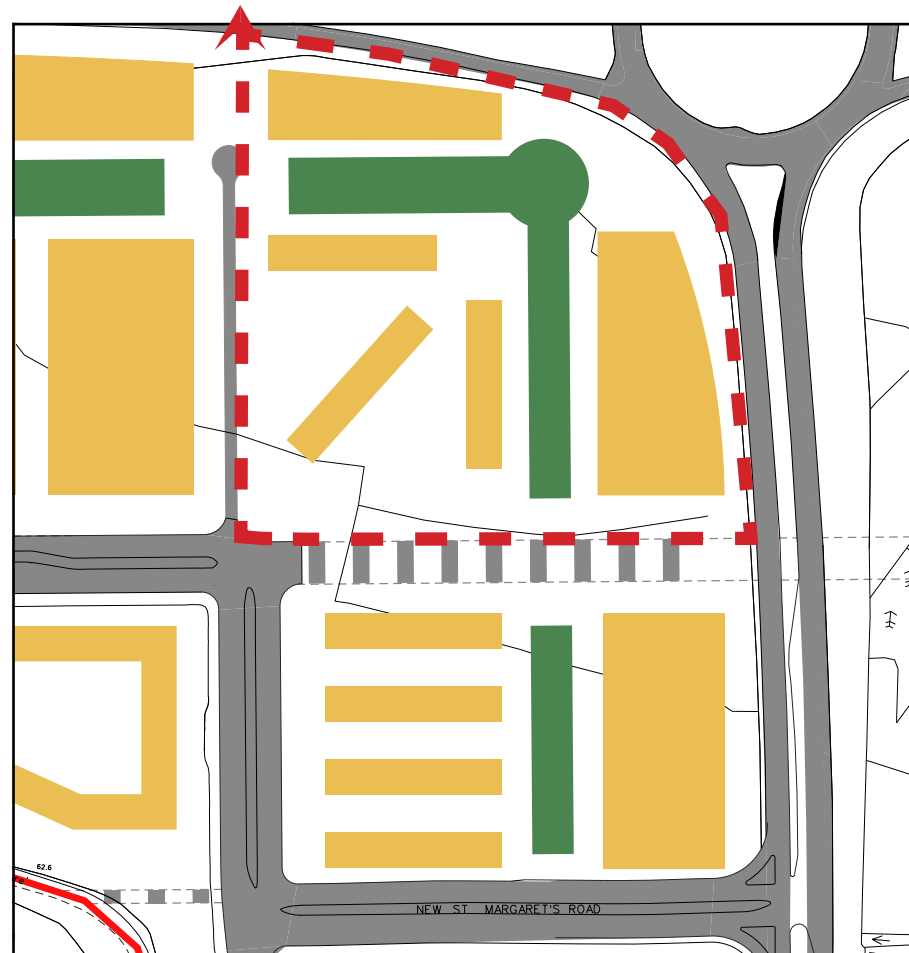


Site Number 28

Indicative Map Only

There is a specific local objective in the Fingal County Council Development Plan for an underpass to include a car; bus; cycle and pedestrian link to connect the Ballymun M50 lands with the Northwood/Santry Demesne lands in order to enhance connectivity (Objective 93 of the FCC Development Plan). The inclusion of this objective is a condition of the permitted Metro North permission from An Bord Pleanala (PL06F.NA0003).

This site is located within the Outer Airport Noise Zone.



Site Number 29 Indicative Map Only

**Site 29: Lands to the south of underpass**

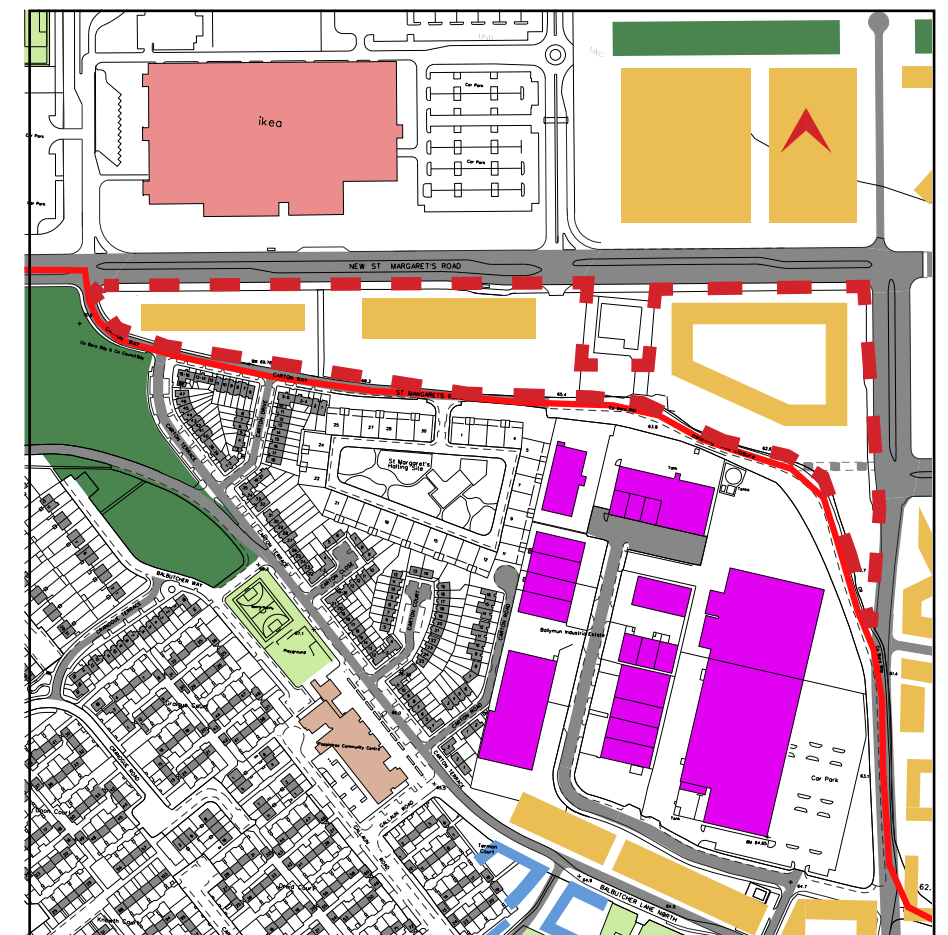
- Site Area: 2.63ha
- Location: To the west of the R108, north and east of St. Margaret's Road, and south of the proposed underpass under the R108.
- Ownership and availability: Site is owned by Dublin City Council and is available immediately, subject to allowing a wayleave for the proposed R108 underpass.
- Zoning: Objective High Technology (HT) in the Fingal County Development Plan 2017-2023.
- Proposed Use(s): Office / research uses in a high quality environment.
- Heights: At a minimum 4 storeys is required and up to c.9-12 storeys.

- Estimated Capacity: High density development should be sought on this site in line with the policies of Fingal County Council's Development Plan and the location of the site adjoining the M50 and the Metro North route.
- Supporting Information/Requirements: There is a specific local objective to facilitate the provision of an underpass to include provision for a car; bus; cycle and pedestrian link to link the City Council owned M50 lands with the Northwood/Santry Demesne lands to enhance connectivity (Objective 93 of the FCC Development Plan). The inclusion of this objective is a condition of the permitted Metro North permission from An Bord Pleanala (PL06F.NA0003).

This site is located within the Outer Airport Noise Zone.

**Site 30: Lands to the south of Ikea**

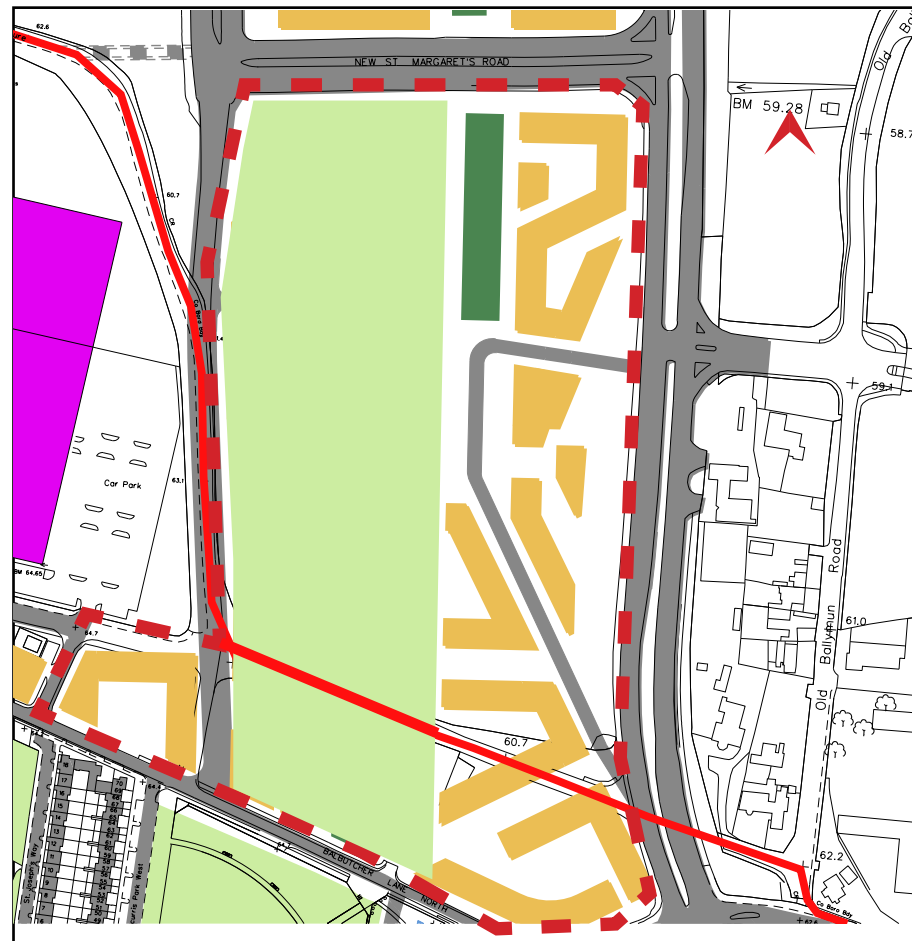
- Site Area: 4.06ha (excluding ESB substation)
- Location: To the south of St. Margaret's Road and to the north of the Ballymun Industrial Estate and St. Margaret's Traveller's halting site.
- Ownership and availability: Site is owned by Dublin City Council and is available immediately.
- Zoning: Objective General Employment (GE) in the Fingal County Development Plan 2017-2023.
- Proposed Use(s): General employment uses, logistics and warehousing activity in a good quality physical environment.
- Heights: A comparable height to Ikea across the road, as a minimum. Additional height and storeys would be preferable to address St. Margaret's Road.
- Estimated Capacity: Dependent on design and mix of uses.
- Supporting Information/Requirements: Dublin City Council is seeking to consolidate its extensive depot network across the City to create a more integrated operational environment. This site has been identified as the location for the consolidation of the City's north side operations and will incorporate Waste Management, Housing, Public Lighting, Traffic, Water, Drainage and Roads Maintenance operations. There will be c. over 600 staff associated with the depot, however not all staff will be required to report to the depot. It is also



Site Number 30 Indicative Map Only

proposed to include a civic amenity site, subject to detailed analysis and design. The City Council will submit a planning application for the above to Fingal County Council.

There is an ESB substation on the lands which will remain in situ. ESB Networks require uninterrupted access to this substation for maintenance purposes. This access arrangement will form part of the super depot proposal.



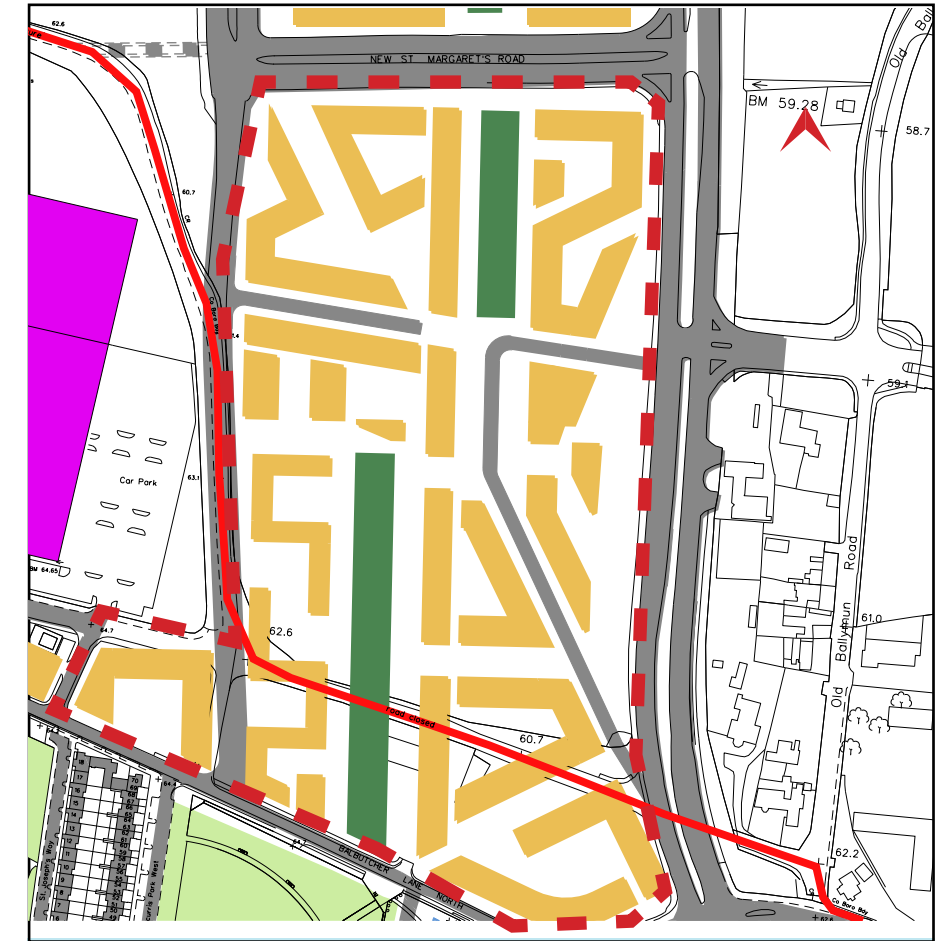
Site Number 31 Indicative Map Only

**Site 31: M50 Lands - Balcurris (west of R108)**

- Site Area: 10.2ha
- Location: To the west of the R108, to the north of Balbutcher Lane North, to the east of Ballymun Industrial Estate and to the south of St. Margaret's Road.
- Ownership and availability: Site is owned by Dublin City Council and is available immediately subject to the removal of unlicensed stabling to the south.
- Zoning: c. 1.4 ha area is within Dublin City Council administrative area; with c. 6.3 ha within Fingal County Council's area.

- The site is zoned Z4 in the Dublin City Council Development Plan 2016-2022 and Objective Metro Economic Corridor (ME) in the Fingal County Development Plan 2017-2023.
- Proposed Use(s): Mixed uses, predominantly residential.
- Heights: To provide an appropriate urban context with buildings of 4-6 storeys in height along the R108 addressing this important and high profile route.
- Estimated Capacity: c. 750 no. large residential units with the average size of c. 95 sq. m., as per 2010 Balcurris 10 Masterplan (see below). Capacity is subject to change pending outcome of feasibility study under objective SRO12.
- Supporting Information/Requirements: In order to explore the development potential of these lands, a Masterplan was produced in May 2010 by Metropolitan Workshops in association with BRL, entitled "Balcurris 10 Masterplan"; providing a high density mixed use quarter adjoining Metro North. The Masterplan showed capacity for: -
  - Over 750 no. large residential units with the average size of c. 95 sq. m.
  - Sports, leisure and recreation facilities including linear park connecting into Balcurris Park
  - Over 500 sq.m. of own door offices
  - Enterprise quarter of c. 20,000 sq. m.
  - 100 bed hotel
  - Education quarter with crèche, primary and secondary school

The Masterplan is ambitious in terms of development quantum, but reflected a strong desire to accord with planning policy and maximise the land's resources adjoining a high quality public transport route. It provides an indication of what the site could provide in terms of development potential (see Extract from the "Balcurris 10 Masterplan").



Extract from the "Balcurris 10 Masterplan" Indicative Map Only

During the preparation of the Ballymun LAP there was a clear desire expressed to provide a new sporting facility on part of these lands. It is therefore proposed to carry out a new site analysis to seek the provision of such a facility on part of this site in tandem with the delivery of high density uses fronting the R108. Retaining the proposed biodiversity green link through this site will form part of this appraisal. These revisions are illustrated in the indicative layout for site no.31, as set out above.

- Road network: Part 8 consent was secured by DCC under Reg. Ref. 5376/08 for the western road to access this site - Balbutcher Lane North and St. Margaret's Road Link Road. Given that this site is located on the boundary of DCC and FCC, planning permission was secured by BRL/DCC for the final c.100m stretch of this north-south link road within Fingal's administration area under Reg. Ref. F08A/1107. This permission is now expired, but a new application could be readily sought from FCC, pursuant to the previous grant of permission.

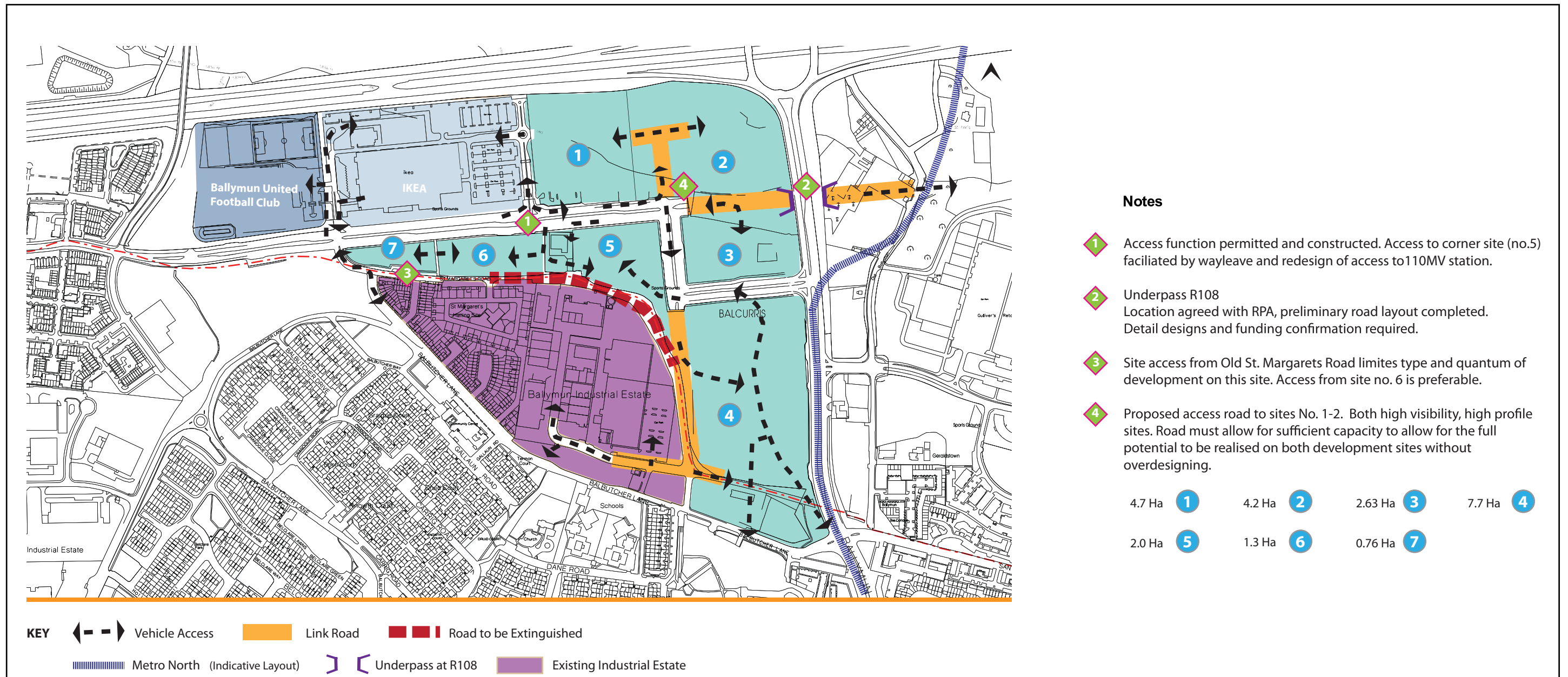


Fig 15: M50 Lands Overview





## PHASING & IMPLEMENTATION

### 7.1 Role of Dublin City Council

Dublin City Council is fully committed to securing the implementation of the key principles and objectives of the Ballymun Local Area Plan.

The City Council, as majority landowner and principal local government agent will undertake an active land management approach to progress and secure the objectives of the LAP to achieve the proper planning and sustainable development of the area in line with the Vision (Ch 4). This will include undertaking proactive efforts in attracting economic development into the area and promoting the re-use of vacant properties and buildings which is in line with policies of the Development Plan (i.e. Policy CEE16). In providing a leadership role to achieve collective support and successful implementation of the plan, the Council will foster a collaborative approach with citizens, stakeholders, sectoral interests and adjoining local authority (Fingal County Council).

The Council has a wider role to play in relation to achieving a successful outcome, in that it is responsible for the delivery of a range of public services that are critical to making Ballymun a 'successful and sustainable new town'. Alongside the more traditional aspects, such as road and drainage investments are the community building blocks of social housing, community, parks and recreation services; all of which have a role to play. Dublin City Council is committed to continuing the investment in the area to aid the achievement of the overriding vision for the area.

The Council as the Planning Authority will ensure that that all planning applications made within the LAP area are assessed fully for their compliance with the policies, objectives and standards outlined in the Dublin City Development Plan and the objectives of this LAP.

### 7.2 Implementation, Monitoring and Review

As the main landowner and the local authority for the area, the Council is uniquely positioned to successfully implement the plan and achieve the aims and objectives of the LAP. In this regard, the Council has already established an internal inter-departmental working group of Senior Officials ('Ballymun Working Group'). This group has been in place for approximately two years and meets on a monthly basis to identify issues and provide workable solutions. This group will continue to assist in the implementation of the Ballymun Local Area Plan, prioritising objectives and reporting on implementation.

Additionally the Ballymun Civic Alliance was set up as part of the transition process and wind-down of Ballymun Regeneration Limited to ensure that the aims of the Ballymun Masterplan were pursued locally. The Civic Alliance

comprises Elected Members, local authority representatives, pertinent stakeholders and local people. There is an overall Board with three thematically focused sub-committees: -

1. Economic
2. Social
3. Physical

This group will continue to aid the delivery and implementation of the Local Area Plan.

With respect to additional supporting frameworks, the Council will establish a Tenure Monitoring Group (Objective H07) within the first year of the Local Area Plan. Secondly, the City Council will undertake an independent Economic Analysis of the M50 lands and Z4 Main Street mixed use sites to provide market based input on the particular types of development appropriate having regard to economic conditions. This will also be carried out within the first year of the Local Area Plan (Objective EO10).

Prior to the fifth year, from adoption, the Planning Department will carry out a review of the LAP which will be presented to the City Council members, in order to decide whether the plan should be extended (for a maximum of another five years), reviewed or revoked.

### 7.3 Phasing

It is the intention of the LAP to be a flexible working framework document and to respond to the evolving needs of the community and market forces. As such a specific phasing or sequencing programme is not considered necessary given the detail contained in the site briefs (Chapter 6). These briefs set out the development parameters; ownership details and document any site inter-dependencies required to facilitate the development such as the road construction or drainage requirements. Ballymun underwent large scale physical redevelopment during the regeneration years and the road and services network are established providing serviced sites ready for development, with no significant impediments.

Additionally the Economic Appraisal of the mixed use sites along Main Street and the M50 lands (Objective E010) will provide a factual appraisal of the vacant lands and will help to inform the development timelines assisting the implementation bodies of the LAP (i.e. Ballymun Working Group and Ballymun Civic Alliance).

In tandem with the above, investment was made in creating identifiable neighbourhoods with community and social infrastructure in place - childcare, schools, community, recreation and arts / culture buildings are provided alongside parks, playgrounds and sporting facilities. The existence of this social infrastructure ensures that Ballymun is well placed to cater for additional residents and workers that new developments will deliver.

### 7.4 Funding

The Council will work with the Ballymun Town Civic Alliance and Elected Members to ensure that there is a clear and continuing programme of investment in the area to achieve the many objectives of the LAP. To deliver this the Council will use site disposals, the Ballymun Town Centre Facilities Charge and the development contribution scheme (from new developments) to deliver on the objectives and where necessary, supplement the levies with additional funding, subject to capital budget funding. The Council will also work with the Department of Housing, Planning, and Local Government and other funding agencies where appropriate to bring forward key projects and funding resources that will aid successful implementation such as answering calls for funding submissions (for example the Local Infrastructure Housing Activation Funding, LIHAF – the City Council submitted a funding application for Ballymun).

The Council will also explore more innovative funding arrangements through the use of Development Agreements with housing agencies, voluntary / co-operative housing bodies and developers to respond to the specific needs of the LAP and ensure that the area is not over-reliant on individual developers to take action. Competition briefs for inventive self-build housing options may also be explored for some of the smaller infill sites, which may for example have a focus on the use of sustainable materials, passive houses or starter homes as best practice models.