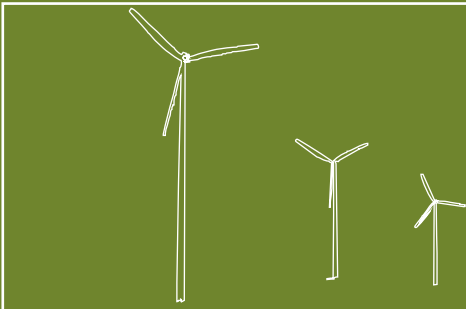


Clongriffin - Belmayne

Local Area Plan 2012 - 2018



December 2012

FOREWORD

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

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

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

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



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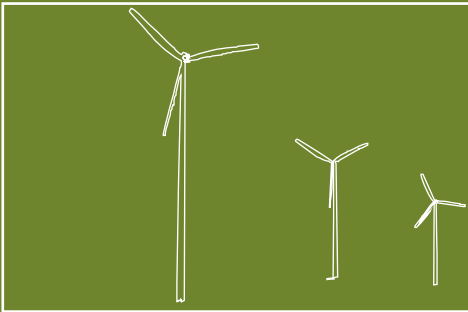
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local area plan



1.1 Introduction to the Local Area Plan

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

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

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

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

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

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

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

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

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

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

1.2 The need for a Local Area Plan

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

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

1.3 Steps in Making a Local Area Plan

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

Pre Draft Stage / Issues Paper

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

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

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

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

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

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

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



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

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

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

Draft LAP Stage

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

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

The adopted LAP, Phasing, Monitoring and Implementation

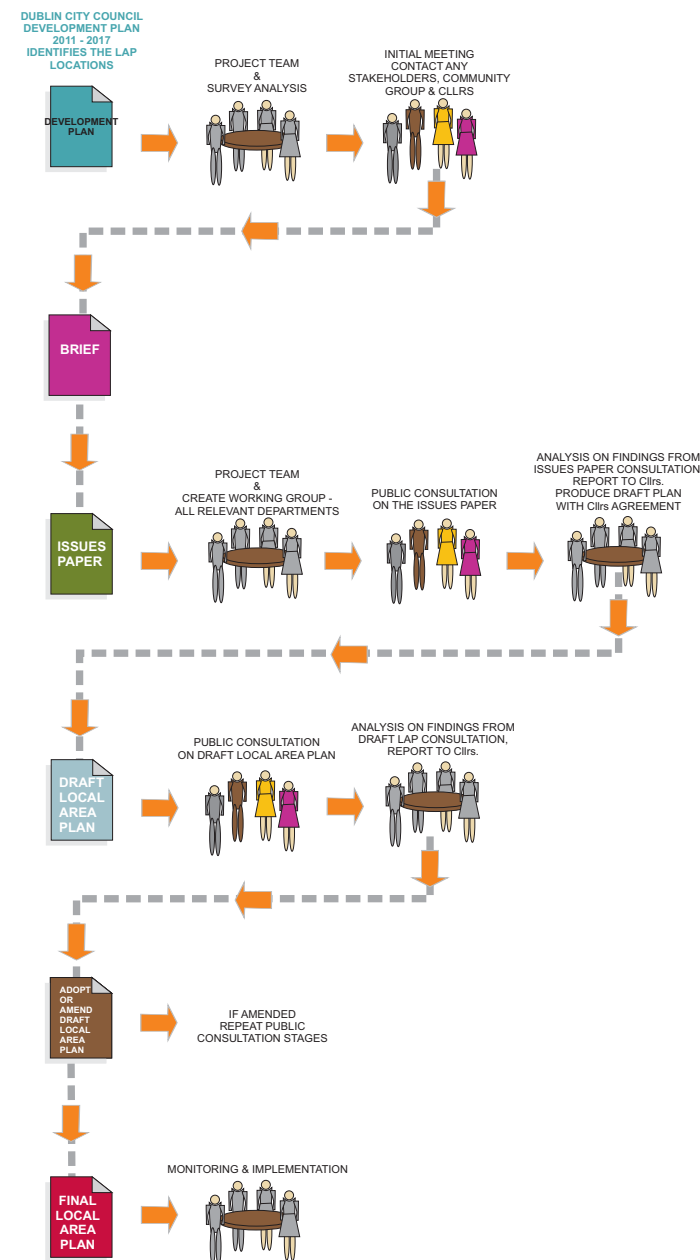
This is a future stage that the LAP process will reach following adoption of the Draft LAP as the new six year statutory LAP for Clongriffin-Belmayne (the North Fringe).

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

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

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

Fig 1.1 Steps In Making A Local Area Plan





1.4 Environmental Assessments and Strategic Flood Risk Assessment

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

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

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

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

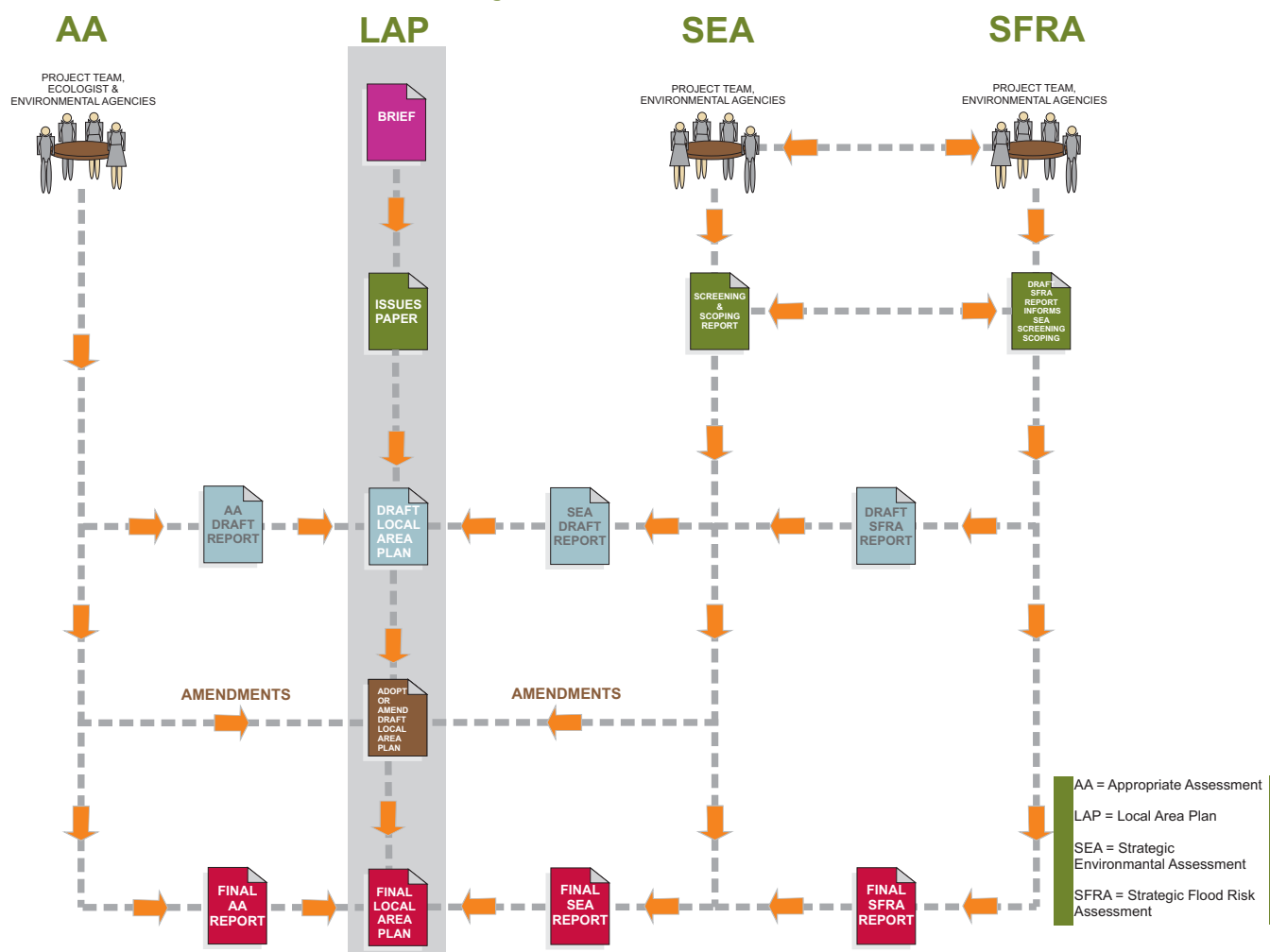
Strategic Environmental Assessment (SEA) is a higher level of assessment on the environmental impact of plans which shape projects. It provides a formal and systematic assessment of the likely effects on the environment of implementing a plan before a decision is made to adopt a plan. The intention of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

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

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

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

Fig 1.2 Environmental Assessment





2.0 LOCAL AREA PLAN CONTEXT

2.1 Strategic Context in North Dublin City & North County Dublin

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

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

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

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

The Area to date

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

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

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

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

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

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

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

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

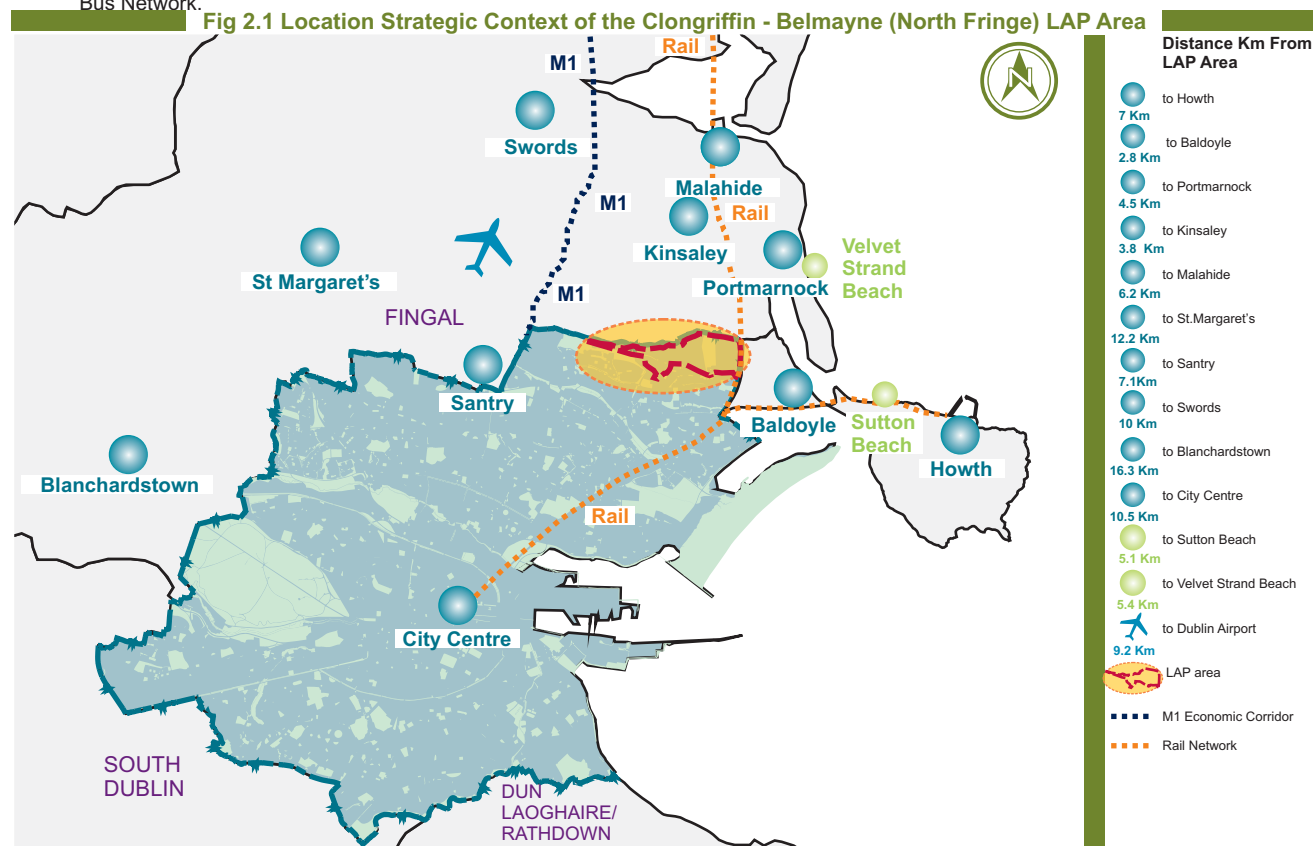
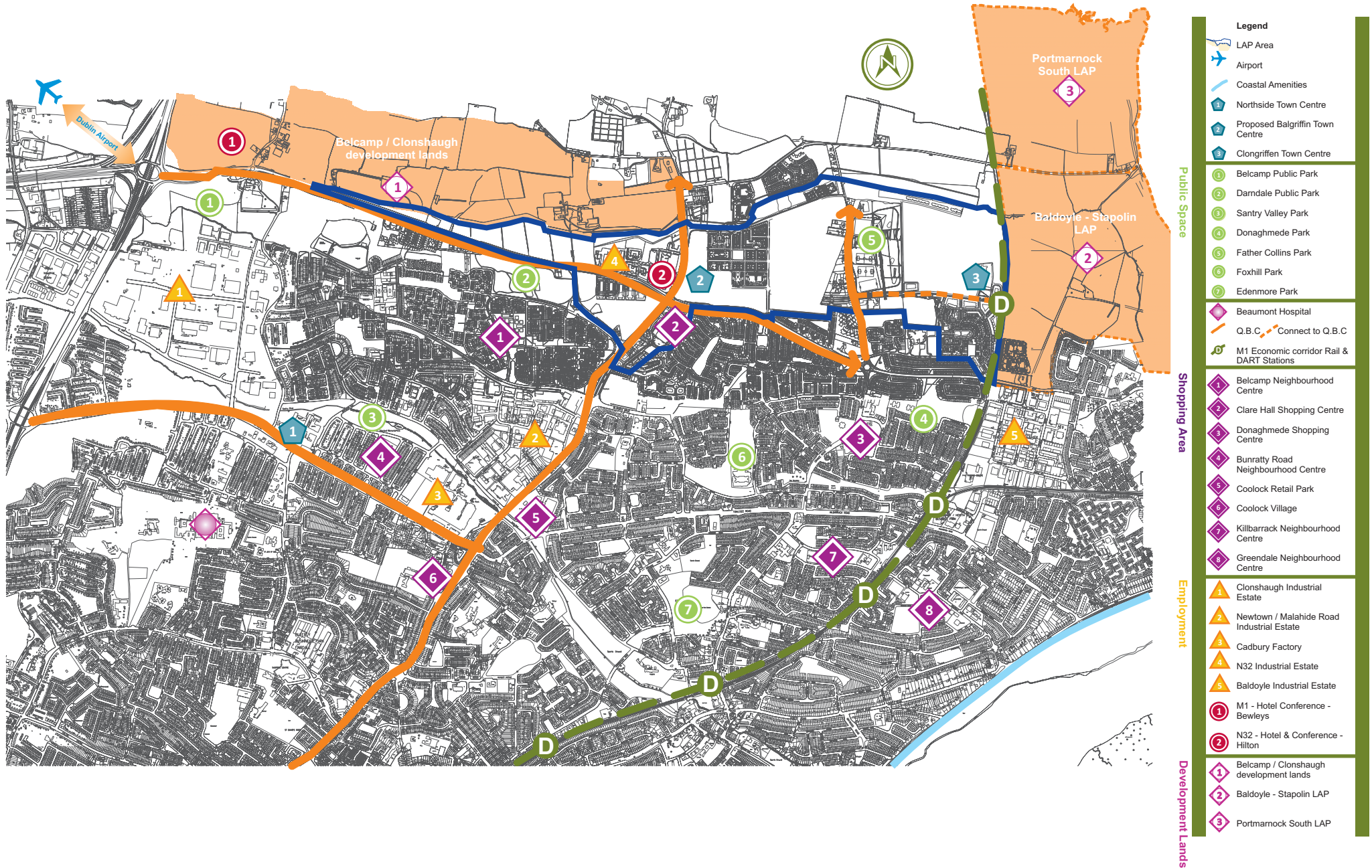




Fig 2.2 Strategic Context of the LAP Area





2.2 Extent of Local Area Plan

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

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

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

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

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

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

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

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

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

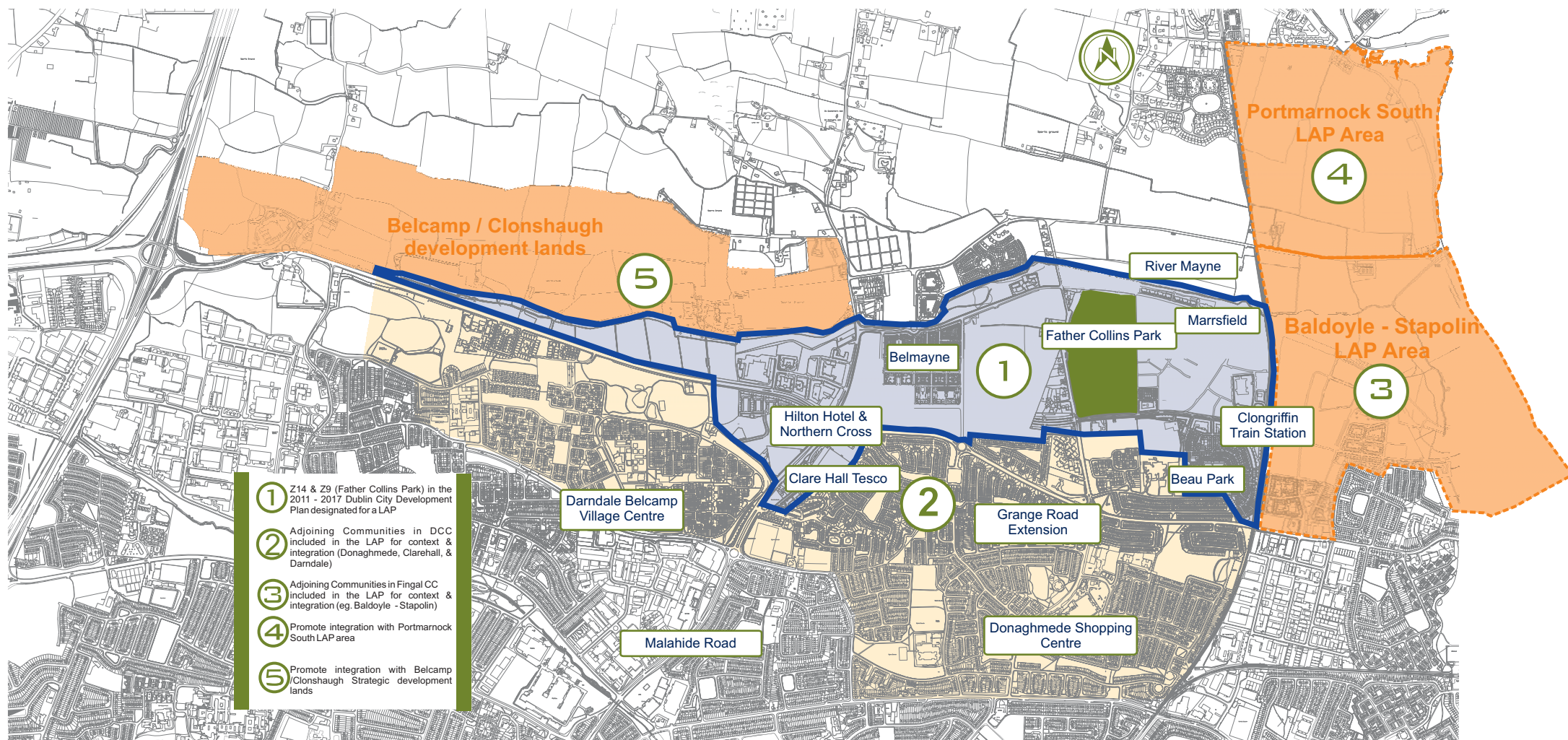
Portmarnock South LAP and a future Belcamp/Clonshaugh LAP, both in Fingal.

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





Fig 2.4 LAP Area related to Adjacent Communities





3.0 POLICY AND STATUTORY CONTEXT

3.1 The National Development Plan 2007-2013



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

3.2 The National Spatial Strategy 2002-2020



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

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

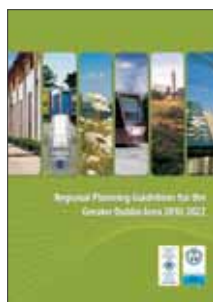
A broad evaluation framework is provided to aid the assessment of the most appropriate spatial locations for housing land. This framework is summarised in Table 5.2 of the NSS and is set out below.

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

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

The LAP addresses all these criteria in the following chapters.

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



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

The RPG's set out a settlement strategy for the region which takes into consideration the current economic and market conditions. The settlement strategy for the GDA is focused on achieving the key vision for the region which

seeks to achieve the potential of the GDA as an international gateway, consolidated and sustainable cities and towns, and supporting high quality public transport and increase opportunity for walking and cycling.

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

3.4 Retail Strategy for the Greater Dublin Area 2008-2016



The purpose of the retail strategy is to guide the activities and policies for retail planning across the seven Councils of the Dublin and Mid East Region and to set out a co-ordinated, sustainable approach to the assessment and provision of retail within the GDA so that:

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

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

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

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

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

3.5 Greater Dublin Area Draft Transport Strategy 2011-2030



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

Objective 1: Build and strengthen communities

Objective 2: Improve economic competitiveness.

Objective 3: Improve the built environment.

Objective 4: Respect and sustain the natural environment.

Objective 5: Reduce personal stress.

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

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



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

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

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

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

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

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

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

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

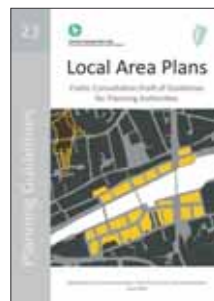
A mix of dwelling types will be provided to facilitate and encourage mixed use residential communities;

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

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

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

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

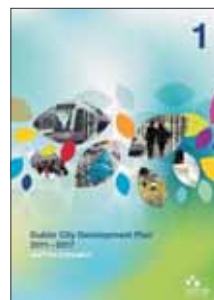


The DoECLG have published new guidelines to assist the making of effective local area plans across local authorities. The aim of the guidelines are to:

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

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

3.7 Dublin City Council Development Plan 2011-2017



The lands designated for a LAP under the Dublin City Development Plan 2011-2017 are zoned Z14 "to seek the social, economic and physical development and/or rejuvenation of an area with mixed use, of which residential and "Z6" would be predominant uses. Z6 zoning is to provide for the creation and protection of enterprise and facilitate opportunities for employment.

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

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

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

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

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

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

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

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

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



environmental quality and sustainable mode of travel is promoted.

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

3.7.1 Implementing the Settlement Strategy of the Dublin City Development Plan

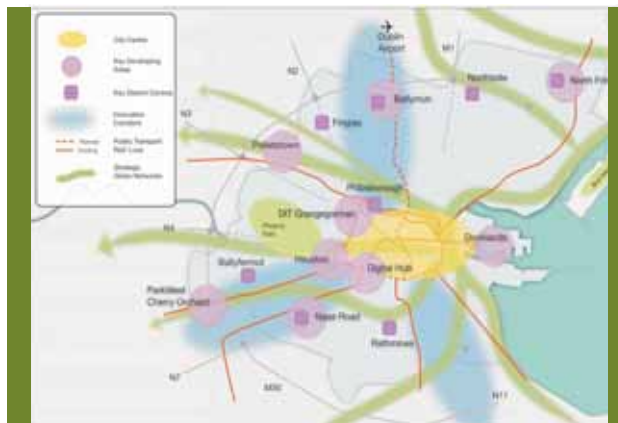
The Regional Planning Guidelines 2010-2022 prescribes housing unit allocations for Dublin city for the period 2002-2016. The Development Plan has taken the housing targets, accounted for housing completions achieved within part of that timeframe and targeted approximately 31,764 units for the period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

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

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

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

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



Extract from the Development Plan: Core Strategy Map



4.0 REVIEW OF THE NORTH FRINGE ACTION AREA PLAN 2000

4.1 The North Fringe Action Area Plan 2000

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

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

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

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

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

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

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

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

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



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

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

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

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

The eight Principle Elements were:

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

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



4.2 Progress with Developments to Date

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

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

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

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

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

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

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

The following has been delivered to date:

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

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

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

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

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

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

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

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

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



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



4.3 Delivery of Key Infrastructure to Date

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

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

Transportation

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

Water Supply and Drainage Infrastructure

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

Education Facilities

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

Public Open Space

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

4.4 Community Forums and Events

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

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

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

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





5.0 Survey and Analysis of the Local Area Plan Area

5.1 Introduction

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

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

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

5.2 The existing urban landscape of Clongriffin - Belmayne area

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

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

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

Residential Typologies

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

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

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

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

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

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

Fig 5.1 Residential Typologies





Building Heights and Design

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

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

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

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

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

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

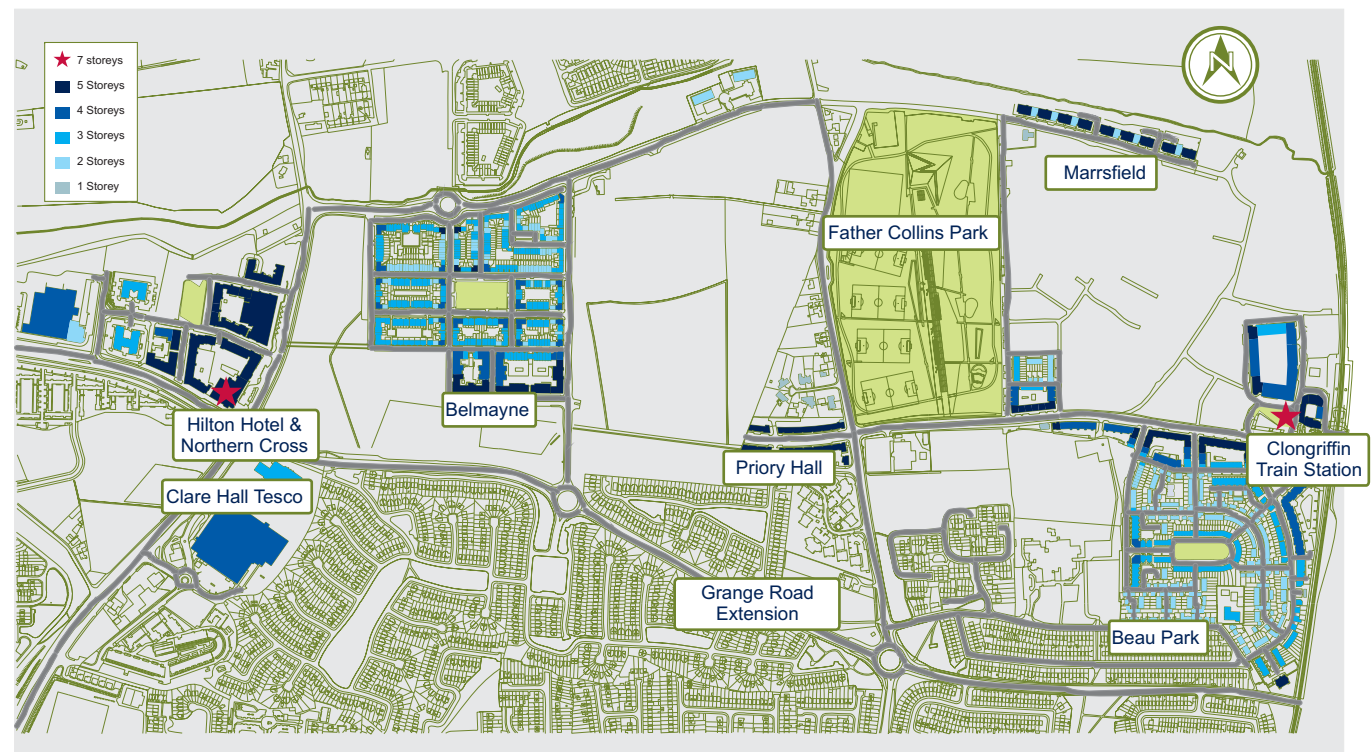
It is noted that within the developing area, vacant sites adjoining new buildings can create an “out of context” impression for some buildings.

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

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

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

Fig 5.2 Building Heights





Commercial Locations

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

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

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

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

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

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

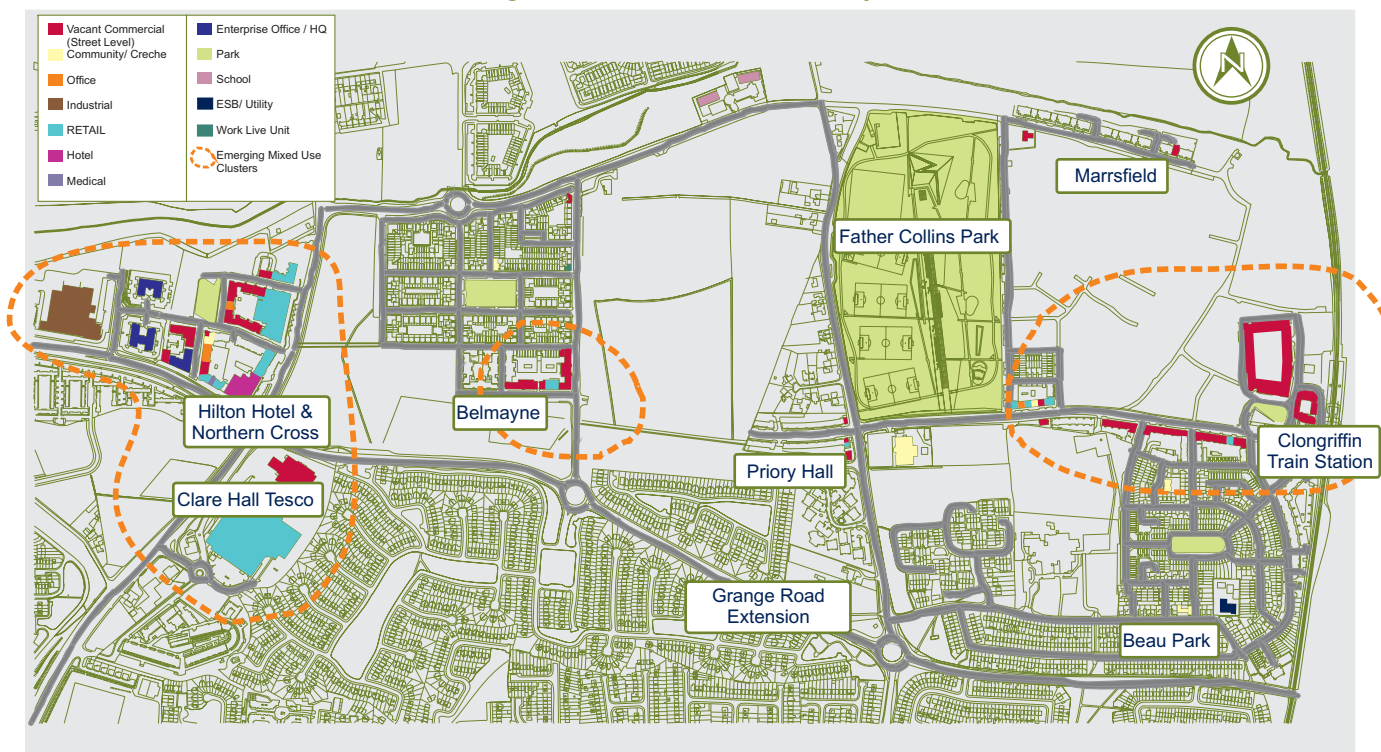
There are opportunities to improve this situation however. Progress with development works could help to generate activity and justify the viability for new shops and services. The completion of street connections and attraction of anchor uses such as the permanent primary school campus for example would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

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

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

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

Fig 5.3 Non Residential Uses Survey





Quality open space

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

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

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

5.3 The main gaps and disconnects in the urban landscape

Vacancy

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

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

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

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

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

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

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

Physical barriers to accessibility.

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

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

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

Positives and Challenge Summary

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

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

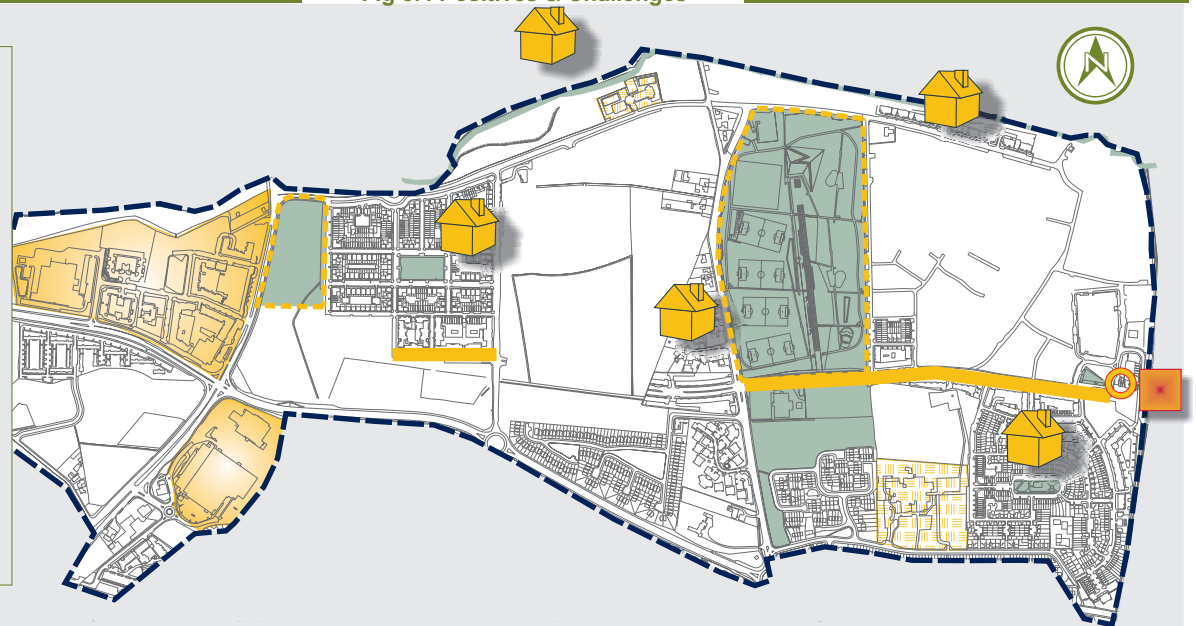
Section C, Phasing and Implementation, sets out a mechanism to achieve progress and actions in dealing with these challenges.



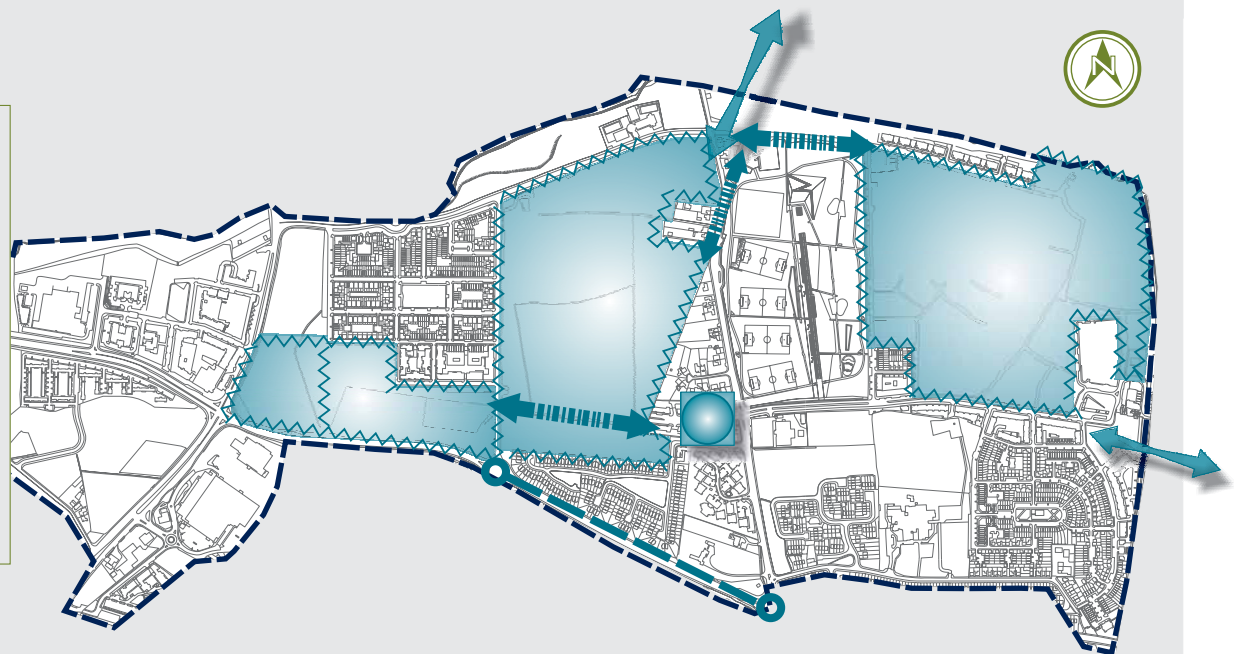
Fig 5.4 Positives & Challenges



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



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





5.4 Community & Social Infrastructure

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

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

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

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

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

Community Audit North Fringe



Educational Facilities

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



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



Parks/Playgrounds/Sporting Facilities

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



Community Services

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



Entertainment Facilities

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

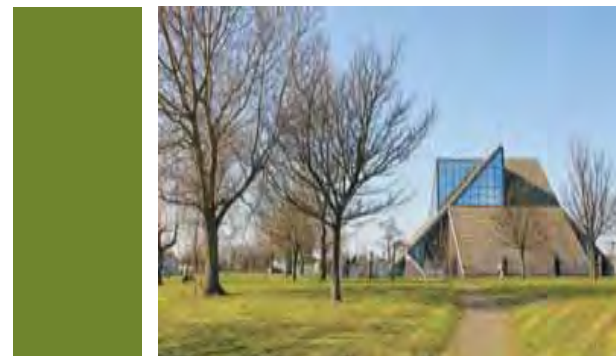
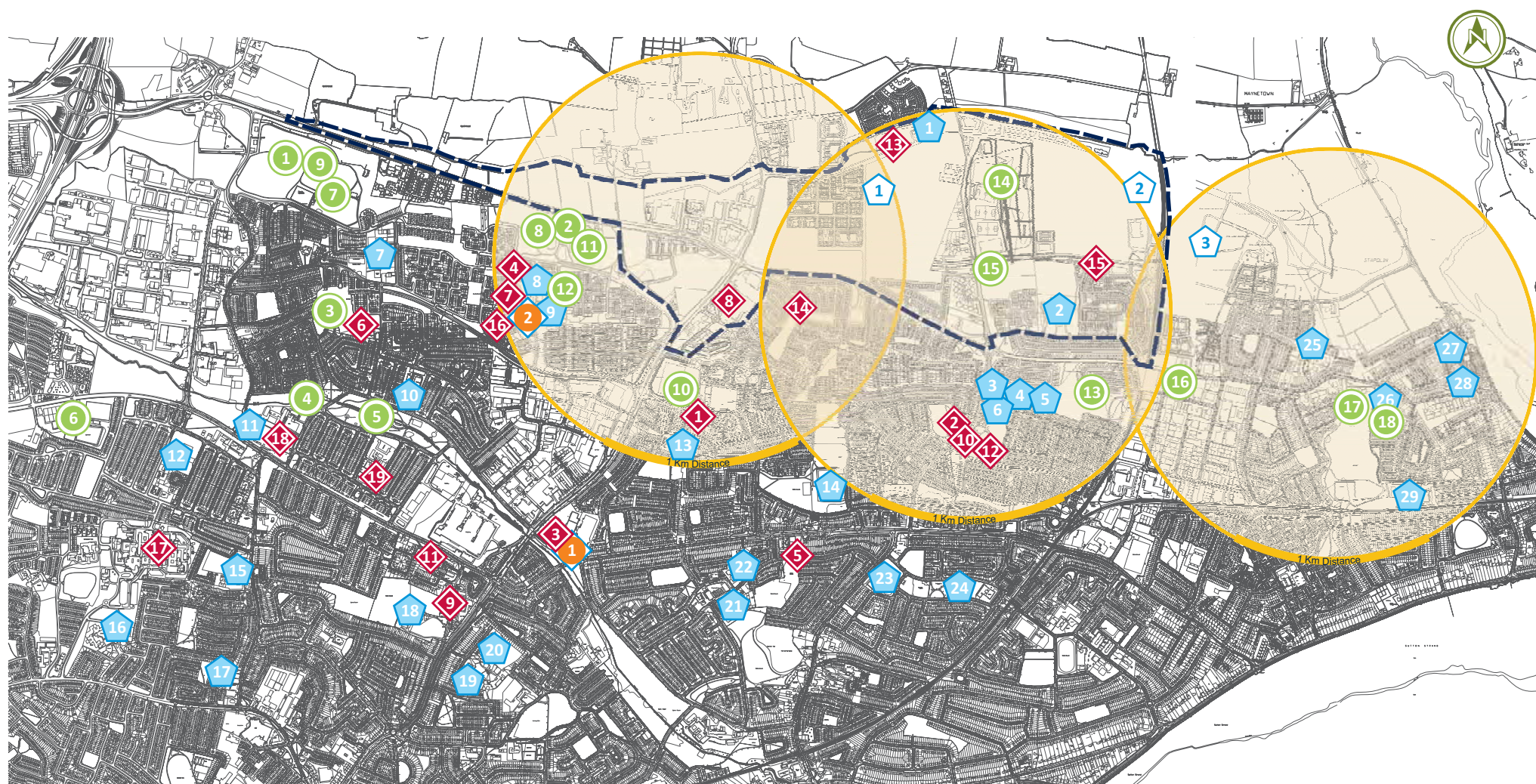




Fig 5.5 Community Audit Map





5.5 Participation of the Local Community

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

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

Designing Dublin

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

Unit 60

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

Safer Clongriffin Forum

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

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



Fig 5.7 (2009)

Issues Paper for the LAP

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

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

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

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

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



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

Schools Consultation

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

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



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

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

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

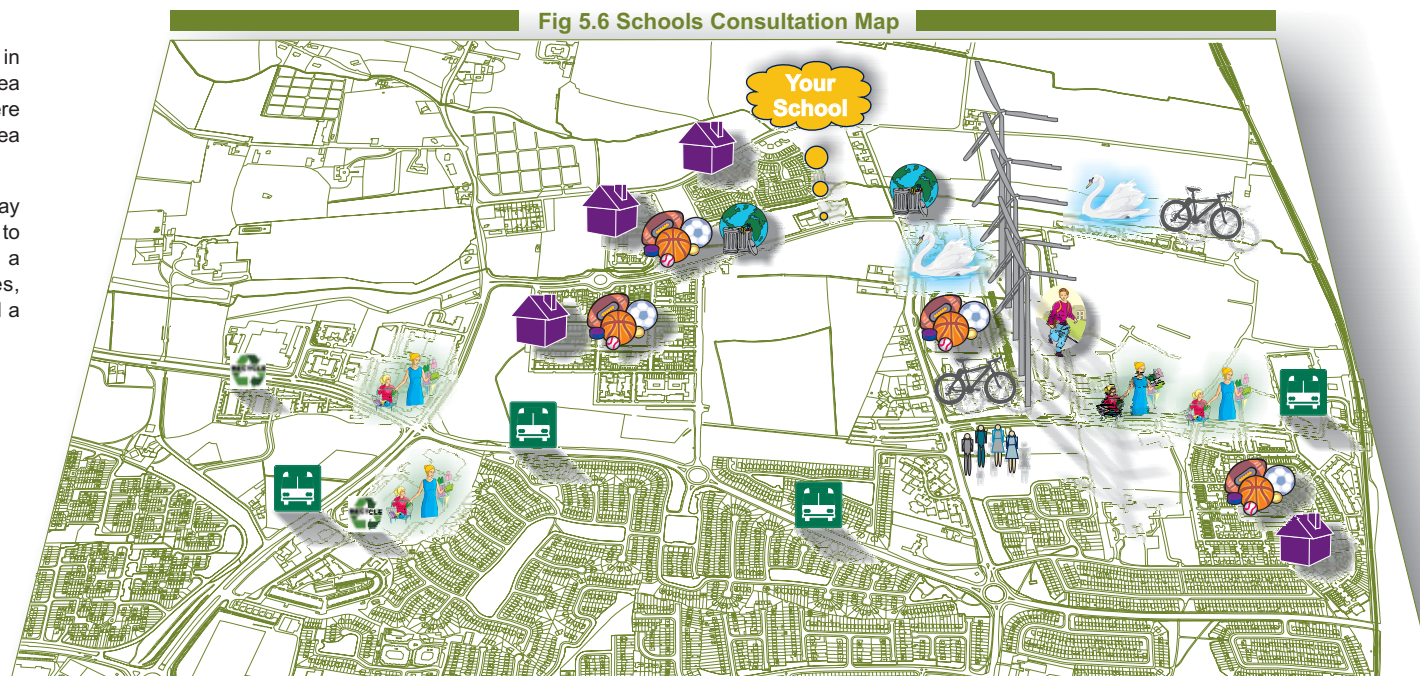
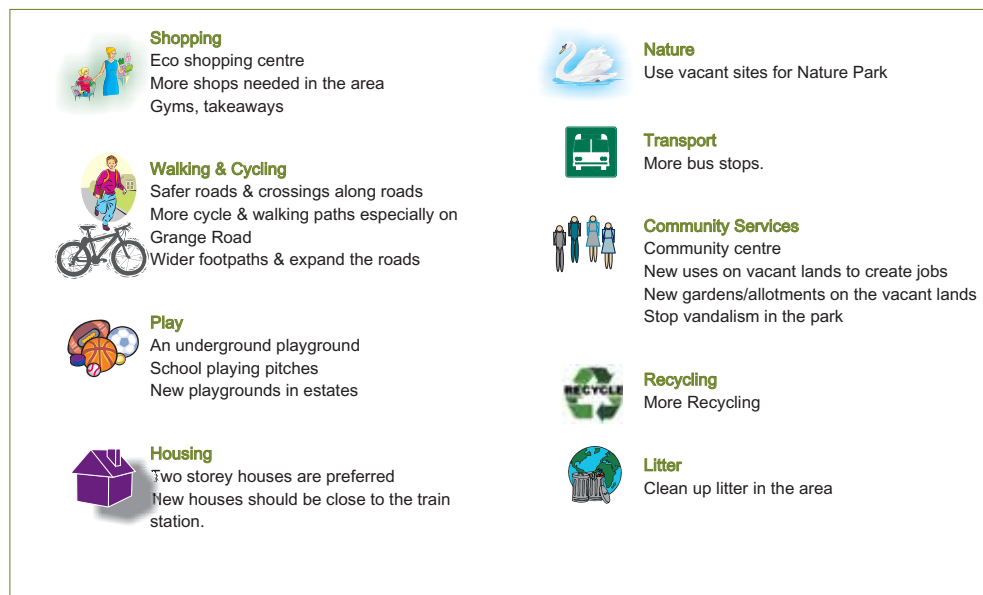
The pupils noted the extent of houses built and in particular vacant houses so questioned why build more until these are occupied.

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

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

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

Fig 5.6 summarises spatially some of this valuable feedback.

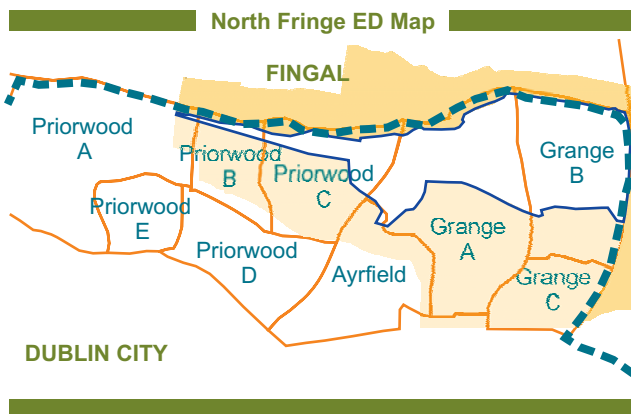




5.6 Population of the Study Area

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

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



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

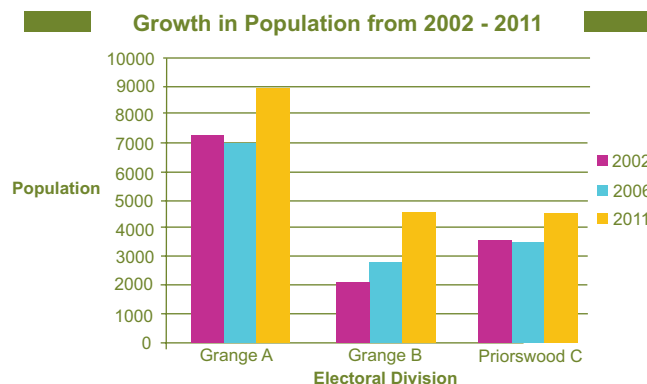
Grange B alone recorded a growth of 34% between the census period 2002-2006 in contrast with a decline of 3% and 2% for Grange A and Priorswood C respectively.

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

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

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

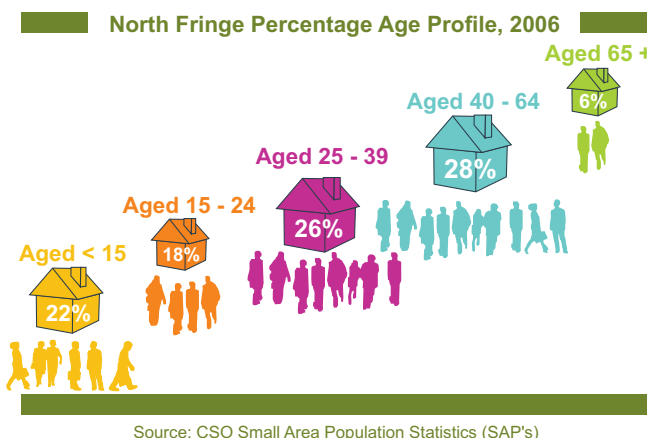
The same area is recorded as 18,025 persons in the preliminary Census 2011 figures. It is notable that each ED in the study area recorded significant growth over the period 2006-2011. Grange A and Priorswood C both recorded a 27% population increase in contrast to a decline over the previous census period.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



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

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

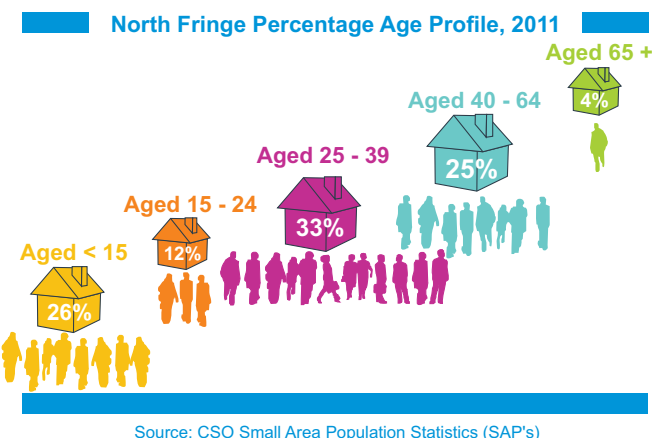
It is evident therefore that population growth for this part of the Dublin City Council area can be attributed largely to new residential development that has occurred across the developing area of the North Fringe in contrast to the declining population levels in the established suburban neighbourhoods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



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

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

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



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

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

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

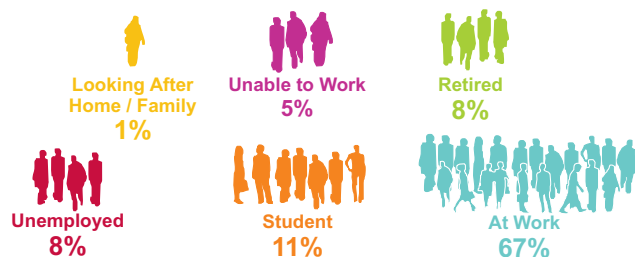
Persons Aged 15+ by economic status

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

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



Principal Economic Status 2006



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

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

Principal Economic Status 2011



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

Persons employed/unemployed by Occupation Type

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

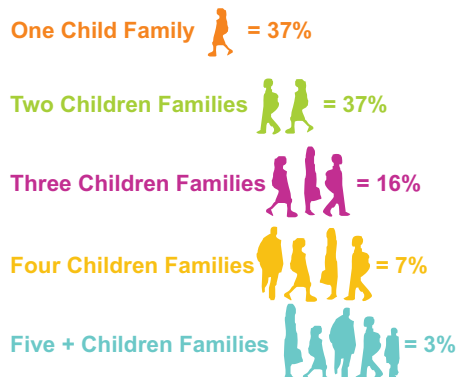
The 2011 Census records some new categories for occupation type. People employed in administrative jobs are the highest category at 14% followed by associated professional and technical jobs, skilled

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

Family Units by the Size of the Family Unit

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

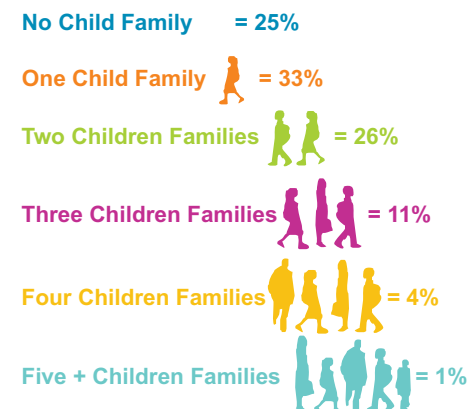
North Fringe Family Unit Size Profile, 2006



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

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

North Fringe Family Unit Size Profile, 2011

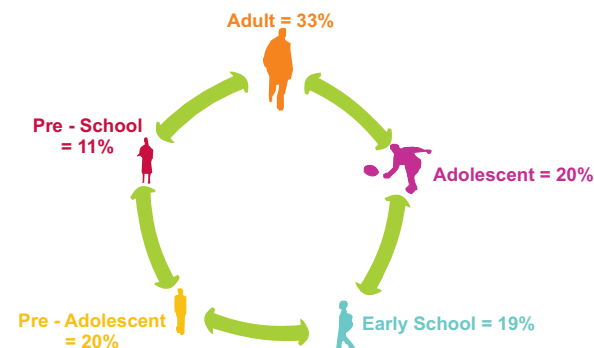


Source: CSO Small Area Population Statistics (SAP's)

Persons with Children Classified by the Stage of the Family Cycle

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

Stage of the Family Cycle, 2006

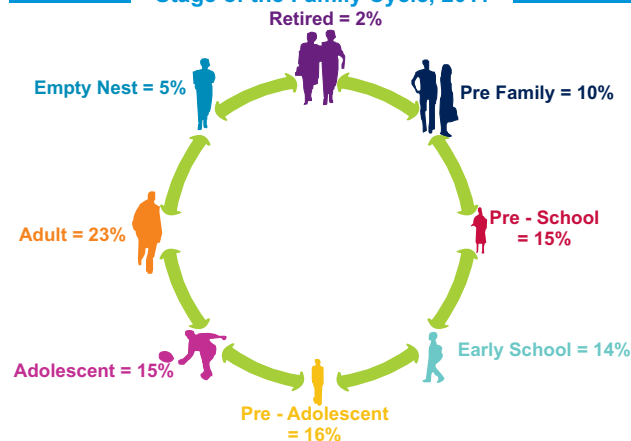


Source: CSO Small Area Population Statistics (SAP's)



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

Stage of the Family Cycle, 2011

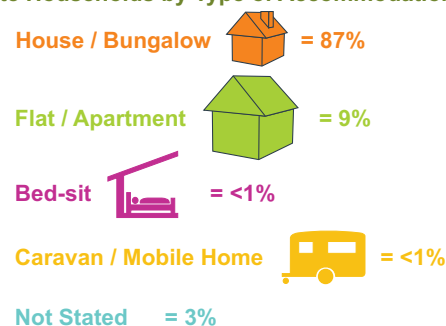


Source: CSO Small Area Population Statistics (SAP's)

Private Households by Type of Accommodation

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

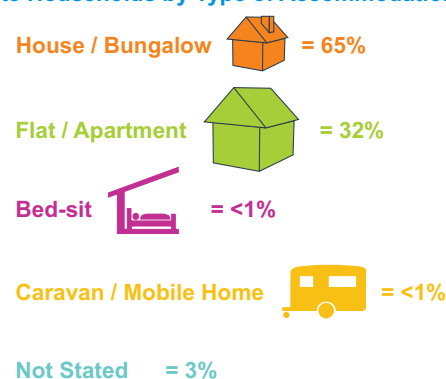
Private Households by Type of Accommodation, 2006



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

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

Private Households by Type of Accommodation, 2011



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

Households by Type of Occupancy

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

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

Occupancy Status of Households

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

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

Population by Social Class

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

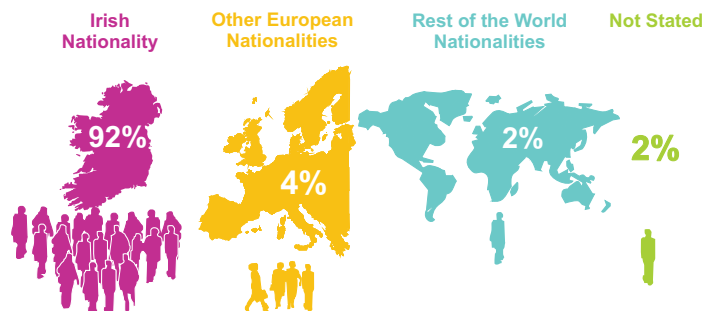
The 2011 Census records a similar classification across the population with the highest category still recorded as non manual and skilled (22%). Managerial and technical is 21%, skilled manual 19% and semi skilled 11%. Both unskilled and professional are 4%. All others are recorded at 19%.

Nationality

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



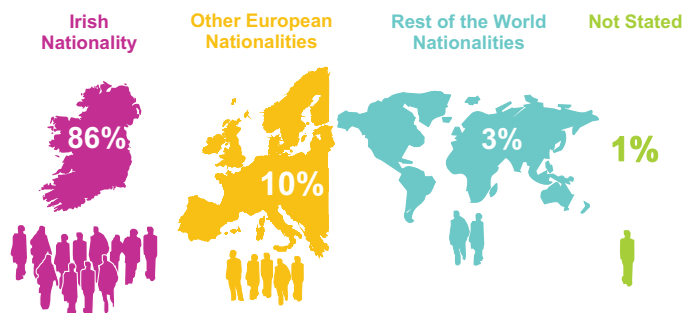
North Fringe Nationality Profile, 2006



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

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

North Fringe Nationality Profile, 2011

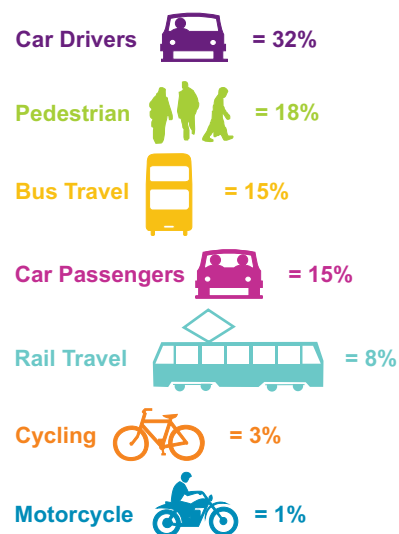


Source: CSO Small Area Population Statistics (SAP's)

Means of Travel to Work, School or College

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

Means of Travel to Work, School or College, 2006



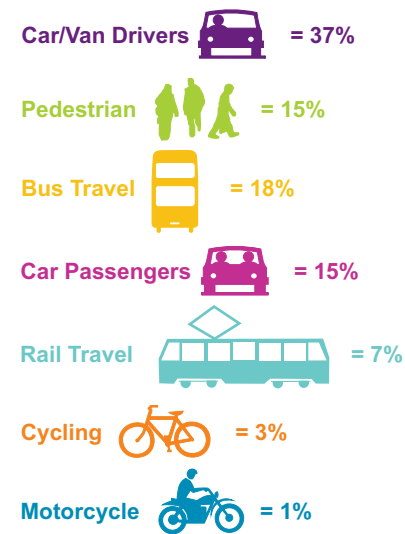
Other = 6%

Not Stated = 2%

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

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

Means of Travel to Work, School or College, 2011



Other = 1%

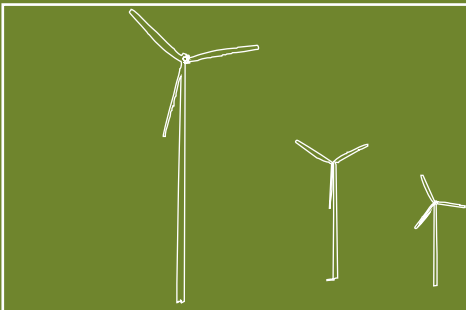
Not Stated = 3%

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

LAP Strategy

Section B

local area plan





6.0 MOVEMENT AND TRANSPORT

6.0 MOVEMENT AND TRANSPORT

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

6.1 North Fringe Action Area Plan 2000

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

1: Maximise access to public transport

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

2: Maximise potential linkages

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

3: Density

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

4: Park and Ride Facilities

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

5: Clearly defined road network

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

6: Developing a network of Green Links

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

7: Car Parking

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

8: Strong links to the existing established communities.

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

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

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

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

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

6.2 Road Capacity Analysis

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

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

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

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

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

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

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



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

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

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

6.3 Movement and Transport Strategy

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

The key aims of the Movement and Transport Section are:

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

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

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

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



North Fringe Hierarchy

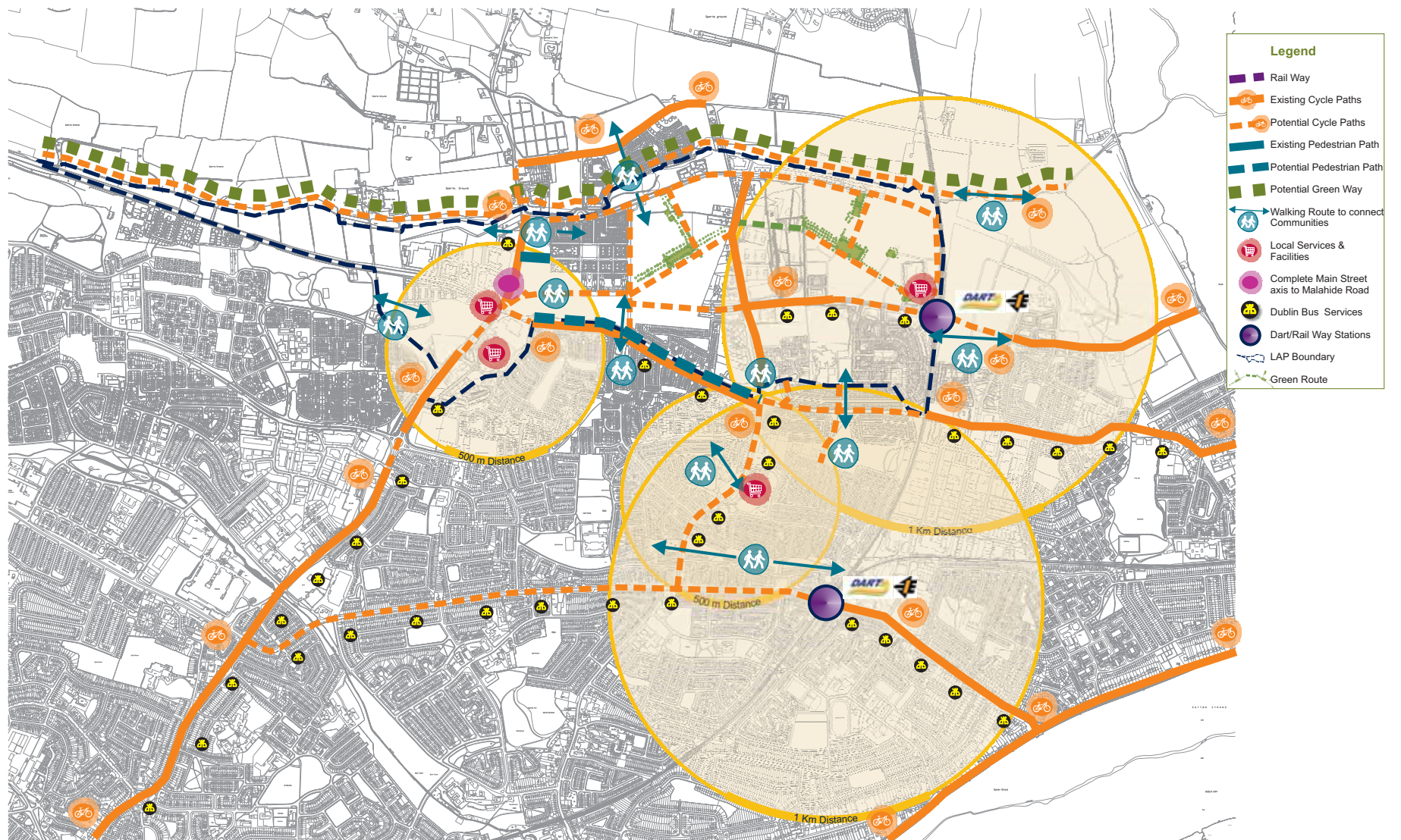


Fig 6.1: Target Hierarchy of Transport Modes





Fig 6.2 Smarter Travel Map





6.4 Key Elements to Deliver the Transport Strategy

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

Green Route

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

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

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

Cross Rail Street Connection into Baldoyle LAP area

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

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

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

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

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

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

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

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

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

Drumnigh Cross Re-Alignment

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

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

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

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

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

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

Internal Pedestrian and Cycling Connectivity

Cycling

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

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

Pedestrian Routes

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

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

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

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

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

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



Parking Provision

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

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

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

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

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

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

Basement Car Parking

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

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

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

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

Car Parking Banks

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

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

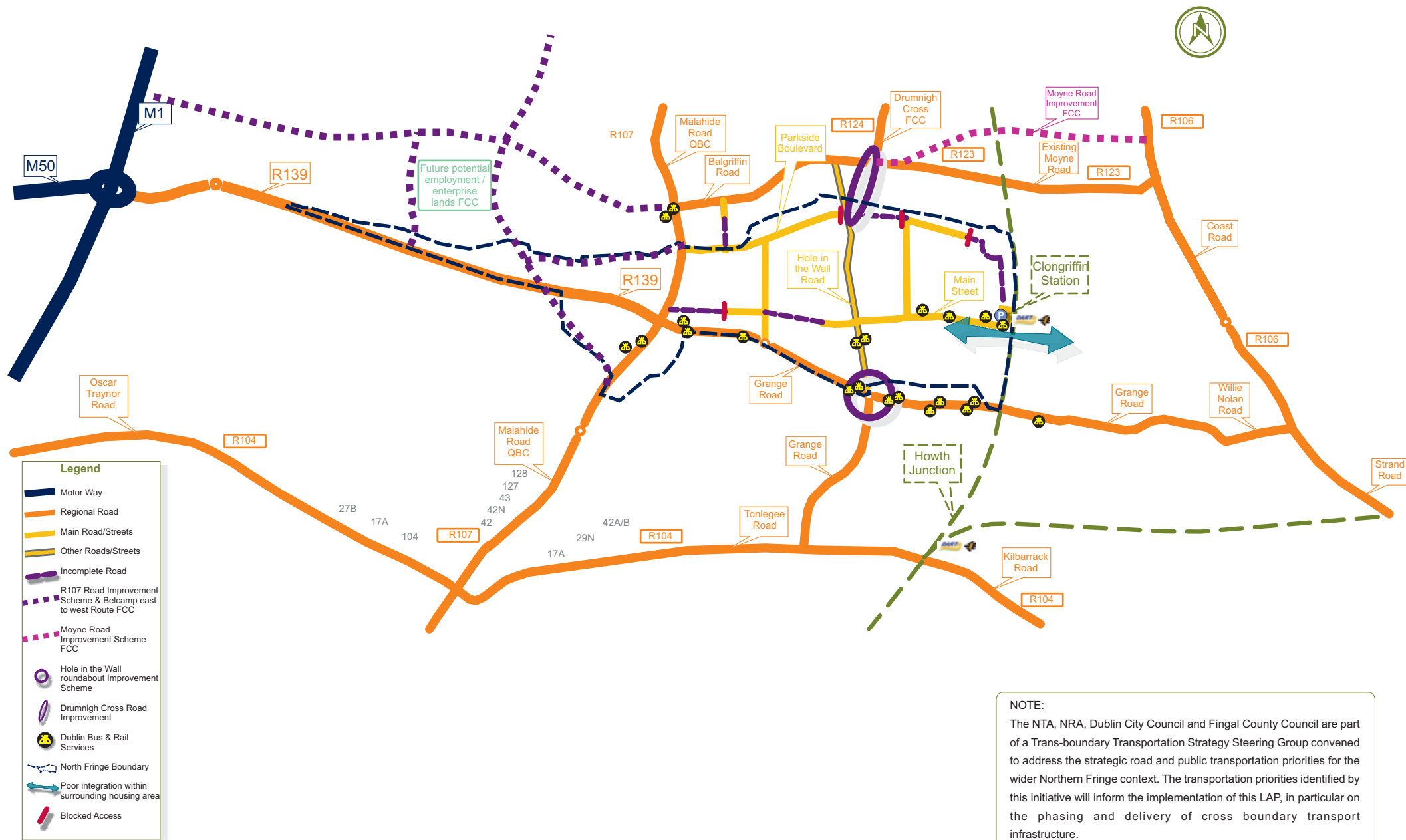
Shared Surfaces

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





Fig 6.3 Transport Strategy Map





External Connections

Roads

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

Rail

- Clongriffin rail station
- Howth Junction station in Donaghmede.

Bus

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

Internal Connections

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

Movement & Transport Challenges

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



6.5 Key Movement and Transport Policies and Objectives

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

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

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

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

It is a policy of the Council:

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

It is the objective of the Council:

- MTO1** To develop routes through sites that are likely to remain vacant in the long term, as pedestrian/cyclists routes, eliminate barriers to movement and provide significantly enhanced permeability and through access to adjoining streets that are safe and pleasant to use by all.
- MTO2** To provide new patterns of pedestrian and cycle movement in both the east-west and north-south directions throughout the area that is coherent, direct, safe and convenient.

MTO3 To initiate a Local Smarter Travel Plan within years 1-2 and pursue its implementation taking into account the Sustainable Movement and Transport principles outlined in the LAP.

MTO4 To facilitate enhanced patronage and efficient utilisation of public transport and promote walking and cycling, through a range of means including a reduced provision of car parking for commercial development

MTO5 To liaise with Irish Rail and promote greater frequency and enhanced services at Clongriffin Rail Station for commuters as the area continues to grow.

MTO6 To undertake an area wide traffic management plan including a review of the traffic operations of the R139/R107 Junction and Grange Road/Kilbarrack Road/Raheny Road Junctions.

MTO7 To develop a pedestrian route along the River Mayne and access the potential to connect with amenity lands in Baldoyle Estuary and further amenities along the coastal routes.

MTO8 To seek well integrated design solutions for adequate car parking within the design and layout of schemes with particular attention to visitor parking and car storage.

MTO9 Implementation of the Movement and Transport Strategy for the LAP will be considered in the context of the wider Northern Fringe region's development and transportation infrastructure requirements across both Dublin City Council and Fingal County Council. Consultation between both authorities, the NRA and NTA through the Trans-boundary Transportation Strategy Steering Group, including the identification of trans-boundary transportation priorities, will guide the phasing and implementation of development and phasing and implementation of transport infrastructure over the timescale of the LAP

MTO10 That the design of all streets fully comply with the design standards and requirements of the Roads and Traffic Department of Dublin City Council to facilitate the orderly taking in charge process for all public roads. Requirements of Dublin City Council for street design including public lighting, traffic and pedestrian control signalling, street signage and traffic calming shall be ascertained at the design stages and completed if requested before taking in charge.

MTO11 Consultation to be undertaken with existing retail, commercial and other service providers at the junction of the R107/R139 (in particular Northern Cross businesses and Clare Hall Shopping Centre) to ensure that customer access to important local services is not unduly severed during construction and access is fully considered in design and traffic movement options

MTO12 To liaise with Dublin Bus and the NTA on the operation of bus services and alignment of bus routes through the area having regard to the location of new housing, community facilities and other services and new street completions (offering the potential for new route options) as they occur in the LAP area.



7.0 URBAN DESIGN

7.0 Urban Design

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

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

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

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

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

7.1 Local Urban Design Principles

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

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

LOCAL URBAN DESIGN PRINCIPLES

PRINCIPLES	ELEMENTS	PURPOSE
Consolidation Consolidation helps create critical mass and brings vitality to an area by supporting more business and service activities, greater street life and more movement.	● Development patterns ● Intensification of existing developed sections	To promote development intensification around existing nodes. This allows local communities, businesses and public transport to be strengthened and resource efficiencies achieved, while reducing environmental impacts.
Integration and Connectivity Connected street systems give people choices. Ensuring new areas are designed with a high degree of connectivity, and improving connectivity within the existing area by adding new links and completing missing links, helps support the concentration of activities and a greater diversity of activities.	● Movement networks ● Building interfaces	To promote developments that are integrated and connected with its surrounding environment and community. This facilitates ease of access, economy of movement and improved social interaction.
Diversity and Adaptability The range and style of buildings and activities a place has – including the mix of activities within a building, street or area – influences the look and feel of the place.	● Mix of uses ● Flexibility of buildings ● Sustainable buildings	To promote choice through the provision of a diverse mix of compatible activities and uses, so built environments can adapt over time. This facilitates the ability to respond efficiently to social, technical and economic changes.
Legibility and Identity Legibility refers to how easy a space is understood and used. It helps people to understand how to get around the area. Identity helps people feel	● Urban Form ● Visual character	To promote environments that are easily understood by their users, and displays a strong local identity and appropriate visual character. This facilitates an enhanced usage, enjoyment and pride in local places.

they belong to an area. Urban spaces that provide an identifiable and memorable character have a strong 'sense of place'.		
Environmental Responsiveness Designing areas so they reduce the impacts of urban activities on the environment – such as mitigating pollution, improving energy and water efficiency – makes these areas more sustainable.	● Ecosystem ● Green network ● Sustainable Urban Drainage ● Waste ● Energy	To promote urban environments that are responsive to natural features, landscape, water quality, reduced energy usage and waste production.
Streetscape and Design Streetscape is a combination of physical elements that give character to the street including the road, street lights, street trees, street furnishings, footpaths and building façade design.	● Animation ● Footpaths ● Street furniture and trees ● Active frontage ● Public realm	To promote pedestrian friendly streets through wide footpaths, street trees and interesting façade designs that adds interest along the streets in the LAP area.

7.2 Urban Structure

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

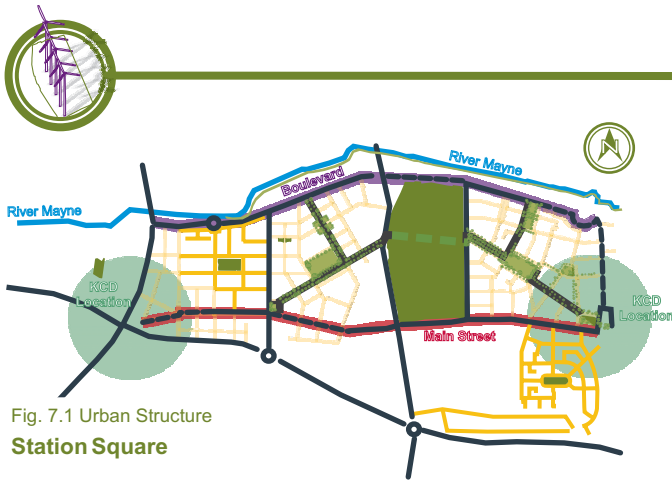


Fig. 7.1 Urban Structure
Station Square

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

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



Fig. 7.2 Clongriffin Station Square

R139/R107 Malahide Road Junction

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

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

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



Fig. 7.3 Malahide Road Junction

Main Street Boulevard

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

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



Fig. 7.4 Main Street Boulevard

7.3 River Mayne Corridor

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

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

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

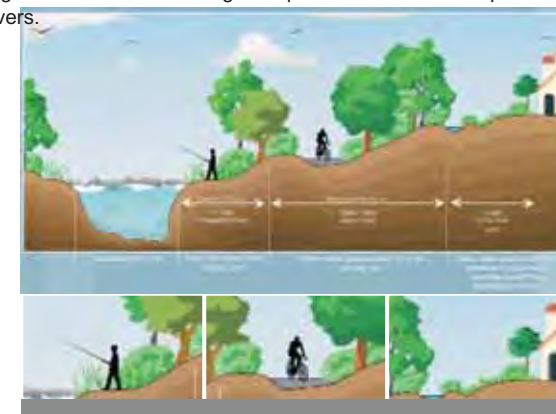


Fig. 7.5 Planning for Watercourses (Landscaping is indicative)



7.4 Urban Form

The Local Area Plan seeks to create a new urban environment that will enhance and reflect the character of the place, create a distinctive identity and provide a mix of buildings that have an adaptable design to suit changing needs.

The original urban form strategy for the North Fringe sought to influence the built form in setting out the parameters for the design and quality of the block layouts, urban grain, building height, bulk, scale and mass, hierarchy of streets and spaces and building design. To this end the proposed policies and objectives of the LAP seeks to ensure the creation of a new urban environment that will enhance and reflect the character of the area as it continues to develop. Taking into consideration the robust nature of the original strategy the LAP seeks to ensure the comprehensive objectives of the strategy are carried through to completion. However, the plan must consider the need for an interim solution to address the fragmented nature of development within the area whilst ensuring that a high quality benchmark for development is achieved.

The layout of urban blocks should relate to the local context of building patterns or typologies. In accordance with the Dublin City Development Plan 2011-2017 the urban blocks should be designed to promote permeability and walkability (refer to section 6.3). The sustainable urban form should ensure the orientation of streets, blocks and the heights of their enclosures are adequately considered in order to aid passive solar design. The need to minimise overshadowing should be reflected in the design of buildings and the heights proposed.

The LAP seeks to ensure that the width of the street is determined by taking into consideration the local context, quality of design, scale of adjoining buildings, aesthetics and function, and the mitigating responses proposed to issues of overshadowing and the loss of privacy or daylight.

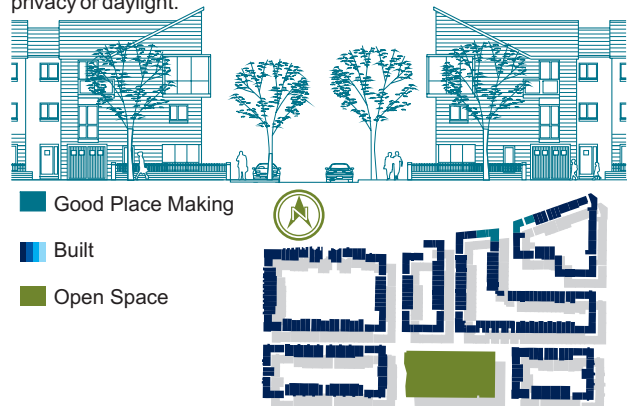


Fig. 7.6 Street Cross section

Inclusive design for residential streets is about getting the basics right clear accessible streets that support walking and encouraging social interaction between the whole communities. The key elements for basic design include the following:

- The proportions of the streets and central space
- The sense of enclosure
- The positioning of windows to offer views of the street
- The variety of places to socialise or play
- The bespoke design of the space rather than relying on off-the-shelf equipment
- The high-quality materials
- The lack of signs dictating how you should or should not use specific areas
- Addressing car parking so that it is accommodated without detriment to space.

The LAP identifies the need to consider a design approach for ground floor units along key/primary streets that will allow flexibility in terms of usage. The need to create space that can change over time to accommodate a changing market. Buildings along the main street should be designed to allow for adaptability and future change of use. Building depth and floor to ceiling height should allow for conversion to other uses. This flexibility of design solutions is very important. The ground floor should be designed with both retail, office, enterprise and residential use in mind.

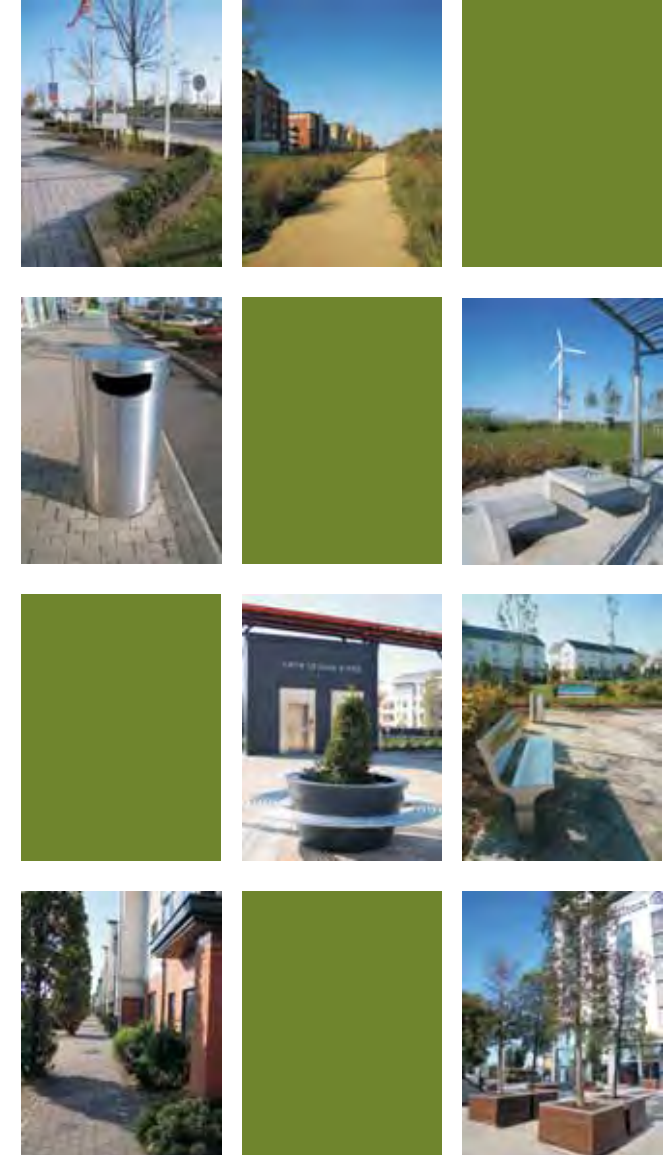
7.5 Public Realm

The Local Area Plan seeks to create a vibrant, connected and high quality public realm where people can enjoy and experience a wide variety of functions. The LAP seeks to address deficiencies in the area in terms of movement and connectivity within the LAP area.

Public realm is the space between buildings that forms part of the urban fabric, a space that is designed for use by all. The key principles that are applied to all aspects of the public realm seek to ensure that they are: accessible, comfortable, appropriately furnished, durable, clutter-free and encourage use and activity.

The existing public realm within the North Fringe area exhibits a hierarchy of spaces of different types, sizes and scales. These spaces are linked through a network of permeable routes.

The key physical elements of the original plan included the; creation of four urban spaces linked along a boulevard spine, Father Collins Park, creation of vital linkages between the spaces, provision of lively mix of





uses at ground level, direct overlooking of the street, the integration of public art and well designed street furniture, promotion of landmarks and focal points and the integration of planting. The LAP will therefore seek to enhance the original public realm strategy and principles through policies and objectives that will achieve the completion of the original vision.

The public realm of the North Fringe can be considered to be of high quality and in line with the original strategy. The Clongriffin town square sets a high standard in terms of materials and design for the main street. The completion of the square which provides access to the newly constructed rail station sets a standard that should be reflected along the remainder of the main street. The LAP seeks to set a standard of quality materials and design to complete the public realm and ensure the creation of a vibrant and attractive space that connects urban spaces through a network of streets.

There is a need to promote the development of a network of active, attractive, safe streets and public spaces which are memorable and encourage walking as the preferred means of movement between buildings and activities in the North Fringe. The Dublin City Development Plan 2011-2017 requires development proposals which include or impact upon the public realm to consider the design of public spaces as a priority and demonstrate compliance with the Guiding Principles for the Public Realm as set out in the plan.

The issues paper public consultation phase of the LAP highlighted the need for connectivity, accessibility and permeability for the area to benefit from the completion and enhancement of the original objectives. As part of the process it was identified that a hierarchy of streets and spaces that provide attractive, vibrant and multi-functional focal points for the community was required.

It is important that streets are sensitive to the surrounding land uses and the environmental, cultural and historical context. Streets should be recognised as essential components of vibrant public spaces. As these streets are a meeting ground for residents, they should be designed to support gathering of the community. The LAP will ensure the completion of the street and road network in the area in order to create the necessary connections and linkages between green spaces, the town squares and the communities formed. In order to achieve a vibrant, comfortable and appropriately furnished public realm the LAP will seek to deliver high quality surface treatments, street lighting, street furniture and public art.

The residential squares planned for throughout the North Fringe are designed with a sense of enclosure. The spaces are shaped to be overlooked and meet the needs of a variety of age groups within the community. The LAP seeks to ensure that sustainable public spaces of all sizes, are accessible, comfortable and which are for use by all are promoted for the new residential areas as well as on a larger scale for the entire community.

Overall the LAP seeks to create a vibrant, attractive, accessible and high quality public realm which creates an image of the area for the residents, workers, visitors and investors. The perception and image of the area will be created by cohesiveness of the public realm. The completion and delivery of connections will improve the legibility of the area and enhance the overall experience of the space through the quality of surfaces, lighting, street furniture and public art incorporated.

7.6 Sustainable Density

The LAP proposes a design-led approach to density, to achieve the optimum use of land resources and investment in infrastructure. Density is expressed as units per hectare (uph) and density standards are indicative. Clongriffin-Belmayne (North Fringe) LAP is located within a public transport corridor and based on the guidelines published by Department of Environment, Heritage and local Government on Sustainable Residential Development in Urban Areas a general minimum net density of 50 units per hectare should be achieved subject to appropriate design and amenity standards in the LAP area.

The LAP recognises that density will vary due to the type of units (i.e. apartments or houses and their number of bedrooms), their design, mix and the location. This will be taken into consideration when assessing development proposals to ensure that in general the overall net density of 50 uph is achieved. To provide the critical mass needed for the sustainable development in the area, the LAP will encourage flexibility (i.e. minimum number of bed spaces) so that innovative designs that help achieve family housing typologies as part of a sustainable density are encouraged.

In generating the minimum number of bed spaces required, it is necessary to define a residential unit as a three bedroom apartment or house with five bed spaces. The general number of bed spaces required is determined as follows:

Number of Units or = Bed spaces	Size of site (ha) x 50 (general net density) or 250 (general bed spaces)	
	site size	minimum standard
Minimum requirement		

A site of 0.8 hectares would be expected to have a minimum of 40 units and/or 200 bed spaces. In the case that bed spaces are provided to justify the density, the council will take into consideration the dwelling mix requirements of such proposals.





Creating sustainable neighbourhoods require sustainable densities that make the necessary facilities and services viable, and good transport connections. Higher density development will help create a compact, more walkable area, and provide the critical mass that will support and need quality public transport. Higher densities will therefore be promoted within 500metres walking distance of a bus stop and within 1km of the rail station.

Achieving a high quality design and layout will be paramount in the acceptability of planning applications for high density. All proposals for higher densities must demonstrate how the proposal contributes to place making and the identity of the area.

7.7 Housing

The LAP seeks to promote the development of new housing which delivers integrated, balanced communities and a sustainable social mix.

Good design is fundamental to the development of high quality housing and the creation of sustainable residential communities. The development of the vacant sites in the LAP area has the potential to provide a significant increase in residential population and generating the critical mass of population necessary to sustain the delivery of new community, social and recreational infrastructure for the Clongriffin-Belmayne (North Fringe) area.

Dublin City Council will ensure that all new developments contribute positively to the enhancement of the urban qualities of Clongriffin-Belmayne. The LAP therefore requires that new housing within the plan area conforms to the highest standards, both in terms of building form and its contribution to creating a quality environment where people will want to live.

The delivery of life long family homes as part of a successful mix of residential typologies is a priority objective for the LAP. Such accommodation should be a predominant house type in the overall developing area and achieved in a manner that still provides sustainable densities to achieve walkable neighbourhoods and support the provision of public transport and other services.

In order to achieve the sustainable net residential density targets as outlined in the LAP, the design for schemes and housing units may be allowed to have some flexibility with respect to the Dublin City Development Plan 2011-2017 private open standards (Section 17.9.1 of the Development Plan), particularly for housing schemes in the KDA area that are within or adjacent to the KDC (town centre) designated areas. For example the requirement of 12-15 sq.m per bed space may be relaxed at the discretion of the planning authority at the application assessment stage if the location context of the scheme is appropriate, the design achieves high quality housing targets (particularly to encourage family orientated dwellings) and the privacy of neighbouring units is respected.

In achieving a successful mix of residential typologies in Clongriffin-Belmayne area, the long term management of these schemes is important. The LAP will seek to ensure that the management and maintenance of residential developments are established at planning stage as part of the HQA report (see appendix 3)

The standards for housing quality in the LAP area are divided into criteria relating to the individual dwelling unit, the residential scheme, and the neighbourhood. A Housing Quality Assessment addressing these standards shall be required with all planning applications for 10 or more residential developments. Appendix II provides a guide to preparing a Housing Quality Assessment report (HQA).

7.8 Building Heights

This section sets out areas where there is greatest opportunity for building heights to make a positive contribution to the character of Clongriffin-Belmayne (North Fringe).

The building height character for much of the developing area yet to be completed shall respect the character already set by recent developments. Buildings of mostly three and four storey character frame streets and public open space areas. Street corners in particular have examples of four storey profiles (such as Belmayne) creating legibility. In some locations, residential buildings of two storeys height are incorporated into the street scape (Beaupark for example) which adds variety to residential types and street scene.

The linear route following the River Mayne to the north and northern distributor road to the south is another location where height has been used to distinguish an important route through the developing area. Future residential buildings, respecting appropriate set backs from the River Mayne as set out in Section 7.3, will help successful intention with the character already established by these buildings (Marrsfield for example) and provide definition and opportunities for passive supervision along the designated linear park corridor.

The LAP will seek to protect the urban structure and landscape character of the North Fringe while encouraging well located new developments and higher densities, including, where suitable, appropriately sited and designed taller buildings. The two designated KDC locations, as gateway locations with town centre functions are the most appropriate locations for higher profile buildings. For example the Hilton Hotel, buildings at the Northern Cross and buildings framing Station Square in Clongriffin are examples where higher building forms signify these gateway town centre locations. The Main Street Boulevard is an important axis connecting these two centres.

In recognition of this character, the LAP identifies three areas for potential future height, which are the Key District Centre's at Clongriffin rail station and the R139/Malahide Road Junction and the axis of the Main Street Boulevard connecting the two.

These locations have been identified based on the understanding of the existing urban structure of North Fringe and the vision to create a compact and sustainable urban neighbourhood.

The LAP recommends that in general, minimum heights for new developments in the designated Key District Centres of five storeys and four to five storeys along the Main Street Boulevard are achieved. Allowance will be made for some buildings which, owing to their uses such as a community building, are lower than this height guidance subject to the building concerned being a focal point building on account of its use, its quality design, setting within the KDC or along Main Street provided it integrates successfully with the KDC and Main Street streetscape in urban design terms.

Buildings of 2-6 storeys (including a set back at the top floor of a 5/6 storey building) may be considered, where the site context and urban design quality of the scheme is deemed appropriate, and subject to set back requirements along the river Mayne, along the northern edge to the LAP to complete the urban form of Marrsfield.

Outside the KDC and Main Street locations, where 4 storeys residential height is proposed, some flexibility will be allowed on the height equivalent (13m) as set out under Section 17.6.2 of the Dublin City Development Plan to achieve design improvements to the façade. This will be considered on the merits of the urban design of the scheme, design of the façade and roofscape and on a case by case basis.

A landmark commercial building adjacent to Clongriffin Station, closing the vista of the Main Street Boulevard and signifying the town centre location to the wider landscape, was granted by the planning appeals board. This landmark structure has not been completed to date. Providing this building, or a similar scaled building, will complete the visual coherence of the civic square, close vistas along the Main Street Boulevard and provide a strong identity for this gateway location.

The LAP will seek provision of a landmark structure Of 10 - 14 storeys (office height) corresponding with the location adjacent to the rail station previously approved for a landmark building.

Proposals for buildings with height will be assessed against the policy of the Dublin City Development Plan. A tall building is defined as any building that is significantly taller than the prevailing height. A significant increase in building height may be accepted where it can be demonstrated that there is a strong urban design rationale for doing so, and where specific social, economic or architectural gains will be delivered by increasing height above the established height. All proposals for tall buildings must have regard to the criteria set out in section 17.6.3 of Dublin City Development Plan 2011-2017.



7.9 Key Urban Design objectives

The LAP seeks to create sustainable new developments that consolidate the character and identity of the area by enhancing the urban form and structure with high quality design, mix of uses and sustainable densities.

It is the objective of the Council:

- UDO1** To achieve high quality and sustainable densities to consolidate the area, maximise access for residents and employees to public transport and successfully define important locations and routes including the Main Street access and town centres (KDC designated zones).
- UDO2** To promote the development of family orientated, high quality, adaptable, life long homes within the LAP area through creative design that still delivers a sustainable density to support the provision of services.
- UDO3** To promote public spaces that provide both passive and active recreation and a connection to those forms of activities in the surrounding area.
- UDO4** To ensure high quality streetscapes are achieved through distinctive high quality street furniture, lighting, paving and public artwork that creates a distinctive character associated with the North Fringe.
- UDO5** To design park spaces and all open spaces linkages to be part of the larger green network in particular from Father Collins Park to the surrounding area and along the River Mayne incorporating a dedicated network of cycle paths and pedestrian routes.
- UDO6** To achieve creative and unique character through public realm enhancements in all key development sites through development contribution levies and partnership with the divisions of Dublin City Council.
- UDO7** The height strategy for the LAP will seek positive integration of new building height with established character. Locations identified for special height character are the designated Key District Centres (in general 5 storeys minimum) and the Main Street Boulevard axis (in general four to five storeys). Heights of 2-6 storeys (including a set back at the top floor of a 5/6 storey building) may be facilitated subject to quality design criteria and set back requirements along the river corridor to complete the urban form of pavilion buildings to complete

Marrsfield, One location for a landmark profiled building (10-14 storey office height equivalent) is designated adjacent to Clongriffin Rail Station. In other locations, where 4 storeys residential height is proposed, some flexibility will be allowed on the height equivalent (13m) to achieve design improvements to the façade.

UDO8 To seek full compliance within all permitted developments on planning conditions, completion of infrastructure, adherence to phasing policy, taking in charge standards building control and fire regulations and seek more effective mechanisms for Dublin City Council to seek confirmation of full compliance on all planning, design and build stages for future developments in the LAP area.

UDO9 To seek and assess the satisfactory arrangements for the future management of multiple unit developments as a integral part of a scheme planning proposal to ensure that residential amenities are protected in the management of completed developments in accordance with city policy of encouraging lifetime homes.

UDO10 To minimise the adverse impacts of noise and promote good health and a good quality of life through the effective management of noise within the Clongriffin-Belmayne Local Plan Area.

UDO11 To preserve and maintain good air quality in the plan area in accordance with national and EU policy directives on air quality and where appropriate promote compliance with established targets

Key and Policy Notes Fig 7.7

-  Train Station at Clongriffin Town Centre
-  Public Transport Node
-  Radial proximity to existing and future proposed public transport facilities (1km and 500 metres shown).
-  500 meter radial proximity to (i) the existing rail station in Clongriffin and (ii) to future proposed QBC interchange at the R139/R107.
-  Correlates with KDC locations as defined on Map K of the Dublin City Development Plan 2011-2017 and the town centre locations for Clongriffin and Belmayne.
- Sustainable high densities for the town centre locations at Clongriffin and Belmayne and along the Main Street Boulevard connecting them is required (sustainable net residential densities generally 50 units per ha and above).
- Mixed residential, retail, commercial, leisure, community and other uses (that accord with the Z14 zoning policy) will be required in the town centre locations.



In areas outside the immediate 500 metre catchment of existing and future proposed public transport but still within a 1km catchment of a rail station, sustainable higher densities for high quality lifetime housing with associated community uses will be sought (general densities of 50 units per ha).



In areas outside the 1km catchment of the rail station, high quality family housing areas with associated community uses will be required at sustainable densities that achieve general target densities of 40-50 units per ha with some flexibility for schemes achieving 35-50 units per ha if the site location context in the LAP is considered appropriate, urban design criteria for the successful frontage onto streets and public open space is achieved, high standards of quality design are achieved and a quality mix of housing typology to include own door family housing is incorporated.



KDC locations as defined by Map K of the Dublin City Development Plan 2011-2017

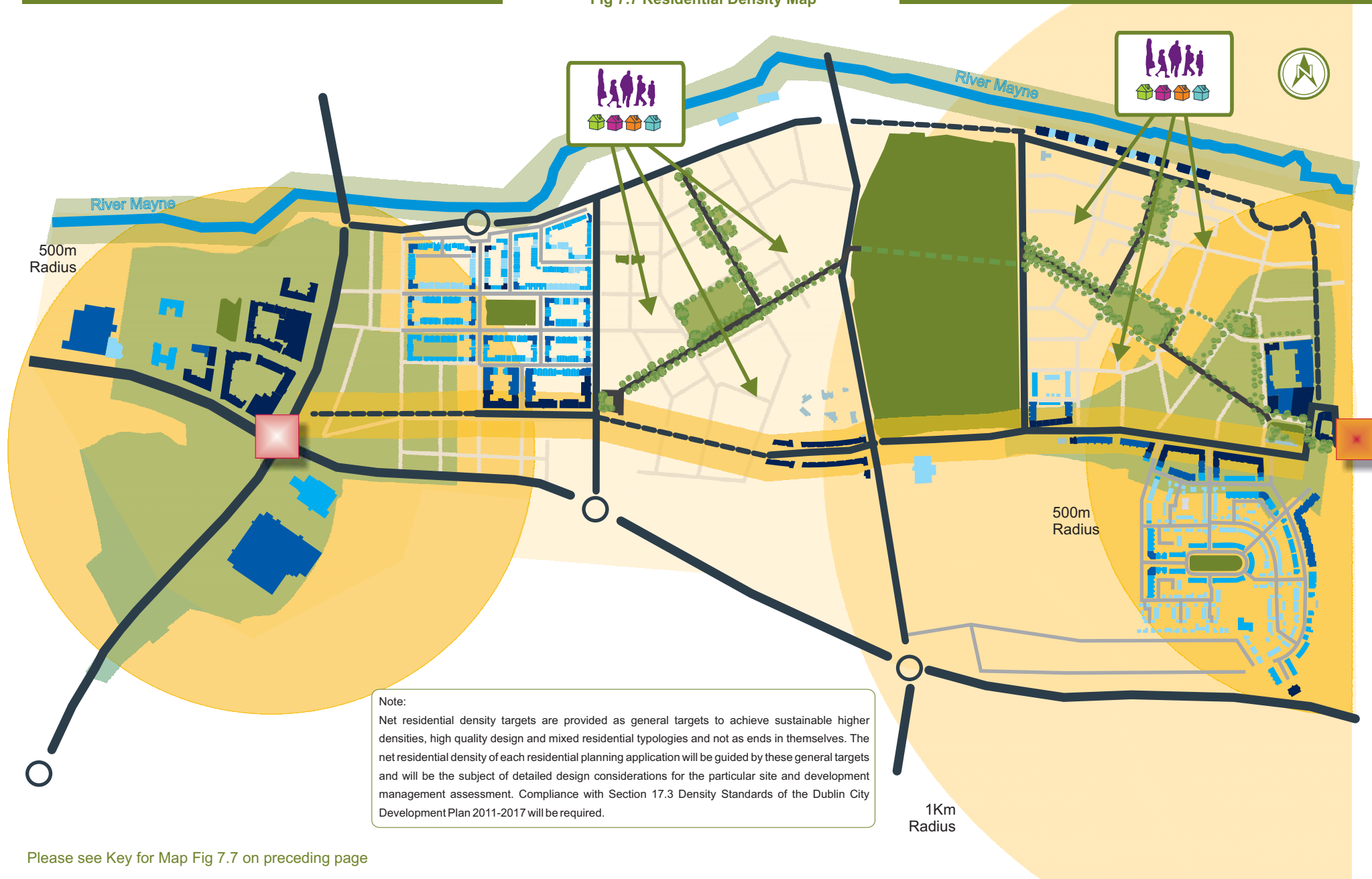
-  5 Storeys +
-  4 Storeys
-  3 Storeys
-  2 Storeys
-  1 Storey



Existing Heights



Fig 7.7 Residential Density Map



Please see Key for Map Fig 7.7 on preceding page



8.0 KEY SITES DEVELOPMENT STRATEGY

8.0 Introduction

The successful development of the following key sites in the plan area is critical to the delivery of the overall place making of Clongriffin-Belmayne area and the creation of a highly sustainable, mixed use urban district that is based around high quality public transportation link.

1. Belcamp Lane Site
2. Belmayne Town Square

These sites are a major resource, not just for the local area, but for the entire north eastern area of the city. Their development has the potential to deliver complementary housing- plus retail, commercial, employment and infrastructure to enhance the area. Development in accordance with this plan will add to the transformation of the LAP area to an attractive and desirable sustainable city neighbourhood.

These key development sites lie within the confines of the KDC and the City Development Plan sets out clear objectives for all key Development Districts – essentially the creation of sustainable density, mixed use, residential communities with quality amenities and services, vibrant retail and commercial activity, in well designed and distinctive neighbourhood formed by attractive streets and open spaces, which are pedestrian and public transport orientated. These goals are all integrated in the objectives of the LAP.

The development of the relief road (R107) directly connected to the overall vision as this road will not only reduce the traffic challenges at Malahide Junction but also facilitate the provision of sustainable public transport at these sites.

The development of Belcamp Lane and Belmayne town centre will play a fundamental role in the delivery of the overall vision of the local area. It is essential that each of the two sites is developed in an integrated manner. For this to be achieved, the plan recommends that a comprehensive masterplan be prepared. The masterplan should include the development proposal's response to the objectives of this LAP.

Positive integration of future developments at Belcamp Lane and Belmayne Town Centre with Clare Hall Shopping Centre which is part of the western KDC in the North Fringe, where district level shopping facilities are located in accordance with the Retail Strategy of Dublin City Council, and other developments at the junction of the R107/R139 will be pursued.

The following sub sections indicate frameworks for each of the key sites, showing possible framework of buildings, uses, activities and open spaces. They are not to be confused with the integrated masterplans which will be required for these lands. Uses indicated are suggestions, developers will be expected to bring forward their own proposals and indicate how the overall objectives of the LAP will be delivered.



Fig 8.1 Aerial View Of Belcamp Lane & Belmayne Town Centre Sites

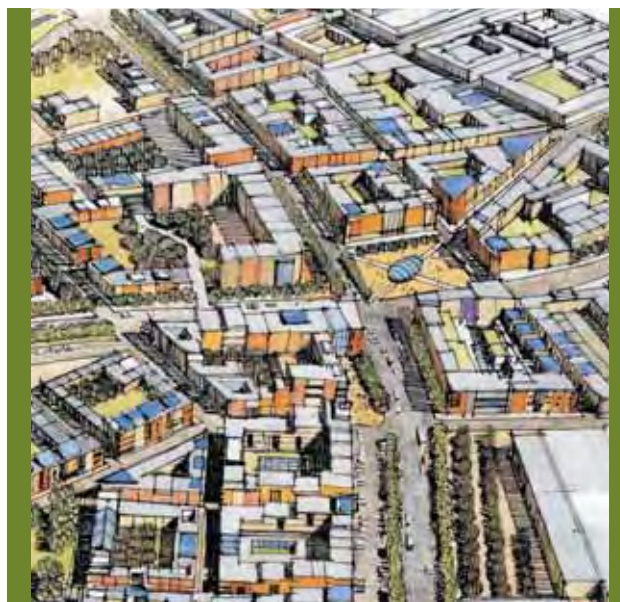


Fig 8.2 Previous concept designs for the Town Centre

Key Masterplan Objectives

Masterplans for each of the sites shall include the following details of the proposed development:

1. Establish relationship between development and wider urban context, illustrating the proposed urban structure and network of streets and urban spaces.
2. Describe the character, design and function of proposed urban spaces and demonstrate proposals to achieve variety and activity on street and public spaces.
3. Describe the mix of residential, commercial, community and other proposed uses.
4. Illustrate the proposed built form and block structure and proposals for variety of built form and architectural expression.
5. Outline proposals for landscape elements, planting, water features and public art and indicate proposed treatments of streetscape, materials and street furniture.
6. Demonstrate the proposed approach to pedestrian and vehicular movement and access, circulation, parking and traffic calming measures.
7. Indicate an integrated relationship with public transport infrastructure.
8. Indicate proposed building layout, orientation, massing, density and building height.
9. Outline indicative architectural treatments, variety of form, expression and principal architectural features, landmarks and gateways.
10. Indicate proposed public and private open spaces, permeability, enclosure and proposals to ensure security, safety and privacy.
11. Indicate proposals for environmentally responsible design and outline sustainable energy, sustainable water drainage, waste and ecology proposals.
12. Indicate suggested community, social and cultural infrastructure and proposed sports, childcare and play facilities.



8.1 Belcamp Lane Site

The subject site (total area c9.47ha) lies between the Malahide Road at Clare Hall and the R139 To the south, the site boundary is created by a proposed relief Road (R107). To the northern boundary of the site and facing onto the R139 there are 193 NABCO co-ownership housing units. To the south side of the site, there is a number of houses in private ownership in addition to a long established halting site.

The vision for this site is to optimise its potential in a manner that will be socially, environmentally and economically sustainable delivering a mixed-use development of exemplary quality. To develop a viable modern housing/mixed use development which keeps community and place making as its primary target utilising a hierarchy of suitable and generous private, semi private and public spaces mixed with appropriate shops, offices and public buildings.

The key to the successful redevelopment of the site is achieving a synergy between the new development and its surrounding context and its relationship with the locality. Development should ensure a coherent urban framework and present a people orientated environment with a diverse mix of new uses and a permeable network of streets and spaces which integrates into the established and emerging route network in the vicinity.

Proposals should provide a mix of housing, commercial and community facilities in line with the standards of the LAP and the City Development Plan. They should allow for a range of residential units for older persons housing through own door housing/duplexes, a variety of quality apartment layout solutions for families and provision for traveller accommodation.

Redevelopment of the site should maximise the use of public transport and ensure a quality network that will prioritise pedestrian realm and encourage pedestrian and cyclist movement. Any design proposals for the site must be encourage smarter travel.

A development strategy should envisage a hierarchy of safe and secure open spaces connected by a landscaped corridor. The integration of existing green corridors and promoting local bio diversity is very important.

Development of the site should provide a quality amenity value to the residents which will encourage a positive attitude to the area and the formation of a sustainable long term neighbourhood and community



Fig 8.3 Aerial View Of Belcamp Lane Sites



Fig 8.4 Previous designs concept for Belcamp Lane commissioned by DCC



Fig 8.5
The LAP envisages the Belcamp Lane site developing as a mixed quarter of housing, resulting in the creation of a vibrant attractive and sustainable area. The predominant land use within the site will be residential housing with an emphasis on promoting mixed tenure, particularly family accommodation.

Retail uses would be considered highly desirable as part of the development. This will serve the residential community and attract increased footfall ensuring the viability and vitality of the area. The provision of employment generating uses will also be promoted as a key component of the overall land use mix, particularly within walking distance of public transport.

The redevelopment of the site presents an opportunity to deliver community and social infrastructure for the benefit of the wider community. Infrastructure such as event and recreation space for community uses, a local library, medical centre, a public museum etc.

Active ground floor uses will be promoted at appropriate locations and along key frontages through out the Belcamp Lane site. The Malahide road portion of the site, the R139 Northern Cross road and along the main urban square within the site.

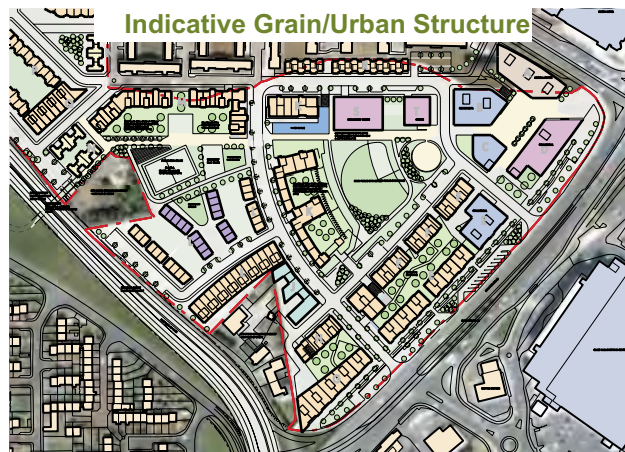


Fig 8.6
The LAP proposes a fine grain urban structure with small block intervals to promote a permeable and cycle orientated environment. Building structures should be designed to the highest architectural quality that exhibits elegance and style. Distinctive buildings should form gateways entrances to the new 'main street' (Malahide Road Stretch) at the northern end and the southern end of the Malahide Road, opposite the Hilton and Crossan Motors.

Along the axis of the new main street, the existing wayleave along the Malahide Road edge presents an opportunity to create a high tree-lined urban boulevard with a quieter parallel street serving commercial developments. This will provide wide pavements in front of retail units, tree plantings, bicycle lanes, short term car parking and servicing etc as well as creating a sense of space utility services under footpaths should avoid disrupting the opportunity for tree planting.

The LAP envisages that the section of the site opposite the Hilton is the centre piece and focus of the new development. This corner should be characterised by a landmark structure of excellent architectural quality that is cognisant of its prominent setting.

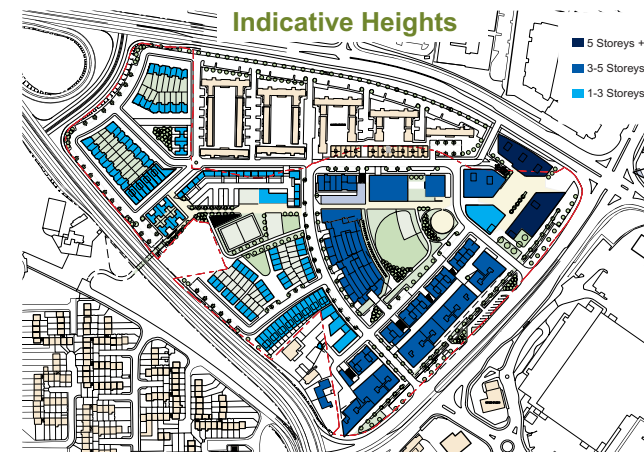


Fig 8.7
The LAP seeks to consolidate the character and scale of KDC within which the Belcamp Lane site is located. Accordingly, redevelopment proposals should contribute positively to a coherent urban form and a legible urban grain.

The site is located on a relatively flat topography and it is adjoined by established low rise residential development to the south. Accordingly, buildings of significant height are likely to have an impact both on strategic views and vistas and locally, on surrounding residential development. Overshadowing, amenity and issues of microclimate should also be carefully considered.

The LAP requires the use of sustainable building design concept in any proposal for the site and it will be a general requirement that a variety of building heights and range of building types and designs provide architectural interest and varied skyline.

Fig 8.8 Concept views from public open space with the centre of the Belcamp Lane neighbourhood





8.2 Belmayne Town Centre

The site is located north east of the crossroads at the Malahide Road, a quality bus corridor serving the city centre and the Northern Cross Route extension. Its boundaries are defined by open green to the north, Malahide road to the west and Grange Road to the south.

In exploiting the public transport accessibility in the area, the opportunity arises to create a new town centre. This site will act as a town centre, taking advantage of its excellent road network and quality bus corridor. It will function as the hub for public transport and civic activity in the area. The town centre will provide a rich mix of uses, developed to a reasonable urban density. This will include new retail development around a town square and along the southern section of Malahide Road, reinforcing the retail and leisure offer of Clare hall shopping centre.

The vision for this site has evolved in the light of the opportunities afforded by reducing traffic in Malahide Junction by introducing a new relief road around the study area, thus enabling the junction to become the focus for bus-based public transport. This allows for the wide traffic dominated routes within the Town Centre to be downscales to become high quality, tree-lined pedestrian and public transport dominated boulevards or avenues, clearly defined by well-designed buildings of a reasonable urban scale and by new urban spaces. It is a key objective of this LAP to deliver pedestrian link between Belmayne town centre and the surrounding environment. This would facilitate direct pedestrian permeability from the site to the west of Malahide Road and south of Grange Road thereby delivering a key route. The provision of this link is considered very important in order to successfully integrate the area of the Belmayne town centre with overall district centre.

It is also a key objective of this LAP to advance design proposals and a programme of implementation to complete the Main Street Boulevard axis to the R107 Malahide Road thus linking the west and east town centres along a central civic route with public transport emphasis. Completing this street will improve local mobility and allow the potential for further connection west of the R107 and east of the rail line to interconnect with communities and employment centres in the wider Northern Fringe area. This will help to enliven the town centre locations and allow people to infiltrate through the area, enhancing the viability for businesses in both town centres and along the Main Street route. This civic spine was a central urban design and movement principal under the original proposals and is still promoted as a defining design and movement feature for the LAP area. The completion of the boulevard through a resolved Priory Hall scheme, linking Clongriffin and Belmayne, is critical to delivery of the boulevard axis.

The LAP envisages that the master plan proposals for the design and spatial organisation of the proposed town centre should ensure permeability and accessibility in a manner that maximises the advantages which will be delivered by the proposed relief road.



Fig 8.9 Aerial close up of Town Centre Site (2009 view)



Fig 8.10 Previous concept visuals of a developed town centre

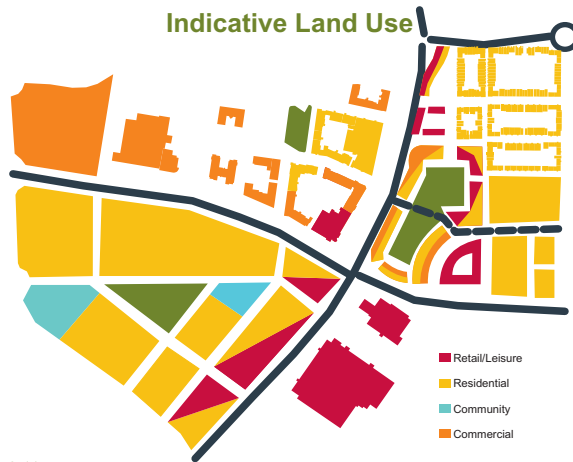


Fig 8.11

Fundamental to the masterplan vision of a vital, urban town centre is the provision of mixed use development that creates a vibrant and sustainable place. A town square is a focal point of this site and the principle of walkability should be established with the use of a 500-metre radius walk band with the town square at the epicentre. The LAP seeks to ensure that redevelopment provides a greatly enhanced range of uses, services and facilities.

The LAP seeks to provide a rich mix of uses to ensure variety on the site. This should include the provision of convenience store and a series of ancillary ground floor retails uses surrounding the town centre. Night-time economy uses such as cafes and restaurants should also be promoted. A cultural facility at this location has the potential to bring evening vitality to the public space. Residential use should be promoted at upper levels, together with a significant quantum of employment generating uses.

Where possible, active ground floor uses should be provided and individual building entrances orientated to enhance the public realm, create a vibrant and attractive urban environment and improve safety and security.

Fig 8.14 Previous concept of town centre designs

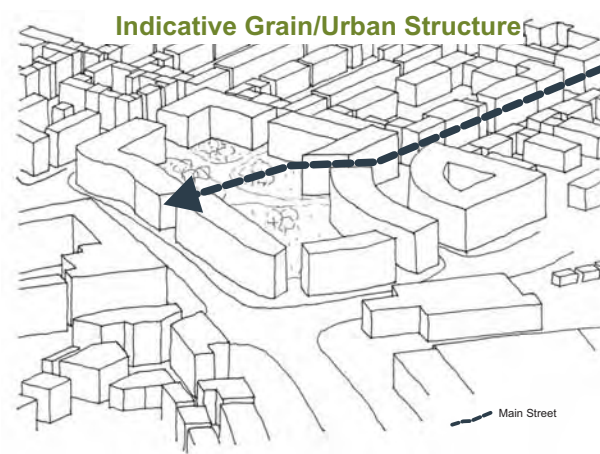


Fig 8.12

It is a key objective of the LAP to create a new civic space on the site enclosed by a mix of retail, commercial, community and residential uses. This space should combine hard and soft landscaping, passive and active areas. It can also be suitable for outdoor events and public gatherings. The precise form of this urban space shall be subject of a series of detailed design studies as part of the masterplan approach. Opportunities for tree planting should be maximised to enhance the environmental quality of the space. Designs shall take into account basement parking and quality landscaping requirements.

The LAP seeks to fully integrate the quality bus corridor into the town square setting. The urban grain of streets blocks and plots should be based on good practice in urban design, ensuring maximum permeability whilst still creating a rich and varied urban form.

The pivotal role of the town centre is strengthened through the presence of the three urban spaces located at intervals along the main street boulevard. The delivery of the town square will facilitate the creation of an east-west route linking Clongriffin key district centre to Belmoyne key district centre, thereby creating better connectivity to the residents.

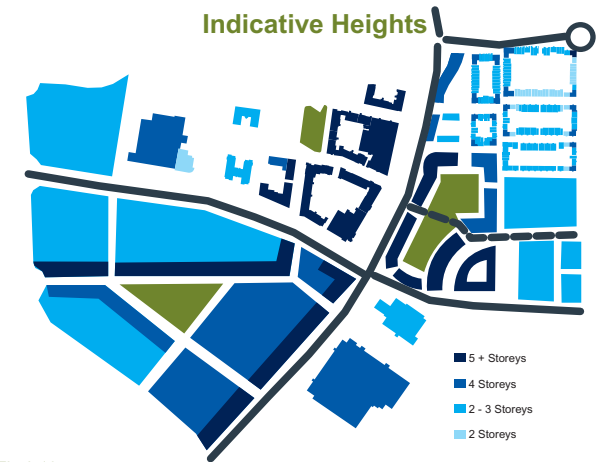


Fig 8.13

A design led masterplan approach accompanied by a clearly articulated design statement should establish the optimum form of development, height, uses and quantum of parking on site

The development of the town centre must take into account the surrounding residential context which is primarily two to three storey houses on the east and urban scale five to seven storey residential upper floors on the west. New development should provide a decreasing height profile eastwards from the edge of the site at Malahide Road.

The effect of development proposal on residential amenity of neighbouring dwellings and the effect on local microclimate, including daylight, sunshine and wind tunnelling must be carefully analysed.

There is potential to provide a landmark building at an appropriate location along the square. This building should be of high quality and provide a dynamic relationship with the square. The development of the town centre is expected to be of high architectural standard with attention to detail in design, particularly in terms of the articulation of ground floor uses, street animation, entrances, façade articulation, roofscape and landmark elements.



8.3 Design Statement on St Michael's Cottages

St Michael's Cottages is a residential cul de sac accessed from Hole in the Wall Road characterised by a number of cottages, some with dormer extensions and many with mature gardens and hedgerow boundaries. Under the North Fringe Action Area Plan 2000, the cul de sac was positioned just north of the Main Street boulevard and west of Fr Collin's Park. The Priory Hall development adjoins the rear garden boundaries of houses in the cul de sac to the south.

There were no specific urban design objectives or proposals for St Michael's Cottages under the NFAAP but the location was recognised as a prime location close to the park, the town centre in Clongriffin and close to the Main Street corridor. Planning applications have been permitted for domestic extensions. For one site (No's 1-3 St Michael's Cottages), on the south side of the junction of the cul de sac and Hole in the Wall Road, planning permission was granted in 2005 (under Register Reference 6428/05) for higher density apartment blocks but was not enacted.

In order to avoid a piecemeal format of development within the cul de sac whereby modern higher density apartment units are in juxtaposition with cottages and suburban house types, the Development Plan stated that a LAP will provide a brief for this cul de sac. As the permission granted in 2005 at the entrance to the cul de sac was not developed, to date St Michael's Cottages retains its character in terms of scale and house types.

In contrast to the site briefs outlined in Sections 8.1 and 8.2, this estate is not in single ownership and has not been the subject of previous urban design analysis. No property owners have submitted masterplan proposals for re-design as part of the LAP process.

During pre draft consultation on the LAP, some residents expressed concern about the encroachment of higher density apartment development into their residential estate. Other residents, with property boundaries adjoining development lands in Belmayne and who had interest in possible re-development, expressed concern that co-ordinated development including their sites had not proceeded. With respect to the not enacted development on the Site of 1-3 St Michael's Cottages, it was expressed by the site owner that an own door town house development would be a preferred development format should new applications be made for that site.

Where re-development proposals are made for more than one property, an Urban Design Statement shall be submitted with a planning application having due regard to the guidance of Appendix 6 of the LAP for Housing Quality Assessment and the following :

- The context indicating a site and area analysis which includes an appraisal of the distinctive character of the area and adjoining sites.
- The design principles which have been applied to the site and how these will be translated to the development in terms of response to local character, layout, density, scale, landscape, visual appearance and impact on amenities, including sunlight.
- Drawings, perspectives and photomontages to demonstrate how the approach has been applied on the site.

The following guidance should also be considered in Urban Design Statements having regard to the character of this estate:

- The location of the cul de sac close to Fr Collins Park, emerging town centre and public transport services places St. Michael's Cottages in a well positioned context to increase residential densities. Development proposals shall meet all City Development Plan qualitative and quantitative standards.
- An incremental form of re-development on a site by site basis will be dealt with on the merits of each proposal having regard to appropriate scale, high quality design and meeting required standards (parking and open space standards are of particular importance).
- A uniform approach to general heights will be guided through development management as each proposal is made. With the exception of corner sites which have road frontage onto Hole in the Wall Road and overlook Fr Collins Park, heights of infill development within the cul de sac will be expected to respect the transition in character from the height of the neighbouring unit.
- While each site may have its own design features and individuality, there should be general themes of consistency with respect to overall design principles, boundary treatments and materials.
- High quality, own door, family orientated housing will be encouraged in sustainable higher density formats.
- The protection of adjoining residential amenity with respect to privacy, sunlight and daylight and visual outlook will be a requisite for each site.

- High quality mature landscaping, including retention of landscaping that may exist where feasible, shall be key feature of any residential infill proposal to enhance bio diversity and retain the mature landscaped character of the existing cul de sac.
- For properties with long rear gardens that adjoin the Belmayne development lands to the west of St Michael's Cottages, a back to back garden layout was proposed under original planning applications as a means of transition. This transition is still appropriate. However, should proposals be made for an amalgamation of separate sites or part rear gardens with future phases of Belmayne (Phase 4 Belmayne as outlined in Section 16 of the LAP), such proposals will only be considered in the context of a design masterplan that addresses successfully streetscape integration of a proposed development onto both the cul de sac and Phase 4 site. Due regard must be had to the retention of quality private open space for residential units addressing both frontages.



Fig 8.15 Aerial view of St. Michaels Cottages (2009 view)



9.0 ECONOMIC DEVELOPMENT STRATEGY

9.0 Economic Development Strategy

This LAP seeks to emphasise the positive future prospects for this area and sets out a proposal for achievable gains in the short term that improve the conditions to encourage long term investment, business opportunities and job growth in the local area.

9.1 Introduction

The economic strategy outlined in this chapter reviews both the assets and strengths of the location from an economic perspective and also the many ways in which entrepreneurship and economic activity is encouraged within the city and which can apply to the local context should the opportunities be created and fostered.

In particular, this section of the LAP overviews some of the many initiatives and support structures that exist to encourage business start ups and business growth within Dublin City, in particular emphasising initiatives of the Economic Development Unit of Dublin City Council and the Dublin City Enterprise Board.

The economic strategy for the LAP reflects current economic policies for Dublin City and the GDA region. In particular, it reflects what the city and region is currently focusing on to stimulate long term economic growth in these challenging economic times.

Promoting awareness through the LAP of such initiatives may spark ideas and encouragement to entrepreneurs to create businesses and job opportunities within the LAP area.

It is important, at the outset of this section, to note the obvious expression of the challenging national economic environment on the local area. A new developing area such as Clongriffin–Belmayne has been impacted by the challenges created by the economic downturn in a very real and direct way for residents. For example unfinished roads, vacant sites and empty units now exist and were unforeseen at the outset of the originally envisaged 10 year horizon for development delivery.

The conditions created have impacts on both the quality of life for residents and the environment to encourage a vibrant commercial/business community.

While these challenges exist and a return to development activity is likely in the medium to longer term, creative opportunities may present themselves in these current times to develop and strengthen the commercial and business community within the LAP area.

In particular, the close proximity to Dublin airport, economic activities and designated employment lands adjacent to the airport zone and future synergy with enterprise and employment lands in Fingal's south fringe provide great business opportunities in the future.

9.2 Economic Strategy under the North Fringe Action Area Plan 2000

The original NFAAP did not set out specific economic strategies. However, economic development was an inherent goal in an urban design strategy that sought mixed use development and the building of a new critical mass of people to provide viability for new businesses investment.

The urban design strategy set out a clear hierarchy of places with distinct and easily identifiable mixed use service centres (town centre locations) where a mix of commercial, retail, community and leisure uses would provide opportunities for employment.

The sustainable density policy of the original strategy encouraged consolidation and higher quantities of floor space development adjacent to public transport nodes (new rail station for example) where good connections and passing movement of people would help create viable conditions for businesses.

Investment in road and public transport infrastructure would ensure that the location was well connected to the city centre and adjoining neighbourhood for commercial interactions.

Residential areas were to be serviced with local services at regular intervals which provided opportunities for local businesses (crèches, cafes, corner shops etc). In addition, live work units were also proposed as part of the residential mix for home based economic activity.

All these elements combined were intended to create conditions for business ideas, business take up of floor space and business growth in the developing area.

These principles, which foster economic development as part of an overall sustainable mixed use strategy, are still considered important for the LAP.

9.3 Aims of the Economic Strategy under the LAP

The key aims of the economic strategy for the LAP will be to recognise and promote the strategic value of the area in economic terms and to implement economic policy of the region and city in ways that are relevant to the character of the local area.

Challenges that exist such as vacant units and land, can become unforeseen opportunities as affordable spaces for creative and/or temporary uses.

Small measures that have a relative low cost can go a long way to improving the image and perception of the area (improved site maintenance and visual presentation pending future development for example).

Inter agency co-operation and co-operation between public agencies and private developers (including the role of NAMA) can put in place a well thought out sequence of incremental improvements that help to deliver and complete infrastructure that will encourage a return to growth and development within the LAP area.

These aims will underpin the Economic Strategy for the LAP.

9.4 Promoting the Strategic Value of the LAP Area for Business Opportunities

The Clongriffin-Belmayne area is strategically located in the context of the city and the region and can position itself to be at the forefront of attracting innovation, businesses and employment opportunities that strengthens the local, city and regional economy.

Realising the assets and strengths of a location is key to attracting investment. The LAP area can offer many advantages that would benefit investors and new businesses including:

(I) It's evolving development as a modern, mixed use character area offering office and commercial space that is close to a choice of residential designs, establishing retail services, leisure and amenities, community services including crèches and all accessible to new public transport facilities.

(II) Direct and frequent access to the city centre and the central business district of the city through two local rail stations (Clongriffin providing inter city rail and Dart and Howth Junction close by providing additional frequent Dart services) and QBC bus services that terminate in Clongriffin.

(III) The development of a critical mass of people living long term in a high quality mixed use neighbourhood. This will create a viable local population in time to sustain local business ideas and services in addition to benefiting investors and their employees with available services. Capacity for c 10,000 homes (c25,000 population) was the original long term vision for the area. When the housing market returns to growth, this area provides many advantages to attract new home owners and long term residents.

(IV) The demographic trends for this part of the north city suburbs which is continually growing in the context of population decline in other parts of the suburban area. This growth is providing a young population cohort and advantages for a local dynamic labour force.

(V) The existence of zoned and serviced land (including key infrastructure such as water, drainage and broadband), which has the capacity to develop varying forms of employment generating uses.

(VI) The availability of existing built units for retail, office and other business opportunities with prime frontages and ranging in size.



(VII) The close proximity to the national motorway network, the M50 corridor, access to the Port Tunnel entrance and the international gateway of Dublin Airport. In addition, the emerging town centre at Clongriffin includes a transportation hub and park and ride interchange along the main rail line between Dublin and Belfast. The location can offer both its own values but also its proximity to regional, national and international transport infrastructure with benefits for the movement of people between different centres and logistical movement of goods and products.

(VIII) The proximity of the Dublin to Belfast Economic Corridor including direct access to that corridor using Clongriffin rail station, and in close proximity the motorway and airport connections, provides opportunities for future synergies with other centres on that corridor.

(IX) The close proximity of industrial and business park zones both within Dublin City and Fingal County Council. This proximity could offer potential for inter connected business activity.

(X) The close proximity to significant medical and third level education facilities (Beaumont Hospital and DCU for example) which could have opportunities for branch out space for facilities, research and development or uses that are complimentary to medical and third level research and activity.

(XI) The close proximity to the food production centres of north County Dublin.

(XII) The emerging distinct identity for the area, including an innovative sustainable design precedent in national terms (Fr Collins Park), a modern train station and an adjacent public square. Such assets set the location apart and can be positive in marketing a business location.

(XIII) The area continues to develop a unique character with objectives to complete a main street civic route through the area, develop and strengthen town centre gateways into the area and the creation of a recreational greenway to the sea (connecting Fr Collins Park to the significant natural amenities of Baldoyle Estuary via the River Mayne). These will be important identity characteristics that set the location apart and promote the area as a distinctive place for marketing.

(XIV) Its location adjacent to successful established residential neighbourhoods including Clare Hall, Donaghmede and Baldoyle with established neighbourhood infrastructure including schools, parks, shopping areas and libraries. This is important for amenity and quality of life factors that attract investors wishing to both live and work within the same area.

These assets of the LAP location should be considered when reviewing the economic policies, strategies and targets for the city and the region.

It is evident when these attributes of the local area are considered in the context of city and regional economic policy, and the drivers that encourage inward economic investment in particular, that the area can help to provide a competitive advantage for the city and the region in attracting economic activity.

9.5 Existing Employment Locations and Major Businesses Close To the LAP Area

Enterprise centres are important locations that support the development of small businesses and provide an environment that encourages networking, mentoring and physical work space for starting and growing a business.

Enterprise centres close to the LAP area include :

- Darndale/Belcamp Village Centre: Four units (now occupied), conference and meeting room facilities.
- Coolock Development Centre (12,000 ft² of enterprise space within 22 units).
- Invent DCU. (2,800m² of incubation space for technology based start up companies with linkages to Research and Development in DCU college)
- Drinane Centre Swords (31 enterprise units of varying flexible floor space).

The LAP area is accessible for a large amount of industrial estates and business parks in both the Dublin City Council and Fingal areas. Examples of these estates include Airport Business Park, Airways Industrial Estate, Collinstown Industrial Estate, Clonsilla Industrial Estate, Port Tunnel Business Park and Baldoyle Industrial Estate.

Other locations of significant employment in the local area include Northern Cross (Hilton Hotel, retail and offices), Bewley's , Clarehall Shopping Centre, Donaghmede Shopping Centre, Northside Shopping Centre, Coolock Retail Park, Cadbury's Ireland and Beaumont Hospital.

Figure 9.1 provides a diagram representation of these employment locations in the context of the LAP area.

The proximity of these many and varied businesses, enterprise and commercial locations is advantageous to the developing lands of the LAP area. There may be opportunities for related and supporting businesses to locate in the area, clustering of activities and space for existing businesses to expand or re-locate while remaining close to their existing catchments and support networks.

By highlighting these locations in the wider vicinity, it can be seen that the LAP area has an important business and commercial location context.

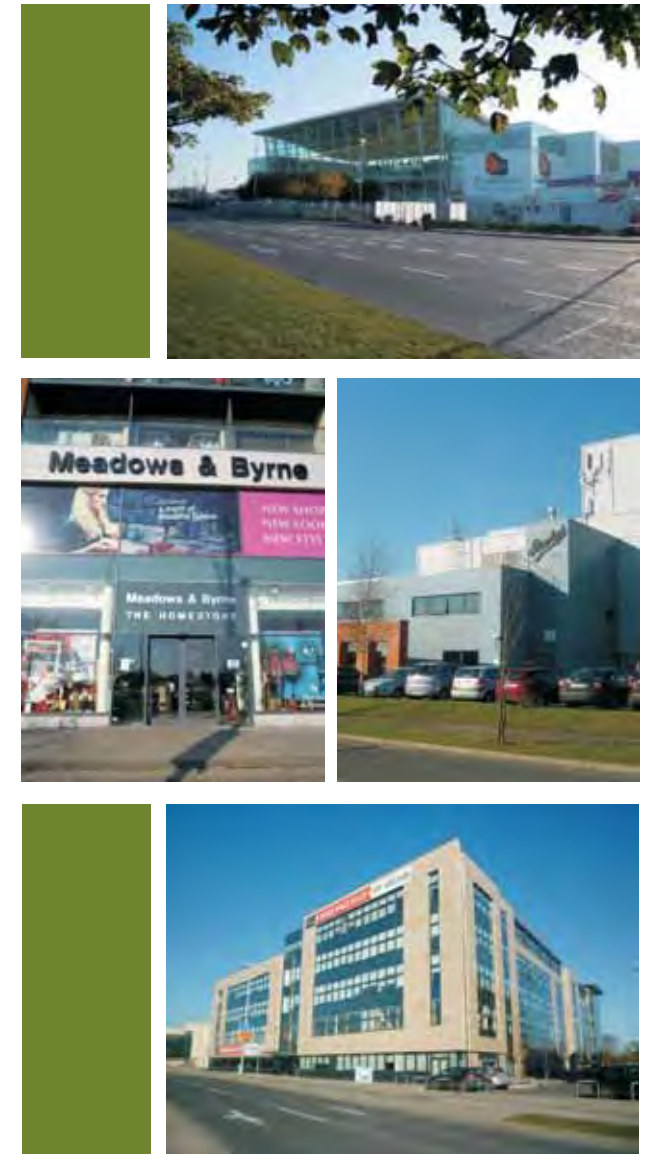
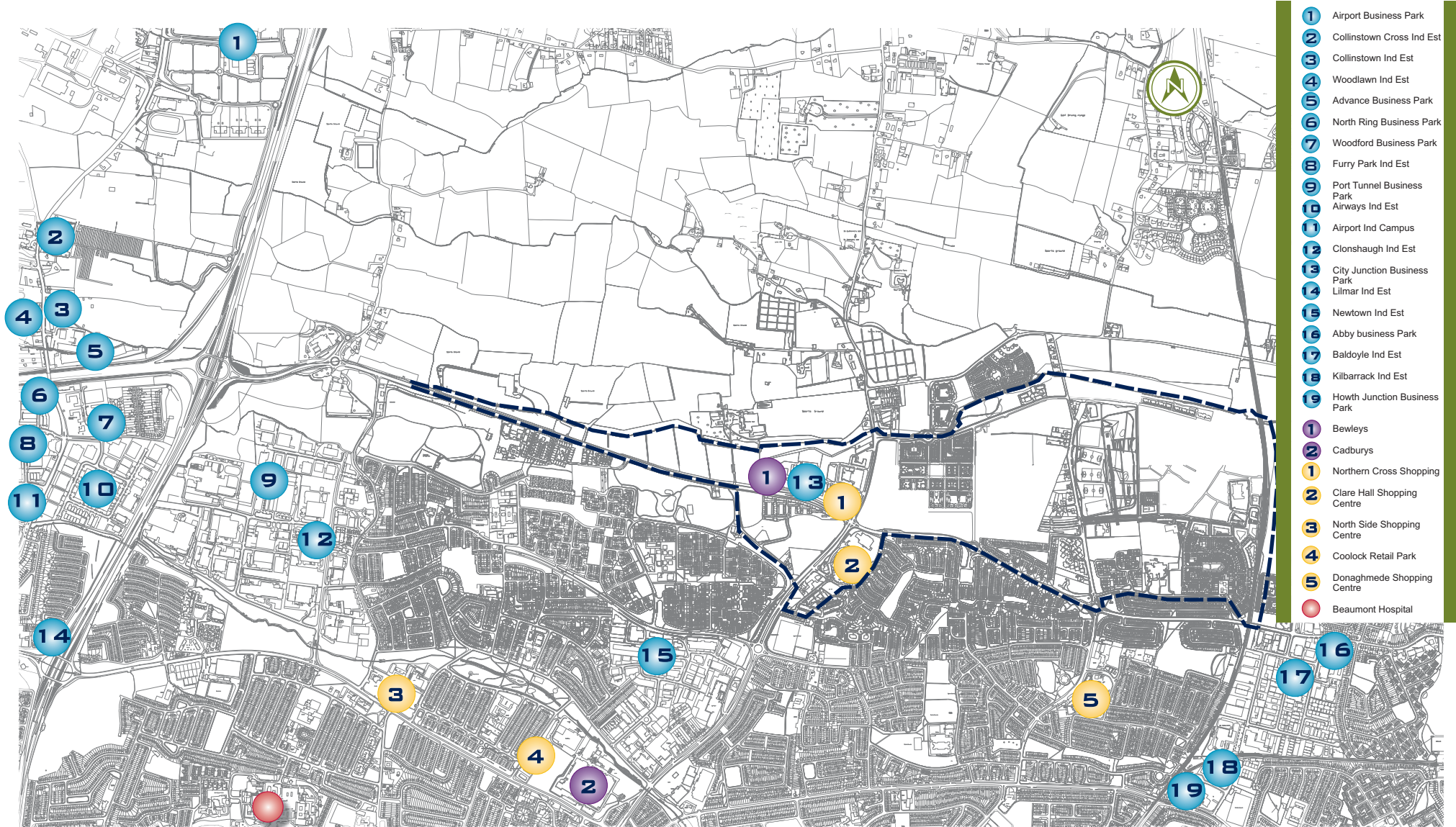




Fig 9.1 Survey of Local Key Employment Locations





9.6 Recent National Economic Forecasts and Commentary

According to the ESRI Quarterly Economic Commentary Summer 2011, growth may pick up in 2012 with GNP growing by 0.7 per cent and GDP by 2.3 per cent. The ESRI report states that the stimulus for growth is coming from the export sector as domestic producers seek to replace lost domestic demand with new business abroad, while the multi national sector continues to perform well on global markets.

The Summer 2011 ESRI report examined the housing market and stated that there remains an overhang of excess housing, office space and commercial space that is expected to depress investment over the coming years. In contrast, investment in manufacturing and agriculture is expected to expand following several years of decline.

Unemployment is expected to remain high. The collapse in output in the construction sector has created a major structural unemployment problem. It is expected that unemployment will average 14.3 per cent in 2011 and could be even higher in 2012 unless there is significant outward migration.

In addition to the cost of restructuring the banking system, the public finances have suffered due to the deterioration of taxation revenue.

The ESRI identify that a resumption of economic growth can be achieved through greater competitiveness and growing domestic confidence.

9.7 City and Regional Policies to Encourage Economic Development

Economic Development Action Plan for the Dublin Region

The overarching aim of this plan is to further develop the Dublin City Region, the engine of Ireland's economy.

Future economic growth will depend on re-orientating the economy towards exporting goods and services and supporting growth in indigenous enterprise. Improving the competitiveness of the economy is essential if the economy is to return to full employment within a reasonable timescale.

There is a need to stimulate the growth of enterprise and take advantage of the significant potential from the development of the green economy.

A key part of Government policy is focused on supporting the Smart Economy. This is defined as an economy that combines the successful elements of the enterprise economy and the innovation or "ideas" economy while promoting a high quality environment, improving energy security and promoting social cohesion.

A key feature of the "Smart Economy" is building the innovation component of the economy through the utilisation of human capital (the knowledge, skills and creativity of people) and its ability and effectiveness in translating ideas into valuable processes, products and services.

The key drivers identified to help achieve progress towards a competitive and creative city are identified in a Framework for Action in the City Region and include:

- (1) **Develop strong city leadership:** Reach agreement on a shared vision across the key players in Dublin on the critical areas for investment and development of world class infrastructure.
- (2) **Create a vibrant place:** Good urban quality is of central importance in attracting investment and talent. This includes the quality of the built and natural environment, the vibrancy of street life, density and intensity, café culture, arts and music, outdoor activities, public spaces, a choice of quality places to live, a child friendly environment, tolerance and social harmony.
- (3) **Nurture, attract and retain creative people:** It is when the achievement of a higher quality of life is attached to goals of economic growth that a city region experiences prosperity. A sustainable economy will flourish when you develop a safe city region where families and visitors feel welcomed and valued. People and the capacity for innovation and enterprise are perhaps the most important resources to building a city region's competitive advantage. In the current economic crisis it will be our capacity to innovate, network, communicate and be entrepreneurial that will help grow our economic competitiveness.

These key drivers for economic growth can be transposed from the regional to the local level.

In particular, the integration of an economic benefit and dividend when considering the important actions and policies for local movement, design and layout, community development, open space and amenity should be acknowledged. Actions under these themes can be drivers for local economic growth.

Improving the visual quality and presentation of the area, improving passing footfall, facilitating locations for people to meet and interact, facilitating valuable recreational opportunities, facilitating opportunity for temporary uses on land and in vacant units are just some of examples of how small measures incrementally can build upon the vibrancy of the area and attract ideas for business, innovation and investment in the local area.

Delivery of the Economic Action Plan for the Dublin Region is co-ordinated by Dublin City Council (the Economic Development Unit) on behalf of all four Dublin local authorities.

Monitoring progress and benchmarking the city's performance with other cities will be done as part of the Dublin City Indicators project.

Appendix 4 of this LAP provides a diagram of the economic Framework for Action and examples of the Dublin City Indicators measures).



Figure 5 from the Economic Development Action Plan for the Dublin Region indicating the broad economic principles for the region. Indicative LAP location is shown in context.



Dublin City Council Development Plan 2011- 2017 Policy: Revitalising the City's Economy

Opportunities for economic growth in this area are influenced by the strategic approach identified in the Development Plan for economic growth in the city, which are:

1. Develop enterprise.
2. Develop Dublin as an Innovation City
3. Develop clusters (economic, cultural and institutional) to optimise economic potential.
4. Develop the academic and research medical sector
5. Promote the development of economic corridors
6. Improve the attractiveness of the city for investors.
7. Available office and commercial space in the right locations to attract the knowledge and service economies.
8. Continue to enhance and renew parts of the city through regeneration.
9. Promote tourism as a key driver for a city's economy.

From an economic perspective, the Clongriffin-Belmayne area has a number of important and advantageous designations that will facilitate inward investment and growth and help to achieve many of these economic objectives.

Mixed use development patterns are encouraged by the designation of Key District Centres adjacent to existing and planned future public transport facilities. Such locations have the potential for a high quantity of floor space and density.

Residential, employment, commercial services, community facilities and recreational/amenity facilities are evolving on site and will continue to be promoted creating a sustainable mixed use neighbourhood offering opportunities for living, working and socialising within the area.

This pattern is complimentary to objectives of the City Council which seek to *"promote and enhance a number of identified Key District Centres as significant employment centres as part of their development as mixed use service centres for the local economy, incorporating a range of retail, employment, recreational and community uses"*. (Objective Re23)

The Z14 zoning objective is designated for the developing lands of the LAP area and permit a wide range of potential land uses. The zoning seeks social, economic and physical development with mixed uses of which residential and enterprise uses are predominant.

The Z14 zoned area corresponds with the important designation of a Key Developing Area, a strategic land bank in terms of the city and the region's future growth.

There are many proactive objectives set out within the Development Plan. It will be an objective of the LAP to guide the implementation of these city objectives to the local area. These include:

a) Flexible Floor Space Design:

Having regard to the development of commercial floor areas within the LAP area, in particular within the Key District Centres, Objective RE9 is important for implementation and states *"To promote and facilitate the provision of commercial developments that are flexible and can provide for a range of unit sizes including units suitable for small and start up enterprises"*.

Encouraging flexible floor plans and designs, particular designs that encourage small business start ups and co-locations as hubs or specialist centres is important to foster innovation. Such suitable designs would assist the LAP area by having the right type of enterprise accommodation in place to attract modern businesses.

Objective RE12 in particular seeks *"To promote flexible buildings that facilitate work clusters and affordable work spaces that develop in proximity to each other so as to allow skilled self-employed workers operate independently and also in collaboration."*

This objective in particular should be encouraged within the developing town centres of the LAP area, with an emphasis on locations close to public transport (for ease of access by customers and to connect the business city wide and regionally) and close to other services (for support, amenities for workers, opportunities for business synergy etc).

b) Creating Commercial Vibrancy

Making the developing town centres at Clongriffin and Belmayne vibrant is a key objective of this LAP.

Land uses and business openings alone will not generate the vibrancy if people cannot access and pass through these commercial areas easily.

Also, the long term vibrancy and prospects for growth of these and complimentary businesses will be compromised if the critical mass of people is not generated and attracted to the area including long term residents, local workers and visitors.

Encouraging businesses that add vibrancy to the area needs to be matched with objectives that deliver ease of movement and encourage growth in local residents, workers and visitors.

It is important therefore that issues for local movement, connecting service areas to their adjacent catchments with direct routes in particular, is encouraged and facilitated.

The density of residential and commercial developments in key locations, particularly serviced by public transport and mixed use facilities, needs to be delivered with levels of residents and employees that can sustain the viability of local businesses and services.

The importance of fostering a local economy and developing a network of complimentary businesses accords with Objective RE10 of the Development Plan which states the objective *"To promote and facilitate the economic and employment generating and regeneration of the locally traded services sector, making the city more attractive/vibrant for residents, shoppers, visitors and workers, and to recognise the clustering benefits of, for example, cafes and restaurants"*.

c) Temporary Uses

The City Council recognises that in the current challenging economic climate, there is merit and benefit in securing appropriate temporary uses as interim solutions to vacant lands or buildings. Temporary uses such as cafes, street markets, art galleries, allotments, parks or playing fields, can add vitality to city streets and local neighbourhoods as well as local communities and businesses.

The City Council will look positively on appropriate temporary uses as interim solutions for the significantly larger sites or tracts of land, smaller opportunity derelict or under-utilised sites and recently vacant buildings.

Some further guidance and examples of innovative temporary uses are set out in more detail in sections below.

Considering the extent of vacant lands in the LAP area and need for a proactive interim land use and actions strategy, the role of temporary uses is valid and responses to the particular economic issues for this study area.



The Lord Mayors Commission on Employment (LMCE).



It is important to note the Lord Mayors Commission on Employment (LMCE) which is an initiative started under the Lord Mayors Office in 2009 to ensure that the elected members of Dublin City Council could play a pivotal role in the development and promotion of economic recovery and job creation in the City.

The initiative included public call for innovative ideas, consultation with economic experts and sectoral groups and examination of best practice job creating models.

The LMCE developed a set of recommendations under the themes of:

- A Smart City
- A Working City
- A Learning City
- A Creative City
- An Open City
- A Global City
- A Living City.

It is a policy of the Dublin City Council Development Plan 2011-2017 to consider the implementation of the recommendations of the LMCE.

An example of progress towards the implementation of the LMCE is the establishment of a Business Support Programme through a joint initiative with the City Council, DCEB, the Lord Mayor's Office and Ulster Bank.

Under this programme, a total of €10 million is available in a support fund. Businesses can apply for loans up to €30,000 maximum and receive further banking assistance and mentoring (including assistance with applying for the loans) through the DCEB.

The ideas and initiatives emerging from the LMCE can provide positive influence and ideas for enterprise in the LAP area.

Enterprise Zonings and Policies Under the Fingal County Development Plan 2011-2017 for Lands Close to the LAP Area

A short travel distance west of the LAP, future development land zoned in the Fingal County Council area, between and adjacent to the R108 (Ballymun)/ M50 interchange and the M1/M50 interchange, are designated for enterprise development.

The R139 provides a direct connection eastwards back to the LAP area from these enterprise designated lands. Lands north of the R139, within the Dublin City Council area, adjoin these enterprise zoned lands directly.

Lands north of the R139 are zoned Objective HT to "Provide for office, research and development and high technology/manufacturing type employment in a high quality built and landscaped environment.

These lands are designated so that a masterplan will be prepared for the area.

Local Objective 423 states that the masterplan will provide, in addition to Zoning HT uses, hotel, educational and uses to support the significant local employment base such as restaurant, cafes and childcare uses.

Future access roads are designated to open the lands for development. Part of the R107 re-alignment project, the importance of which is identified in Section 6.0 of the LAP, facilitates the development potential of these lands.

Local Objective 430 of the Fingal County Development Plan states to facilitate the provision of public transport to the lands north of the M50 extension.

Extensive areas of land north of the M50 and close to Dublin Airport are similarly designated for Objective HT and other enterprise uses including general enterprise, distribution, warehousing and logistics. A Local Area Plan is designated to guide the future development of these lands adjacent to the airport zone. These lands also have long term public transport integration potential, having been identified as lands interconnecting with Metro North and Metro West.

The potential for future economic activity and employment generating uses on these lands could have a synergy and benefit for the LAP area with respect to (a) providing employment locations within short commuting distances (walking, cycling and future public transport potential) to a residential base in the LAP area, (b) opportunities for supporting commercial and community services that benefit employees in the enterprise zones and (c) potential opportunities for supporting businesses (clustering) that may seek to locate close to the enterprise areas.

9.8 Information on Enterprise Services and Initiatives

Dublin City Enterprise Board

The Dublin City Enterprise Board (DCEB) is a state funded agency that helps people to start their own businesses in Dublin City.

Enterprise information, access to business networks, advice, training courses, mentoring, networking and assisting access to loans and finance is offered.

Examples of network initiatives supported by the DCEB can be researched on their web site.

In 2010, the DCEB dealt with over 3,500 enquires for starting up businesses. The assistance includes advice and access to available funding and grants, training and education courses, networking and mentoring services.

Examples of practical advice offered on business locations include:

1. Suitable locations and requirements for business start up including working from home.
2. The benefits of certain accommodation for the type of business envisaged, ranging from hot desks in enterprise centres to light industrial units.
3. The benefits and role of enterprise centres to turn over high rates of fledgling businesses. Having other suitable enterprise locations close to the creative incubation space of these centres can provide next step locations as businesses grow and succeed.
4. If a business requires a high turn over of customers, locations with higher levels of passing movement will be required such as main retail locations. Such locations are vital if a customer based business initiative is to prosper.

High demand for financial assistance through the DCEB in recent years has created an emphasis on repayable loans so that financial resources can be recycled to continue assistance to new enterprises.

Before financial assistance is given, exploring and developing a successful business plan is encouraged. Financial assistance is offered for start ups or established businesses which:

- Operate from Dublin City
- Have less than 10 employees
- Operate in the areas of manufacturing and/or internationally traded services. Businesses whose activities attract tourism are also funded.



A mentoring programme is provided by the DCEB for individuals who (a) have a business idea or (b) have a business up and running. It is designed to enable the DCEB Ltd to provide a temporary adviser service that assists businesses to overcome obstacles in the development stages.

Economic Development Unit (EDU) of Dublin City Council

The Economic Development Unit (EDU) is a department within Dublin City Council which works in collaboration with a range of agencies in public and private sectors to create the right conditions for strong economic activity across the city region.

The EDU co-ordinates the delivery of the Economic Action Plan for the region, provides administrative support to the Creative Dublin Alliance, co-ordinates the annual Innovation Dublin festival and operates the Business Support Unit.

The Business Support Unit was established to assist both start up and growing businesses, particularly by co-ordinating access to a range of Dublin City Council services for entrepreneurs.

Contacting the unit can provide valuable assistance for potential entrepreneurs within the LAP area.

Guide to Enterprise in Dublin City and Other Initiatives

The Guide to Enterprise in Dublin City is an initiative of the EDU in Dublin City Council and Dublin City Enterprise Board (DCEB) to provide support to anyone who has a business idea and is thinking about starting up a new business.

It is also a support for existing businesses looking to expand. Information and advice is available through a dedicated web site www.dcebenterpriseguide.com.



An example of a current niche initiative for the region is the Dublin Food Chain project.

A joint initiative of the Irish Exporters Association and the four county enterprise boards in County Dublin, the project aims to address the key challenges facing small food producers, distributors and retailers in the region, provide a support network to grow an indigenous food sector and develop a sustainable local economy.

Awareness of initiatives such as the Dublin Food Chain initiative could have potential value in promoting economic ideas and proposals in the

local area related to this theme, particularly when considering the close proximity of the LAP area to food producing areas, the strategic regional and national transportation for possible export/national trading and the growing population of the LAP area for local demand and markets.

The advice and initiatives provided through the services of the EDU and DCEB have the potential to guide business start ups and proposals that facilitates business within the LAP area.

It is important that the opportunity to promote awareness of such services and initiatives at a local level is taken when making a Local Area Plan.

Appendix 4 of the LAP provides further information on economic initiatives which may have value for business proposals and ideas within the LAP area. These include summaries of:

- Dublin City Funding Information Service
- Creative Dublin Alliance
- The Green Way (An tSli Glas)

9.9 The Role of Creative Temporary Uses

The existence of commercial vacancy is not a problem unique to the developing area of the LAP. Even within prime locations in the city centre, completed units with advantageous locations are lying vacant owing to the current national economic and property downturn.

It is increasingly recognised and reflected in policies for the city that temporary uses can generate positive outcomes for economic growth.

The Lord Mayor's Commission on Employment for example states that the extent of under-utilised/vacant land in the city is both a problem but also an opportunity to improve the attractiveness, innovation potential and general competitiveness of the city.

The LMCE report states that there needs to be imaginative responses to the recession and the downturn in the property market. It should be policy to promote temporary uses of vacant property and make areas more attractive to generate business.

Dublin City Council adopted specific policies in the Development Plan to encourage temporary uses. For example policy RE29 states *"It is the policy of Dublin City Council to promote and facilitate temporary uses on vacant lands and buildings as an interim solution"*.

Policy RD8 further emphasises the potential role of temporary uses where it states it is policy *"to minimise the negative impact of dead frontages arising from high vacancy levels in retail or retail service outlets by the promotion and facilitation of temporary uses which contribute to the vitality of the street with particular*

support for publicly accessible creative and community uses such as community cafes, local markets, performance art events, art installations, galleries or artist studios".

Addressing land that is likely to remain vacant in the long term is also identified with new policies of the City Council. Policy GC 16 states it is policy *"to support the provision of community gardens/allotments/local markets/pocket parks, where feasible and in particular as temporary uses on vacant, under utilised or derelict sites in the city"*.

For vacant property within the LAP area, some of the potential benefits from establishing temporary uses would include:

1. Contributing to enlivenment and activity within a location which can benefit the existing community.
2. Creating awareness and wider knowledge of an area's opportunities and strengths (positive marketing).
3. Generate visits to the area and increased footfall that can help the viability of existing businesses (benefit from the passing trade) and create viability for new businesses.
4. Uses that have a creative, cultural and innovative edge can get noticed and acknowledged as positive and pioneering examples within the city (again contributing to positive marketing for an area).
5. Uses which may be viable may also address the needs of a local area and contribute to the social facilities for the community.

In addition to temporary uses providing benefits for reducing vacancy, they offer a potential seed bed to encourage creative business ideas to get established and explore market interest at reasonably low cost.

Should the idea or use prove successful, there are opportunities for the temporary use to become a longer term use, grow and attract like minded and supporting businesses providing dividends for local employment and the local economy, in addition to reducing vacancy.

There are also many positive opportunities to be gained by using lands likely to remain vacant in the long term, particularly lands that are in central locations and adjoined by development on different sides.

Putting the lands to use, even occasionally, can improve their visual appearance, enliven the street they front onto, open new routes for local connection. For example initiatives should be valued as having an economic value in addition to social and visual benefits.

There are a range of possible temporary uses which could be suitable and add value to the local area economy ranging from allotment projects, craft markets, food markets, city farm projects (a particular



action being pursued for vacant lands in London for example) to outdoor exhibitions , outdoor events , niche sports activities .

Considerations for Getting Temporary Uses Established

Factors that can support the set up of creative temporary uses require co-operation with the owners and/or their property agents and an entrepreneurial spirit amongst individuals and groups.

Agencies and public bodies such as Dublin City Council can and does take a proactive lead in creating awareness of the opportunity and encouraging take up. The City Council recently launched a call for landlords to engage in such initiatives.

Fiscal incentives such as tax relief and rate relaxation/ reduction as would require legislative changes and other statutory instruments which are beyond the scope of a LAP to provide.

The LAP can assist however in the following ways:

- Providing a platform for information.
- Creating awareness to access the enterprise development functions of the City Council and DCEB.
- Engaging and co-ordinating between different stakeholders.
- Setting out pro active objectives that guide developers and investors towards facilitating temporary uses.
- Having a pro-active approach to suitable temporary uses where the location context is appropriate through the development management (planning applications and advice procedures).

From the landowner's perspective, the short term loss, cost neutral or small profit return made by a property owner by offering favourable terms for a business start up, particularly for uses testing a market and exploring cultural and creative industry themes, can be compensated by long term increased returns if the right type of temporary use activity is generated and it becomes successful. Such initiatives also create investment and activity in an area, making it attractive to other businesses.

The individuals or groups considering a business plan or proposal that seeks initial short term lease arrangements and affordable rent conditions should take into account some of the responsibility they would need to bring to a proposal, including:

- Their ability to cover rates
- Cover insurances
- Cover any costs associated with a special fit out requirement.

Advice, mentoring and potential avenues for funding are offered and have been highlighted in this section above.

Examples and Case Studies of Temporary Uses in Action

The following initiatives within Dublin City are provided to give successful examples of creative temporary uses in action, particularly initiatives that took the opportunity of available vacant lands and units.

The purpose of setting these examples out is to create awareness of what can be done if stakeholder co-operation, creativity and local entrepreneurship combine.

Case Study 1: Fumbally Exchange

A successful example in Dublin of a temporary use concept which has proven to be a success and pioneering example is the Fumbally Exchange in Dublin 8.

Founded in 2010, the concept of the Fumbally Exchange was to establish a design and innovation hub co-operative within former vacant office accommodation. Individuals with similar and complimentary skills and business ideas network and collaborate together to work on shared projects. There are now more than 40 small businesses established. Each business person signs a Licence Agreement and pays a modest weekly licence fee to the property owner for the rent of a fully serviced desks within a shared office space. Work space is offered as hot desks, semi permanent hubs and permanent work stations.

The co-operative provides facilities that have benefit to all occupiers including reception and administration services, break out areas, refreshment areas, a library and information centre, parking, security, meeting and conference facilities etc.

The hub has gone from strength to strength gaining many significant work commissions and media attention for its concept and success as a design hub.

For more information of this example go to

www.fumballyexchange.com

Case Study 2: Chamber Street Allotment Project

The allotment project on Chamber Street was established following interest from the local community and Councillors to address the empty development sites in the local area, particularly Council owned former social housing sites and to create an interim use for these sites.

The project was driven by the Liberties Area office with best practice examples studied for guidance (Cambridge Council in the UK have successful allotment policies and examples). A total of 27 allotment plots and a community garden were created on the site.

In this allotment example, eleven month leases are signed with the Council with modest costs for renting a plot for each eleven month period. The list of allotment members is drawn from the locality and is renewed for each eleven month period. Initiatives such as gardening tutorials were held when the allotments were launched to provide education and encourage good practice in plot maintenance.

The benefits are considered significant and positive for the local area, particularly for visual improvement , community development and an education/recreation asset for the local community.

Once established, the allotments became an instant success with demand for plots over taking supply.

Although this particular example is of a Council owned site, there are other national examples where private lands intended for development but now vacant have been converted into allotments for rent and have provided an income stream for the owner that off sets the cost of set up (thus increasing their attraction as a viable temporary use).



9.10 Economic Policy and Objectives

The economic strategy for the LAP area is to promote the assets of the location and investment made in infrastructure to date. Objectives of the LAP seek to encourage and facilitate economic activity both in the interim period, where vacant sites and vacant commercial units exist, and in the long term where vibrant locations for commercial and enterprise activity are envisioned as part of the mix of uses in the developing area.

To help achieve these goals, the following policies and objectives are set out for the interim economic strategy:

ESP1 For the interim economic strategy, it is a policy of this LAP to promote catalysts for economic activity that include short term uses

Objectives

ESO1 To improve the physical and visual environment of the LAP area, in particular where vacant sites exist, to provide positive first impressions that market the area for business investment.

ESO2 To seek delivery of important sections of the street network, including interim pedestrian and cyclist routes, to improve local movement between the developing areas in both Dublin City Council and Fingal.

ESO3 To encourage co-operation between stakeholders to help prepare vacant sites for future development in a well ordered phasing sequence and facilitate the creative temporary uses.

ESO4 To co-ordinate with the Economic Development Unit, Dublin City Enterprise Board and State Agencies including the Department of Social Protection which is creating a new employment agency (NEES) in promoting the LAP area for economic investment and occupancy.

ESO5 As part of the implementation and review of the LAP, an implementation strategy for addressing the issue of commercial vacancy and progressing initiatives in consultation with key stakeholders, as outlined in the Economic Development Strategy of the LAP, shall be undertaken.

The following policies and objectives are set out for the long term economic strategy:

ESP2 For the long term economic strategy, it is a policy of the LAP to promote progress in delivering key drivers for sustainable economic growth including successful movement, high quality urban design, high quality visual impact, high quality natural environment, access to high quality life long housing and access to social and community infrastructure.

ESP3 To assist the implementation of regional and city economic strategies so that the local area is well positioned to perform and contribute to modern economic growth of the city and the region.

ESP4 To promote the location as a strategically located resource for future sustainable economic growth in the city and region.

Objectives:

ESO6 To co-ordinate with stakeholders, through the economic agencies that work within the city and region, to promote the LAP area for strategic economic investment, particularly in growth sectors.

ESO7 To co-ordinate with stakeholders, in particular the adjoining local authority of Fingal, to promote synergies between the LAP area, existing and future economic zones in close proximity to the LAP area.

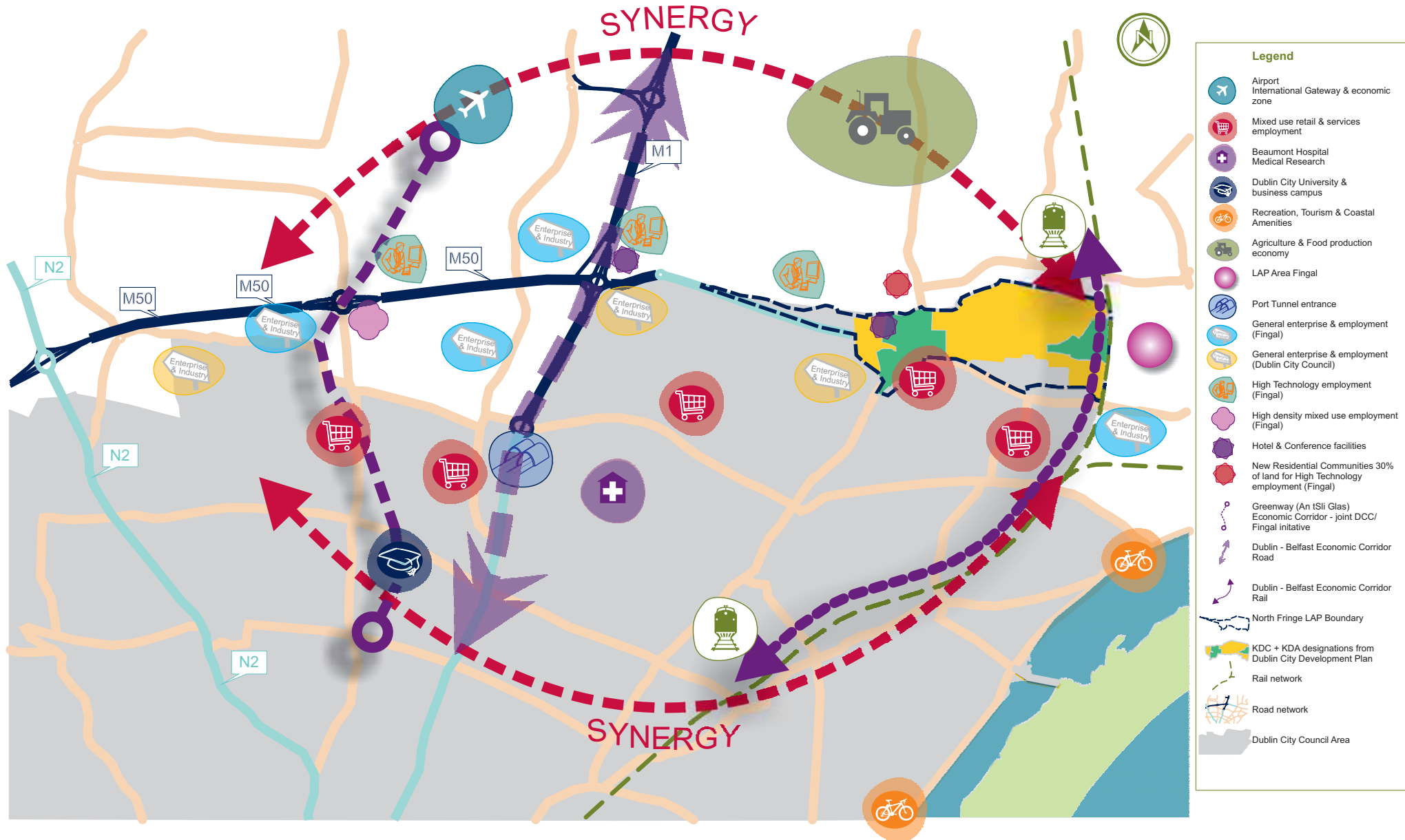
ESO8 To co-ordinate with stakeholders to help to achieve delivery of key transportation infrastructure improvement serving the LAP area.

ESO9 To co-ordinate with stakeholders for the completion of a high quality broadband infrastructure to service commercial and enterprise locations within the LAP area.

ESO10 To complete the urban design and spatial vision for the developing area (originally set out in the Action Area Plan in 2000) including the long term completion of two gateway town centre locations, which will be attractive for enterprise and business opportunities.



Fig 9.2 Economic Development Strategy





10.0 Environment and Open Space Amenity Strategy

The Environment and Open Space Amenity Strategy will focus on integrating a network of natural habitat locations, high quality parkland, sports and recreational areas, private and communal open spaces successfully with development areas. It will promote the development of a series of recreational routes that will connect established and new communities together.

10.1 Open Space Strategy Under the North Fringe Action Area Plan 2000.

The original landscape principles sought under the Action Area Plan 2000 sought to provide (a) a high level of open space amenity for future residents, employees and visitors and (b) connect the developing area with its natural assets including the transition to rural (green belt designated) lands in the Fingal area, the River Mayne and amenities of Dublin's coast.

A new flagship park (Fr Collins Park) was planned as a significant amenity facility and focal point. This park would connect, by walking and cycling routes, with a network of smaller scaled local parks integrated with residential developments. The town centre locations would focus development around dynamic urban squares. The landscaped main street boulevard route would connect these two locations as an attractive civic route. The River Mayne was identified as an asset to promote a linear park along its course at the northern boundary of the new development area.

10.2 Existing and Proposed Open Space, Recreation and Natural Amenities

The open space areas developed to date within the Z14 zoned developing lands of the LAP include Fr Collins Park, Phase 1 River Mayne Linear Park, Station Square, Belmayne Neighbourhood Park, Beaupark Neighbourhood Park and Northern Cross Neighbourhood Park.

In addition to these new parks, there are important existing public parks in the wider local neighbourhood which have the potential to be more successfully integrated (through walking and cycling routes in particular) with new development areas. These parks include Darndale Park, Donaghmede Park and Grangemore Park.

In the Fingal area, the natural amenities of Baldoyle Estuary, the beaches at Portmarnock and Sutton and Seagrang Park are accessible to the wider community. The planned Racecourse Park, located with the Baldoyle-Stapolin LAP, will be accessible to the wider neighbourhood, particularly if a green way is developed across both Council areas.

Other areas that have potential to contribute a greater level of amenity for residents in the wider neighbourhood when considered as part of a local network of recreational assets include school playing pitches, club sports grounds, green areas adjacent to housing estates.

Proposed but Non Implemented Open Spaces in the Developing Area

Within the undeveloped lands at Clongriffin, parks which were proposed included Pocket Park, Wetland Park, Linear Park, Panhandle Park, Conifer Park and Creche Park. Within the undeveloped lands at Belmayne, proposed parks included Community Square, Garden Precinct Neighbourhood Park and Quadrangular Plaza. These are indicative park names only.

The completion of these parks as part of an integrated network of local amenity areas in tandem with new development has not occurred owing to the market downturn and cessation of development works adjacent to the proposed locations of these parks.

The principal of these parks in terms of their integration with movement routes, integration with other open spaces and integration with adjoining land uses (supervision by adjoining residential units in particular) is considered robust and important to complete under the new LAP.

10.3 Incorporating Policy for a Green Connected City into the LAP

In helping to achieve a green connected city and more sustainable neighbourhoods, it is a policy of Dublin City Council to pursue a green infrastructure strategy, create sustainable connectivity between green areas and provide for the recreational and amenity needs of the population.

These overarching themes have direct and meaningful relevance for the LAP area, in particular in the ability of a landscape strategy to be innovative, capitalise on the natural assets of the wider area to create green corridors and provide the establishing and new communities with valuable recreation which will help to integrate and strengthen communities.

A Green Network connects green spaces and other natural features such as rivers and canals to different parts of the city and also links to areas beyond the city into the city region. It recognises the importance and benefits of interaction between the man made city environment, including parks and open spaces, and the natural environment. It includes and integrates open spaces, green corridors for cycling and walking, areas of high bio diversity value and recreational areas.

In the Dublin city context, the Dublin City Council Strategic Green Network includes parks, gardens, green initiatives in urban design, natural amenity areas and corridors such as river routes.

The potential role of the River Mayne and the opportunity for a linear park along its course connecting into Fingal is identified within city policy. Objective GCO40 of the Dublin City Development Plan 2011-2017-***“seeks to develop the following parks, open spaces and amenities including the Mayne River Valley (in conjunction with Fingal County Council)”***.

The ability to co-ordinate new developments and their infrastructure with the environment of the local area will help to achieve Policy GC7 of the Development Plan which ***“seeks to co-ordinate between open space, biodiversity and flood management, in progressing a green infrastructure network.”***

The objectives of the Environment Strategy in the LAP will help to achieve these policies.

Incorporating Best Practice Design Standards for Open Space Areas into the LAP

The design and maintenance of landscaped areas are an important consideration at the design stage of a development and have the ability to contribute towards amenities (visual and recreational) and place making.

Improving the visual appearance of the developing lands within the LAP is important given that the incomplete character of the area, vacant sites in particular, can have an impact on visual amenity and people's perception of the area.

Maximising the amenity value of homes and residential schemes is important for quality of life of residents and in particular to encourage long term residency.

Requirements for quality public open space provision, the provision for playgrounds and children's play spaces as part of residential schemes and the provision of high quality private and communal open space shall conform with the standards of the Dublin City Council Development Plan 2011-2017 see Appendix 5.

All proposals for development within the LAP that incorporate public open space to be taken in charge shall comply with Dublin City Council's "Guidelines for Open Space Development and Taking in Charge" See Appendix 5.



10.4 Aims of the Environment and Open Space Amenity Strategy

Many distinctive elements of the originally envisaged landscape and open space network are not yet complete.

The LAP will therefore seek the completion of an integrated network of open space areas as originally envisioned and maximise usage and connection to the open space amenities that exist in the wider neighbourhood.

Completing and connecting open space areas has many benefits. In addition to assisting the implementation of city policy, additional benefits for the local area will include:

- Enhanced opportunities for movement by walking and cycling.
- Creating distinct character areas for identity and orientation.
- Creating focal points for community interaction.
- Providing visual improvement.
- Improving quality of life that encourages long term residents.

The LAP will promote landscaping and open space provision as a driver for the interrelated themes of economic growth, improved movement, community development and sustainable design improvements within the local area.

Further aims of the strategy include optimising landscape elements to unify different parts of the developing area, protecting and enhancing bio diversity, incorporating SuDS innovations that compliment open space provision.

The strategy will also encourage creative temporary uses of vacant lands in the interim period that provide visual improvements, open space and amenity value to the local community.

Open Space and Landscaping To Unify the Developing Area

There are four aspects to the landscape strategy for the developing lands in the LAP area which not only promote integration of parks and open space areas for amenity and bio diversity value, but also the unification of the urban design, visual coherence and community interaction across the developing lands. The unifying elements are central to the aims of the environment and open space amenity strategy and include the following elements:

1: Completion of River Mayne Linear Park

The River Mayne linear park has the potential to tie together the northern edge of the developing lands and unify different sections of development east to west and the new communities living in them. The linear park would also integrate communities in both the Dublin City

Council and Fingal County Council areas.

2: Completion of Fr Collin's Park

The original design proposal for Fr Collin's Park included an extension of the park south of Main Street and to integrate the activities of the park with recreation and amenity zoned lands adjacent to Newgrove Estate and behind the existing Trinity Sports Centre. Amenity proposals included a new sports centre fronting onto Main Street and public open space amenity adjoining. Use of the Z9 zoned lands for amenity and community purposes, including interim uses pending longer term viability to complete the original plans, will help integrate the LAP area with established housing areas and utilise designated open space areas more actively for recreation and amenity value.

3: The Diagonal Green Route

This diagonal route would accommodate a pedestrian/cyclist desire line connecting residents in the Belmayne area to Fr Collins Park, residents in the Clongriffin area to Fr Collins Park and in so doing connecting the developing communities on both sides of the area to each other.

Importantly, the route intercepted with many of the distinctive parkland areas on both sides. It also coincides with community uses such as the proposed site for permanent schools and terminates at two important destinations (town squares) at both ends of the development.

It is a good example of a functional green route integrating nature, amenities and movement.

4: Main Street Landscaping

Landscaping can provide an opportunity to unify different locations and developments within the overall area. In particular, the public realm along the Main Street routes provides an opportunity to integrate landscaping that (i) distinguishes this street as an important civic route through the development (ii) integrates opportunities for nature into the higher density locations of the development (iii) provides a high visual quality to the street (iv) provides shading and shelter along the route and (v) compliments the public realm. Tree planting will be encouraged. Utility services under pavements shall be planned to allow the planting of trees in the public realm.

The co-ordinated delivery of these unifying landscape elements across the LAP lands will be an implementation priority for the LAP.

Biodiversity in the LAP Area

Biodiversity comprises of all life forms. The different plants, animals and micro organisms and the ecosystems of which they form are part of biodiversity. It includes a range of ecosystem services such as oxygen production, water purification, pollination, soil formation and nutrient recycling. Therefore the preservation of biodiversity in the LAP

area is very important.

The importance of biodiversity in urban and semi urban areas of the city is sometimes undervalued due to the development of lands. A healthy and functioning ecosystem filters pollutants caused by human activities. It absorbs and recycles essential nutrients and help purify water. Vegetation within ecosystems regulates water balance, helps with flood attenuation and also prevents erosion.

Biodiversity forms an integral part of our everyday lives. It provides an attractive environment in which we live, work and play. It is our natural heritage and that's why biodiversity needs to be respected, protected and valued.

Biodiversity Action Plans

The Dublin City Biodiversity Action Plan 2008-2012 aims to raise awareness, co-ordinate with stakeholders and set out projects and actions to reduce biodiversity loss and enhance biodiversity value in the city. It provides a programme of actions to protect and enhance the city's natural heritage.

It is an objective of the Dublin City Council Development Plan to support and implement the Biodiversity Action Plan. Preparing the LAP provides the opportunity to incorporate measures from that plan that help to protect and enhances biodiversity within the LAP area.

Considering the LAP location context adjoining the boundary with Fingal, the river Mayne and close to the coast, the Fingal Biodiversity Action Plan 2010-2015 is important for consideration in the LAP.

It identifies the international ecological importance of the mudflats and salt marshes of Baldoyle Estuary which is rich in species and biodiversity. The estuary is a designated Special Area of Conservation, Special Protection Area, proposed Natural Heritage Area, a Statutory Nature Reserve and a Ramsar (wetland preservation) site.

Protection of the Baldoyle Estuary through direct and indirect consequences of development within the LAP area will be an important priority for the LAP and for both Dublin City Council and Fingal County (see the Appropriate Assessment for the LAP).

The Fingal Biodiversity Action Plan also identifies the ecological importance of the River Mayne and protection of the river corridor for the movement of flora and fauna. Action No 42 of the plan states that a masterplan for a linear park along the Mayne will be prepared and implemented between both Fingal and Dublin City Council. The masterplan will combine recreational and nature conservation requirements in such a way that allows both functions to be developed to their potential.

The creation of this linear park is an important project for both Council's to co-ordinate on and deliver through the LAP.



Enhancing Biodiversity Value

In creating new parks, the opportunity is there to improve the management of nature to protect our natural heritage; habitats, plants and wildlife.

The LAP sets out a strategy that aims to balance the development of high quality urban environments with the protection and enhancement of the environment. It is important that development brings with it the possibilities of positive environmental gains and contributes to the achievement of sustainable forms of development.

The LAP will promote the importance of the environment in providing essential ecosystem services (such as food, clean water, flood alleviation and overall good health) so that a more environmentally friendly and healthier future can be achieved for the population of the LAP.

Both within and adjoining the Clongriffin-Belmayne area, there are many different habitats including rural, urban, coastal and marine habitats that reflect the LAP area's geology and landscape.

Dublin City Council, through this LAP, will promote the protection of these habitats and biodiversity. The LAP seeks to enhance biodiversity in the Clongriffin-Belmayne through the following actions:

- (I) Implement the recommendations and actions of the Biodiversity Action Plans for both local authorities in both their general guidance and specific local area actions (concerning the protection of the river Mayne and Baldoyle Estuary specifically)
- (II) Increase the knowledge and awareness of natural heritage within the local area and of the value to society in its protection and enhancement through information signage in parkland areas.
- (III) Development of a linear park along the Mayne that protects and enhances the riparian corridor, provides a recreational route and provides enhanced walking /cycling access to the amenities of Baldoyle Estuary is an important action for the LAP. Such a park will increase awareness and understanding of our natural areas.
- (IV) Ensure that an appropriate set back between development and the river Mayne is achieved in all future developments.
- (V) Ensure that the surface water drainage masterplan and Flood Risk Assessment for the LAP area incorporates best practice in SuDS design, optimises natural measures for pluvial management and regulates surface water discharge to the river Mayne.

- (VI) Promote high quality landscaping and provision of quality open space at the level of private, communal and public open space provision within the LAP area.
- (VII) Incorporate existing natural features such as trees and hedgerows within landscaping proposals and augment natural species that encourage a rich diversity of native flora and fauna within landscaping proposals.
- (VIII) In the layout and design of new urban development, incorporate designs to enhance biodiversity value and allows the penetration of wildlife into the urban fabric.
- (ix) Create green routes and connections, for example compliment walking and cycle routes with tree planting, encourage landscaped gardens as part of house designs, create semi amenity areas where opportunities for space occur within layouts etc along routes that can become corridors for nature to move in addition to people walking and cycling between amenity areas.
- (x) On lands that are likely to remain vacant in the interim period of the LAP, promote appropriate projects that improve the biodiversity value of these sites in addition to visual and productive value of the lands (wildflower meadows, grass growing, tree nursery, allotments etc).

The Opportunity to Incorporate Sustainable Urban Drainage Systems

A Sustainable Urban Drainage System (SuDS) is a design term for drainage that aims to control and clean surface water run off from urban developments (hard surfaced area such as roofs and roads surfaces in particular) as close to its source as possible.

Such systems allow surface water run off to be collected, stored, cleaned and allow for reductions through evaporation before a slow release back into the environment such as watercourses.

The benefits of incorporating SuDS as part of the overall surface water management of a site include benefit to flood control by minimising water discharges from a site, benefit to the natural environment by removing potential pollution and enhancing biodiversity.

SuDS design can also be aesthetically attractive and can provide greenery and landscaping features within urban developments and should include the qualities of an ease of management, low energy input and resilient to use.

Examples in practice which may be familiar to the public include wetlands or lake features as part of a park design.

There are a variety of SuDS design techniques that may be appropriate for different developments. Best practice SuDS design is also site specific. Factors that will make each design proposal unique for that site will include site gradients, groundwater tables, soil conditions and infiltration rates, nearest watercourses and habitats, the plan and design of the urban development and plan and design of existing and future proposed public open spaces.

SuDS measures have already influenced the open space strategy for the LAP area with the inclusion of a wetland park in Clongriffin (not yet completed) a good example. There is a positive opportunity through the LAP to promote implementation of best practice SuDS design within all future developments and to use such features to compliment the surface water drainage and landscape proposals in the developing lands.

The Infrastructure Strategy of the LAP provides further guidance on these measures.

A Council website is currently in preparation to give advice and best practice examples of SuDS design and will provide a valuable design resource for future proposals.

Appendix 5 provides further design guidance on SuDS measures which should be taken into consideration for any future developments in the LAP area.

10.5 Temporary Uses and Treatments of Vacant Sites

The extent of vacant land within the developing (Z14 zoned) area of the LAP is significant. A recurring theme throughout all section of this LAP is the potential use of this land for interim measures and delivering key elements of the long term strategy for the area as a priority to improve quality of life, prepare and market the area as a successful location of working, living and visiting.

The potential to use the vacant land resource positively for environmental improvements, landscaping, biodiversity and recreation is an opportunity which will help to drive economic development, encourage better movement, encourage better integration and deliver a confident statement about this area and its future potential.

There are three specific targets (which the objectives of the LAP) for the temporary use and priority implementation of works for the LAP area which benefit the Environment Strategy, detailed below.

Visual and environmental improvements

It is a priority of this LAP to create visual and environmental improvements on vacant sites including the removal of unsightly hoarding and restoring greenery and landscaping on sites which have a current "brownfield" character due to initial development works. This



proposal is complimentary to the movement and economic strategies of the LAP in particular.

To help achieve this, a pilot site improvement scheme will be a priority action of this LAP. A suitable site in DCC ownership will be chosen and the techniques used in the design of the space (boundary treatment, drainage design, landscape proposals, new route proposals and amenity use proposals) will be treated as a best practice and locally relevant example for the owners of other vacant sites to follow.

Such works for the most part will be of a temporary nature as the lands in question are zoned and serviced future development sites, many with existing planning permissions in place. However, in addition to the interim use and benefits for the community in improving the condition of these sites, there is an opportunity through these works to establish elements of the long term landscaping strategy and open routes that are intended as part of the long term street pattern.

A suitable pilot site on DCC lands will be examined close to the site of permanent primary schools in the Belmayne.

Opportunities for allotments and growing projects

A productive use of vacant land, with benefits for community and economic development of the area in particular, is the establishment of allotment projects.

Allotments can provide a productive return on land and provide local residents with a valuable recreation/ pastime opportunity in addition to value for education, community interaction and visual improvement of a site's character.

The management of allotment projects can be resource intensive and initial logistics for start up (appropriate soil, water supply, scale and extent of plots, access and parking, appropriate boundaries, supervision, licence agreements and membership etc) point to the value in establishing a manageable pilot allotment project within the LAP area.

The success of this pilot, feedback and monitoring the patterns of use and lessons learnt from its use will help the potential to extend allotment projects as both Council initiatives and also private initiatives on private vacant sites.

Setting up a pilot study area will be explored in conjunction with other proposals for planting and growing.

It is important to note that while a potential temporary use proposal on lands designated for future development, if integrated additionally as part of the delivery of the long term planned open space areas within the LAP, allotments could have along term value and function in open space areas. Objective GCO19 of the Dublin City Development Plan seeks to provide for allotments where appropriate, as a regular feature of city council parks and open spaces.

Opportunities for temporary active recreation

Objective GC032 of the Development Plan seeks to examine the possibility of using suitable undeveloped land temporarily as informal play space. This objective is considered to be relevant for the developing lands of the LAP area. It is important that such uses are recognised as non permanent, especially where the site's proposed have existing but non implemented planning permission.

However, through effective management of such uses, a valuable opportunity may exist to enliven spaces within the LAP area for the interim period with additional benefit of community development and economic development through increased footfall and activity.

Opportunities may exist on both public and private lands for active recreational uses (adventure pursuits, niche sports, etc all subject to appropriate planning and licensing procedures).

Provision for informal play opportunities be created installed to target recreation uses for the community not already catered for in local parks.

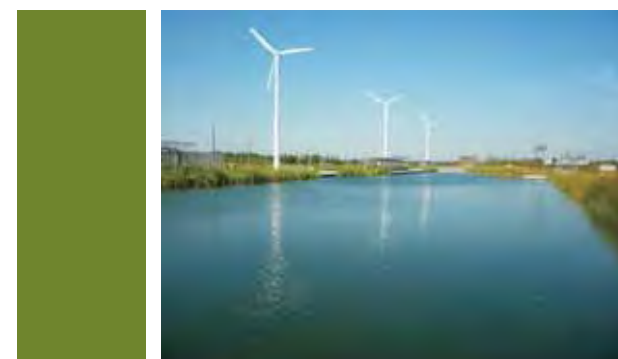
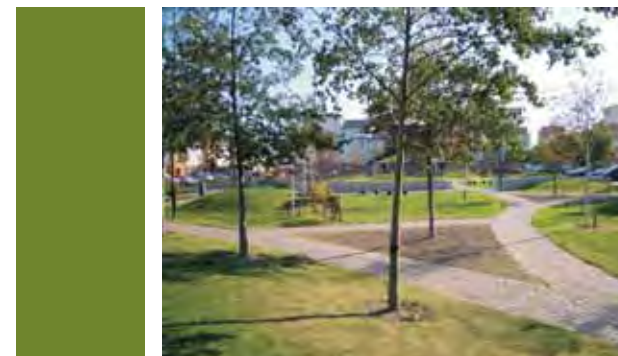
A particular opportunity for a pilot may exist to the south of Fr Collin's Park on a site with a long term objective for a community sports centre. The original design proposals for Fr Collin's Park did indeed extend to provide active recreation uses south of the park and Main Street.

Funding for a sports centre is more likely to be a longer term provision but the site for this facility, zoned Z9 for open space and recreation, may have potential for active recreation and temporary play facilities pending the longer term provision of a sports centre. It will be an objective of this LAP to explore the feasibility of providing such active recreation uses on this site.

10.6 Environment and Open Space Amenity Policy and Objectives

It is a central aim of this LAP to ensure that the LAP area develops as a sustainable place with the natural environment and open space amenities integrated as main features of the area's identity and character.

This Environment and Open Space Amenity Strategy should be seen as one in a suite of complimentary and inter-related strategies promoted by the LAP to achieve sustainable formats of development that value the environment, open space and recreational amenities as integral elements that help to influence and shape design.





The following policy and objectives are set out to help achieve this goal:

Policy:

EOSP1 To realise the potential of a high quality environment as a key driver in economic development, community development, bio diversity enhancement, improved sustainable movement and enhanced quality of life for the local area.

EOSP2 To protect and maximise the assets of natural heritage both within and adjoining the local area, in particular coastal amenities, and promote the development of green corridors between amenity areas in both Dublin City Council and Fingal County Council areas.

EOSP3 To protect the natural habitats and protected status of Baldoyle Estuary by ensuring protection of water quality and habitats along the riparian corridor of the River Mayne and ensure appropriate set back of developments, surface water management and park design along its course.

Objectives:

EOSO1 To achieve best practice and innovations in SuDS design as part of development schemes including the successful co-ordination of surface water management with ecology and amenity functions of open space and landscaped areas.

EOSO2 To prioritise and seek the early completion of the original network of open spaces throughout the developing area in the LAP.

EOSO3 To co-ordinate with Fingal County Council and other stakeholders on the completion of a phased plan and delivery of a linear park along the course of the River Mayne and enhancement of the biodiversity value of the riparian corridor.

EOSO4 To promote connections between existing amenity areas in the LAP proposed amenity areas and greenways including potential connections to an extended S2S route.

EOSO5 To prepare a specific local biodiversity action plan and landscape character assessment study within the life time of the LAP.

EOSO6 To assess the feasibility of establishing a pilot project site(s) for allotments and/or other growing initiatives on vacant sites within the LAP area as a priority action.

EOSO7 To promote improvements of vacant sites for the interim period pending their development within the LAP area and promote progress towards the completion of final stages of Fr Collins Park.



Fig 10.1 Existing Parks, Amenity & recreation Areas in DCC Local Area

1: Fr Collins Park

The 20ha park provides a regional recreational resource for the wider community and has become a landmark feature for this area. The wind turbines in particular provide unique landmarks. Designed to be self sufficient in energy usage, this sustainable park combines active sports and recreation, passive recreation, children's play, natural habitats, water features, high quality public realm and opportunities for performances and community events. It provides a significant unifying feature between the different parts of the developing area and a location for the existing and new communities to integrate. Final stages of this park (to the south of the Main Street) have yet to be completed.

4: Belmayne Local Park

This is a good example of a park designed as a focal point within the housing layout for Phase 1 of Belmayne. The park combines opportunities for seating, active sports, passive recreation, visual amenity and community interaction.

6: Northern Cross Local Park

This is an example of how spaces for passive recreation can be intermixed successfully with higher density developments. The park, part of the public open space provision for the urban development at Northern Cross, is accessible to residential and commercial uses. It provides a location for interaction, greenery and relaxation at the heart of a high density commercial/residential scheme.

8: Donaghmeade Park

Located to the south of the Grange Road and to the west of the railway line, this park is c 6.52 ha in size. It provides grass playing pitches, an all weather training facility and path system linking Grange Abbey Estate with Carndonagh Estate. Maturing trees are located in the northern portion of the park close to its boundary with Grange Road.

10: Ayrefield and District Community Sports and Leisure Club and St Laurence O'Toole GAA Club

These two adjacent active sports facilities are accessed from Blunden Drive and include a number of outdoor playing and training pitches and indoor club and sports facilities.

2: Phase 1 River Mayne Linear Park

Phase 1 of a multi phased linear park incorporating a walkway route adjacent to the River Mayne on the north boundary of the developing area is complete to the north of Belmayne and adjacent to Marrsfield. The park combines projection of a riparian corridor and enhancing natural habitats with footpaths, new planting and seating areas. The route of the linear park has significant potential to provide a green route connection into Fingal and connect with the Racecourse Park and the amenities of Baldoyle Estuary.

3: Station Square

This plaza area is adjacent to the new rail station in Clongriffin, the existing terminus of the No 15 bus service and the Park and Ride. It was completed with Phase 1 elements of the town centre and complements the stepped public entrance to the station platform. The plaza is characterised by a high quality public realm with opportunities for pedestrian circulation, a meeting place and events. The full potential of this space is not yet realised owing to vacant units addressing its edges. A street connection across the rail line into the designated neighbourhood centre in the Baldoyle-Stapolin LAP area (where a similar

public space has been proposed) area would assist passing footfall and activity at this plaza.

5: Beaupark Local Park

Similar to the qualities and design intent as outlined for the neighbourhood park above. This park is also accessible by pedestrian connection to the adjoining community of Grange Road.

7: Darndale Park

Located north of Darndale Estate, this park is c 12.0 ha in size. The park has an extensive footpath system, grass laying pitches, children's playground, ornamental pond and fishing water feature, maturing trees along the northern boundary and a pavilion facilitating those using the playing pitches. The boundary treatment consists of low wall and railing generally with the boundary to the N32 consisting of plastic coated palisade fencing.

9: Linear Open Space between St' Donagh's Road and Holywell Road

This linear open space area is fronted onto by housing on Holwell Road and backed onto by housing fronting St Donagh's Road. As a linear route, it connects the DART station at Howth Junction with Grange Road. Local residents (the DERA especially) have identified this area as having significant opportunities for visual and amenity enhancement, improved security and to function as a green linear corridor for walking and cycling.

12: Grangemore Park

This small park is located adjacent to the Church of the Holy Trinity and located opposite Donaghmeade Shopping Centre. It is a grassed open space area with pathways connecting the Grange Road with residential communities off Grangemore Park.

1-6 New Open Space Amenity

7-8 Existing Dublin City Council Parks

9-13 Other Open Space & Sporting Facilities

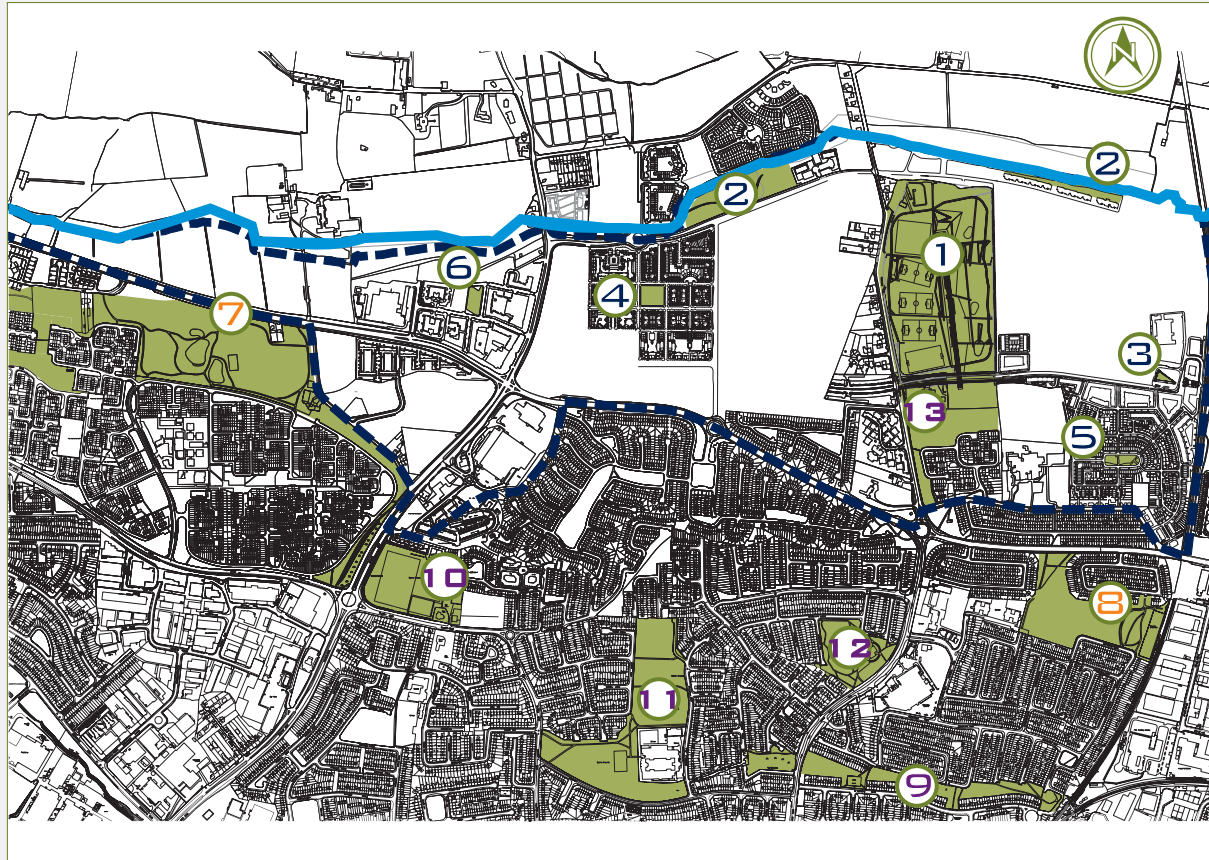




Fig 10.2 Planned but not yet completed Public Open Space Areas

1 Pocket Park

Pocket park incorporates a walking route between the northern distributor road towards the centre of the Clongriffin residential precincts. The park combines opportunity for passive recreation with tree planting, seating and lighting along a high quality landscaped walking route.

2 Wetland Park

Wetland park serves as both a surface water attenuation areas and an opportunity to create a lake habitat close to the River Mayne. The open space area intersects with the River Mayne corridor in plan and is close to the rail line boundary with Fingal. Features of this space included its landmark shape and presence where the north distributor road turns south towards the town centre (an important orientation point). It incorporates greenery, natural wetland vegetation, viewing platforms and walkways.

3 Linear Park

The linear Park provides a wide landscaped esplanade for walking and cycling connecting Fr Collins Park to a local park in the centre of the Clongriffin residential precincts. Opportunities for seating, tree planting and greenery are integrated. Street car parking is incorporated with landscaping at the park edges.

4 Panhandle Park

Panhandle Park serves as a park in the centre of the Clongriffin lands. It is designed with wide areas of paving and public realm where the park adjoins the linear park and walking /cycling route to Fr Collins Park. It also provides spacious greenery in contoured design, seating and landscaping.

5 Creche Park

Another example of a small park area but with an important contribution to facilitating community interaction and greenery adjacent to a location where a proposed community use, in this case a crèche, is intended.

6 Garden Precinct Local Park

This is an example of a local park, similar in function and design concept to the park in Belmayne, which is integrated as a focal point and main design feature for the residential precinct adjoining.

7 Quadrangular Plaza

This space is an example of how to use landscaping to define an important junction. Four corners have set back building lines and space for landscaping and seating. Such small pocket parks can provide good opportunities to rest, and for the community to interact.

8 River Mayne Linear Park

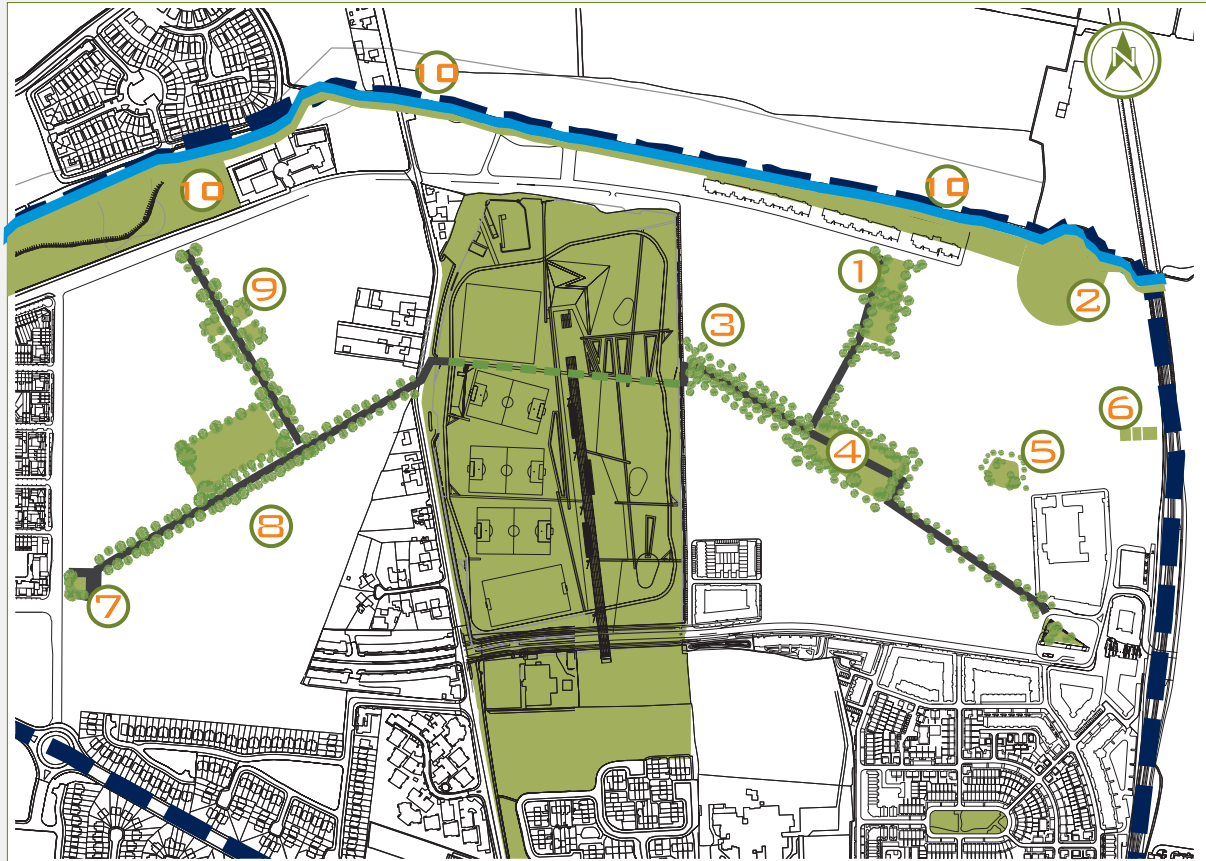
Completion of the River Mayne Linear Park as a greenway connecting to the Baldoyle Estuary. This park will provide a riparian corridor to protect and enhance biodiversity, provide opportunities for walking and cycling amenities and help to connect communities in both the DCC Baldoyle - Stapolin LAP area.

9 Conifer Park

Conifer park is an example of a small space for rest, seating and a meeting point at an important junction in the street network.

10 Community Square

This square is located approximately a third of the journey length along the Main Street boulevard (from the Malahide Road end). It is also located at the junction of an important street connection linking the main street and northern distributor roads. It provides a space to rest along a route, meet, interact and incorporate landscaping and nature into a higher density urban setting. The concept for the space is to have active ground floor uses that provide a community focus in particular.

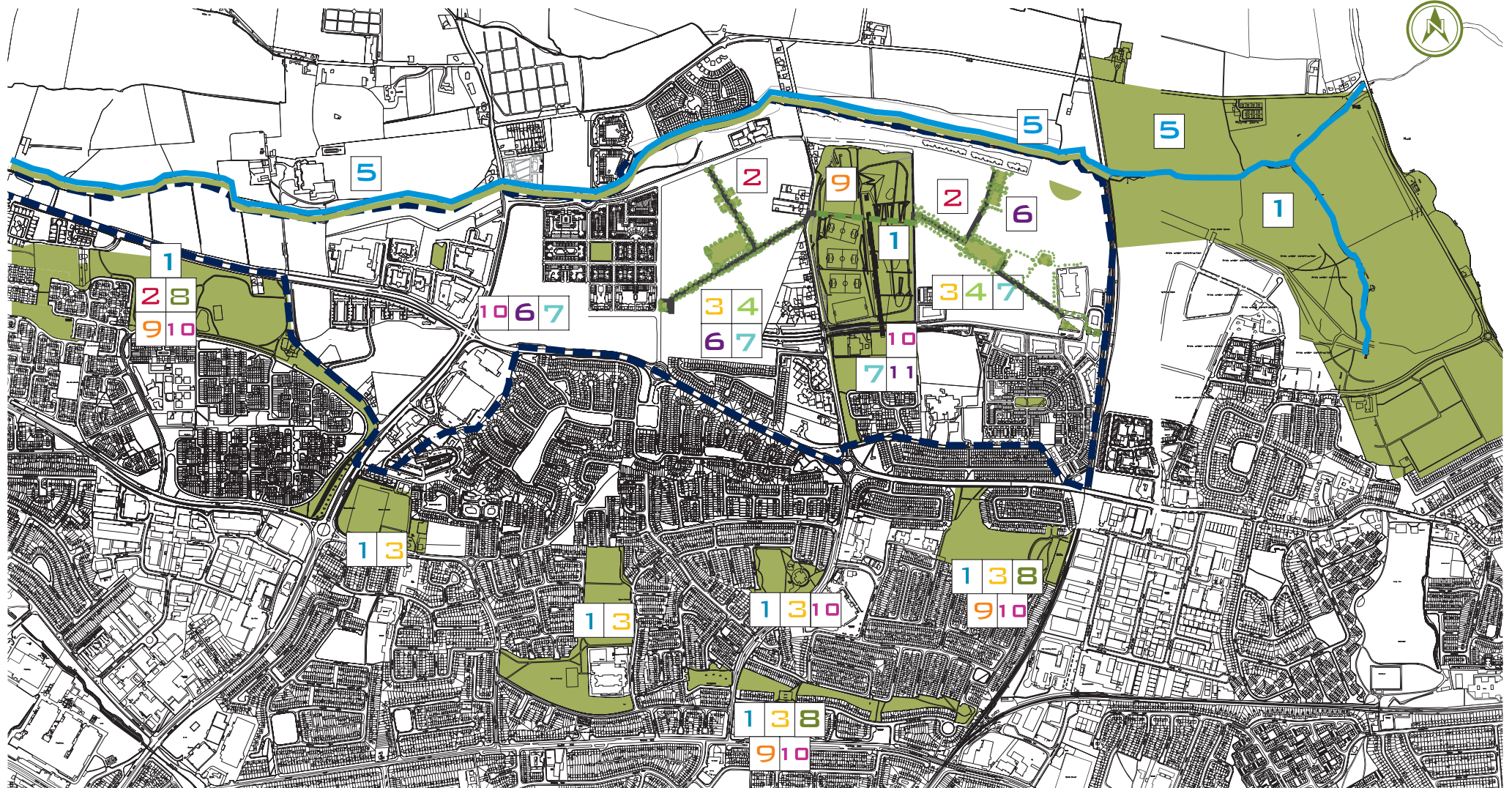


Note: The names for planned but not yet complete public open spaces are indicative to describe their location as per permitted landscaped plans.

The final names of these public open spaces may change to reflect the locality.



Fig 10.3 Environment and Open Space Amenity Strategy





1



Promote greater synergy within a network of local amenities

3



Improved walking & cycling connections between amenities

5



Liner Park along the river Mayne connecting to race course park, Baldoyle Estuary & Belcamp (Joint Council Projects)

7



Opportunities for temporary recreational use

9



Ongoing program of park improvements & enhancement works

2



Complete the network of new local parks in the developing area of the LAP

• Green route Indicative Alignment

4



Complete a green route through the developing area of the LAP

• Green route Indicative Alignment

6



Vacant lands that may have potential for visual improvement & pilot temporary growing projects eg allotments, wild flowers meadows etc.

8



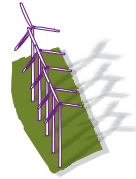
Enhance amenity potential of open space areas

10



Enhance and new opportunities for children's play facilities in the local area

11



Complete final phasing Fr. Collins Park





11.0 Community & Social Infrastructure

Taking into account methods that have worked in the past and identifying the opportunities for enhancement of the community in the future Dublin City Council seek to create neighbourhood revitalisation, and promote principles of active citizenship and civic responsibility in new and innovative ways. New developments should contribute to sustainable communities through the provision of sustainable social infrastructure that will ensure optimum use of community facilities.

11.1 Introduction

The strength of a good neighbourhood and sense of community is linked to the residential amenity provided. A successful community requires the promotion of social inclusion, good urban design, mix of community uses and access for all age groups.

Social Inclusion is important in creating sustainable neighbourhoods. Dublin City Council seeks to develop a cohesive, integrated and socially inclusive community through Asset Based Community Development (ABCD). The approach seeks to discover local assets, connect these assets to work together and create opportunities for these assets to combine to be more productive and powerful together. The approach focuses on mobilising the resources that are already present in a community and as such building on those.

This approach has been actively run by Dublin City Council who operate a year round programme of activities and events focused on Father Collins Park and also within the temporary community centre known as Unit 60. Local markets and events have been run throughout the year which helps to bring the local community to a common place for a common purpose.

11.2 Planned but not yet delivered community and social infrastructure

Community facilities proposed under the original planning developments sought to meet the needs and demands of the target population of c. 25,000 in creating a good urban neighbourhood. The facilities sought to meet the needs of the growing community in a sustainable manner. The strategic location of these facilities at the town square planned at Clongriffin and Belmayne ensured access for all age groups and tenures. A number of key facilities such as the library, community centre, permanent school and sports and leisure centre and medical facilities have not been either constructed or not yet operating within a purpose built unit. The LAP will ensure that as the population increases in the area through future take up of undeveloped lands the above social and community facilities will be delivered in a timely and sustainable manner.

11.3 Existing Community Facilities within the area and the wider neighbourhood

Overall the results of the community audit would indicate that the area is well serviced by community based facilities in the surrounding area. However, it is considered that a number of temporary and unfinished facilities originally planned for the area and not yet complete are still necessary. Due to certain unfinished sites throughout the plan area that accessibility and connection to these spaces is a significant barrier for the community.

The provision of community related facilities would be directly linked to the needs of the growing population. The threshold required in order to provide community related facilities varies in comparison to those necessary to draw in commercial opportunities.

Dublin City Council provides a wide variety of community based services through the Community Department and the Area Offices who provide day to day support and services to the local community. The LAP seeks to build on this resource to assist in the development of a strong sense of community in the area.

11.4 City Policies to create vibrant and successful communities

Dublin City Development Plan 2011-2017: Creating Good Neighbourhoods and Successful Communities

Dublin City Council identify the urban neighbourhood in Dublin should be big enough to support a range of services and small enough to foster a sense of belonging and community. Creating sustainable neighbourhoods requires sustainable densities that make the necessary facilities and services viable. The LAP lands are designated a SDRA1 (Strategic Development and Regeneration Area) which is an important component of the key developing area set out in the core strategy of the City Development Plan. The SDRA seeks to develop a highly sustainable, mixed use district, based around high quality public transport nodes, with a strong sense of place.

Community and Neighbourhood Development Strategy 2008-2012; Asset Based Community Development

The ABCD approach to community development focuses on discovering and mobilising the resources that are already present in the community. The LAP sets out in section A the current community services and facilities available both within the plan area and the surrounding areas. The connection and integration with those services can be built upon using the ABCD approach a method that the LAP would seek to promote through the location of appropriate community services and facilities delivered in a timely manner.

Dublin City Sport & Active Recreation Strategy

The strategy seeks to outline how Dublin City Council can work with interested parties in Dublin City to deliver high quality, integrated and sustainable sport and active recreation facilities and services. The five key elements underpinning the strategy are; sport; recreation; facilities; events and delivery. The LAP will take cognisance of the strategy in improving and building on the existing sporting and recreational facilities in the area.

City Development Board – A City of Possibilities

The City Development Board's vision for Dublin in 2012 will be a city of interdependent neighbourhoods and a city-wide communities of interest which will be nurtured. The plan sets out a strategy for creating and developing neighbourhoods that people identify with. The strategy indicates key objectives which seek to facilitate the development of neighbourhoods, to meet local needs, develop efficiency, create a sense of community and promote the specific diversity and identity of each neighbourhood.

Play Plan

Dublin City aims to create a city that is child friendly and actively supports and encourages the development of a wide variety of good quality opportunities for children's play. This principle is considered to be sought within development currently within the plan lands. Developments in the future will be required to positively consider children's play opportunities at application stage, an objective of the Dublin City Play Plan. As part of this LAP the objectives set out will be sought in developments that will be required to provide children's playgrounds to an appropriate standard of amenity and safety, and accessibility and to create safe and accessible places for socialising and informal play and for connecting with nature and art. Informal play opportunities will be encouraged in public open spaces. Play facilities will be encouraged in public open spaces at Belmayne town centre (see chapter 8) recognising the catchment facilities in Father Collins Park.

11.5 Proposed aims of the Local Area Plan

Community Centre

In providing new community related facilities the space must be flexible in nature allowing for adaptability which can be delivered through the provision of multi-functional spaces with floor space that will accommodate a variety of uses. The ability to design buildings that will allow for the sharing of space and flexibility for change in uses over time is necessary in the short term to ensure that at planning application stage sufficient spaces are provided and delivered upon to meet demand.



Consideration should be given to locating community centres beside, near, or integrated with other community facilities to assist in generating and reinforcing the spirit of the area, enabling joint events and sharing of resources. These facilities must be accessible to all by walking or using public transport, therefore promoting a steady stream of patronage which will facilitate the operational viability of a centre.

During the consultation phase of the LAP it was identified that the area required a multi-functional space to provide a community centre. The current accommodation at Unit 60 on the main street of Clongriffin would be considered a temporary solution. The need for a long term multi-functional space that will accommodate the needs of the local community is required. However, a community centre should be accommodated in a space that will be flexible and can adapt to provide a variety of uses such as community meeting rooms, education related uses, indoor recreational facilities and cultural spaces that will allow for theatre and art exhibitions. The LAP seeks to meet the needs of the community in highlighting the ideal location for such a facility.

Library

Library facilities seek to provide equal and accessible services, information, ideas, resources and programmes to local communities and neighbourhoods. The services provided within the library seek to enrich the facilities available to the community. The provision of a library and its future success hinge on the appropriate population capacity for the area. The Dublin City Library service would consider for a population of circa 30,000 persons a building accommodating a library would have a spatial requirement of c.900-1,000sqm.

The original planning permission for the Belmayne area provided for a number of key community services and facilities centred on a square that would ultimately create a community hub for social infrastructure. The creation of the “community square” sought to accommodate a primary school site, community centre, enterprise centre, library, etc. The proposed community hub has not yet been completed owing to the slow down in the property market and both private and public financial constraints. The LAP would recommend however that the original vision for the community hub should remain an element of any future planning applications for the area but. It is located centrally along the main street route, close to the proposed location for future primary schools, accessible via the proposed green route and close to neighbouring residential communities. The provision of an adequate community centre and library facility can meet a wide variety of needs of a community and as such should be either located within a multi-functional space or within close proximity to the community hub in order to promote sustainability.

The provision and successful operation of a library is linked to the population capacity of the area. The current population would not be considered at a level that would yet sustain a fully operational library.

As noted above, there are financial limitations on the city library division to acquire, manage and operate a new library facility. Taking into account the close proximity of Donaghmede library, the importance of promoting better use and connections to community assets that exist in the wider locality and the provision of a Dublin City Council operated mobile library the area would be considered well served in the short term for library services.

The mobile library service in particular will have flexibility to service new locations of community activity as they develop such as the location of permanent primary schools.

In the long term, the land exists to integrate permanent community facilities and a library facility close to the originally planned community square. Criteria for considering a suitable site will include a location that has good visual prominence to promote the service, is well connected with the residential catchment and successfully integrated with other community and mixed uses close by. Locations within both private lands and DCC lands provide options and will be considered as part of the preparation of the next five year plan for library services in Dublin City Council by the Library Services Department.

Sports & Leisure/Recreation

The newly constructed Father Collins Park provides ample outdoor sporting activities that would be considered adequate to meet the needs of the current and future community. At present indoor sporting facilities and a swimming pool is provided by the Trinity Sports and Leisure Services located to the south of Father Collins Park. The original proposals for Fr Collin's Park included an extension of amenity lands and sports facilities south of Main Street to occupy public Z9 zoned recreational lands to the rear of the Trinity Sports and Leisure complex. Facilities and a sports centre here would form an extension of Fr Collin's Park.

The full completion of development, the occupation of residential units and on site population has not materialised yet to make this completion viable. Owing to financial constraints on both private (ability to generate development levies towards a provision) and public funding (completion and management of a new sports centre), the provision of these facilities will be a longer term project and require an updated feasibility assessment. The importance of completing such facilities, even in a rationalised form, to service existing and importantly future population (which increases the threshold and viability to complete and manage such facilities) remains an important priority for Dublin City Council. The LAP provides the mechanism to keep the importance of such facilities on the agenda and progress their provision.

Capitalising on and improving access to existing sports assets delivered within the area to date and within the wider locality, including the Trinity Sports and Leisure complex, should be valued as an

opportunity, particularly in the interim period. Interim uses of these Z9 zoned lands shall explore the feasibility for temporary recreational and community uses that reinforce the value of the lands for community, sports and amenity functions.

Children & Play

The level of childcare facilities provided for within the area is an important element in providing an adequate community service. There is a need to facilitate the provision in suitable locations of sustainable, fit-for-purpose childcare facilities in residential, employment, and educational settings, taking into account the existing provision and emerging demographic trends in an area.

Given the current population identified within the preliminary 2011 Census of 18,025 within the area there are 5 childcare services offering 235 places. The wider area outside the boundary of the LAP provides 20 childcare facilities offering 937 places.

Future need is very difficult to determine within the North Fringe area, as it is a relatively new area in which there are developments not yet complete and units which remain unoccupied. These are factors that will impact on the emerging population trends.

In accordance with the evidence provided by the Dublin City Council North Central Local Childcare Resource Service (LCRS) there is a lack of affordable (community) childcare services particularly on a full-time basis and for under-threes in the area as a whole. Furthermore, taking into account the growing school-age population, the LCRS feels it is possible to make the determination that this is where future needs in the Clongriffin-Belamyne (North Fringe) area should concentrate.

The need for affordable (community) childcare services in the area is evident from the research carried out by the LCRS. A suitable location or premises for such service would be within proximity to other community services and good public service links. As such the LAP would consider a location close Belmayne or Northern Cross on Dublin City Council owned lands as ideal for providing this service as part of long term development strategy for these lands.

The focus on children at play is an important element of the LAP. The need to create facilities and open space that get children active within their own community will increase the well being of the young people within the area. The LAP area boosts a quality facility with the provision of Father Collins Park. The more locally based open spaces provide play areas that would be considered accessible by all and supports active living for children with good surveillance and security. Future facilities for children's play should continue to be incorporated into future parks, including smaller local parks, as part of the open space network.



The LAP identifies the need for more informal play areas within the smaller parks of residential developments and additional play facilities at Belmayne town centre to service residential catchments. The provision of such play spaces can be maintained and kept safe through active surveillance and a sense of ownership by the residents surrounding them.

An objective of the Dublin City Development Plan is to examine the possibility of using suitable undeveloped lands temporarily as informal play spaces. The LAP seeks to implement this objective through future planning applications resulting in an active use on an otherwise vacant space.

Allotments/Community Garden

As previously discussed in Chapter 9 and 10, the need to establish a use on temporary sites throughout the plan area is a short term objective. The provision of an allotment or community garden has been identified throughout the process as a use that may facilitate the temporary use of a number of vacant sites.

In considering the need for a temporary use the concept of “third places” can be applied in the area. The concept allows for space that a community can interact. These spaces or places can be in the form of an allotment, community garden or creative space and they can provide real benefit for community interaction.

Medical/Health facilities

In order to meet the immediate health needs of the community as it has developed a medical centre or doctor's surgery is required. More significant medical requirements can be met by hospitals within the City and in close proximity such as Beaumont Hospital.

The provision of a medical centre would be necessary to meet the needs of the growing community. The HSE were originally intending to operate a primary care unit within the Clongriffin area. However, to date a medical facility has not yet been developed. The LAP seeks to ensure adequate medical provision is accommodated within future developments.

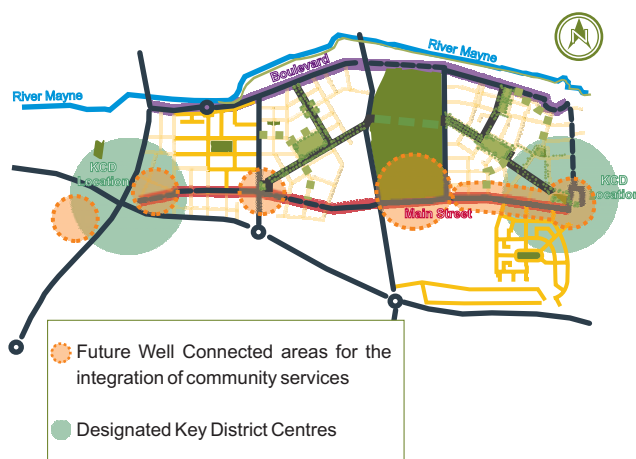
The need for health care in general is needed within the area. Planning permission has been granted but not yet acted upon for an 83 bedroom nursing home that will meet the needs of the community at different stages of life. The LAP seeks to ensure that medical/health facilities are provided for in appropriate locations close to public transport.

Local Shopping Facilities

The shopping demands of a the growing community require both small and large convenience shopping that can meet both the day to day and

would be considered a centre that meets the needs a wider community and would provide a significant amount of services to meet demand. However, the original strategy and population targets for the North Fringe of 25,000-30,000 that was envisaged planned second large retailer in the Clongriffin area. To date the delivery of this retailer has not occurred in a specifically designed space within the town square located at the rail station. The LAP will seek to promote the area as a key strategic commercial area that can sustain a large retailer taking into consideration its strong synergies with the adjoining population in Fingal County Council and the established community of Donaghmede.

Fig 11.1 Integration of Community Services





Educational Facilities

The LAP identifies the need for two permanent primary schools sites to serve the existing and future community. This is based on the original assessment that two primary schools were required in tandem with new development in the North Fringe, their delivery in temporary accommodation in Belmayne and the subsequent successful enrolment and management of the primary schools (Belmayne Educate Together and Saint Francis of Assisi National Primary Schools). The temporary accommodation provided for these schools has already reached capacity. The schools are considered to be significant assets for the developing area and are a positive community focal point assisting integration and community development.

The permanent site selection for two co-located primary schools was originally identified in the application for the lands adjoining Belamayne north of the proposed 'Community Hub'. It is considered that a location close to these assets is still optimal and remains an ideal site for educational use. The adjoining road network, access to proposed green routes towards Father Collins Park, its central location to a growing community and overall site area will provide a facility that is accessible to all and will allow for any necessary future expansions.

In considering the ideal location for educational facilities the LAP supports the concept of clustering of social infrastructure allowing accessibility and sustainability measures to be met. This concept lends itself to sharing of facilities. The need to provide accessible and open resources for the community can be achieved through shared facilities. A sports hall within a school would be an example of a space that can be shared for the community after hours.

The future delivery of post primary and tertiary educational facilities will be considered in the context of:

- i. Existing educational facilities within immediate and wider proximity to the LAP area (note the Community Audit in Chapter 5)
- ii. Existing capacity of schools in the locality.
- iii. Future expansion plans and capacity to expand and/or consolidate new facilities on existing school sites in the locality.
- iv. Population trends in the established communities and expected future populations (school going age cohorts in particular) generated from developing areas in both the Dublin City Council and Fingal County Council local areas.
- v. The planned provision of new schools by the Department of Education, and reservation of sites for future educational uses, in both the Dublin City Council and Fingal County Council area within close proximity to the LAP area.

The Department of Education and Science were consulted as part of the preparation of the LAP and confirmed that the provision of two co-located primary schools in Belmayne is a priority for the department with a design team currently advancing details to lodge a planning application. The estimated delivery of the schools is 2013-2014 at which time the current temporary building facilities will be discontinued for that use.

The provision of these schools will satisfy future projected population requirements based on population analysis and consultation with existing schools conducted by the Department of Education to inform this LAP.

The Department have also confirmed the requirement for land reservation for future school provision which includes sites in the LAP area adjacent to the rail line and in Clongriffin and also in the Baldoyle-Stapolin LAP area in Fingal. The Department have requested that these sites are retained as land reserves for potential future educational use to service future populations as new residential developments are completed in the medium to longer terms. The sites will remain reserved, managed and maintained by the landowners and may be suitable for interim uses. The LAP shall identify these reserved sites. The suitability of the sites reserved for future education use, in

particular Clongriffin, will be determined by the Department of Education.

The department's national programme for secondary school building involves c 20 new secondary schools throughout the country. The Minister's announcement of the 5 year building programme (2012 to 2015/2016) included 6 new post primary schools and extension/replacement building projects for a further 12 existing post primary schools throughout the county of Dublin.

Figure 11.2 is extracted from the community audit map presented in Chapter 5 and indicates existing educational facilities, the location for new primary schools in Belmayne and lands reserved for potential future educational use in the local area.

Fig 11.2 Schools Location Map





11.6 Community & Social Infrastructure Policy & Objectives of the LAP

The Community & social infrastructure strategy for the LAP seeks to develop a cohesive, integrated and well served neighbourhood. In order to achieve this following approach will be pursued during the life-time of the plan.

It is the objective of the Council:

- CSO1** To promote well designed, accessible and sustainable urban neighbourhoods throughout the LAP area that are well served by local facilities and public transport.
- CSO2** To ensure access for all to community and social infrastructure for community integration.
- CSO3** To ensure that buildings intended for community related facilities are designed as adaptable flexible spaces that accommodate a range of uses.
- CSO4** To assess the feasibility of providing a Dublin City Council Library facility to service the future population within the LAP area, include this feasibility within the next five year city library strategy and consider optimal locations that co-locate such a facility with other community uses.
- CSO5** To encourage community integration through such examples as creative recreational space, allotments and markets (the concept of “third spaces” for community interaction).
- CSO6** To seek to create safe and useable open spaces with each residential development for play through overlooking and passive surveillance.
- CSO7** To make provision for the completion of key routes and access points for all to the permanent primary school site within the LAP lands.
- CSO8** To promote and encourage a socially inclusive community that cater for all age groups, that accord with the principles of universal design and that offer quality of opportunity and good services to all.
- CSO9** To assess the feasibility and support the medium-long term provision of public sports facilities in combination with the completion of Fr Collin's Park south of the Main Street on lands zoned Z9 for recreation and amenity and to facilitate interim use of these lands for recreation and community purposes.

CSO10 To encourage the provision of accessible sports, recreation and community facilities as part of a sustainable mix of uses for future development proposals within the LAP area.

CSO11

To facilitate the development of two co-located primary schools in Belmayne, facilitate ease of access and connectivity to the school location and to reserve specially designated sites, of appropriate size and configuration to fulfil both the school's space requirements and integrate successfully with adjoining development, for educational uses to service the future population of the LAP area.

CSO12

To encourage the provision of health care services within the LAP area in accessible locations to cater for the needs of the existing and future population of the growing neighbourhood and to co-ordinate with the HSE, through the implementation and review process of the LAP, on the future planning for such facilities under HSE investment plans. The Council will support and promote the Clongriffin - Belmayne LAP area as a location suitable for the provision of a Primary Care Centre.

CSO13

Commercial facilities such as local supermarkets, restaurants, cafes and public houses are encouraged in the town centre and main street locations to provide opportunities for local employment, for the community to meet, interact and socialise and to assist community development.

Community Audit North Fringe



Educational Facilities

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



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

Note : The suitability of sites reserved for future education use, in particular future site 2 will be determined by the Department of Education



12.0 Culture & Tourism

Through Dublin City's past and present achievements in arts, literature, architecture and music it has become well recognised within Europe as a leading destination for cultural heritage and tourism. The LAP seeks to build on this legacy and enhance the image of the Clongriffin–Belmayne area as an opportunity to create a hub for vibrant culture and tourism opportunities. The strategic location of the LAP area lends itself at a local level to building a strong cultural life and local tourism industry.

12.1 Introduction

The Dublin City Cultural Strategy 2009-2017 identifies that culture is integral to the City's identity and quality of life. As part of the Cultural Strategy the Council set out themes that would achieve the vision for the city. The strategy seeks to lead and support the development of culture for the city, support established and emerging artists, create opportunities for everyone to participate in the city's cultural life, lead the development of excellent cultural infrastructure, recognise that culture is essential to the city's economic vitality, ensure that culture plays a significant role in urban regeneration and reflects the identity of Dublin neighbourhoods.

It is noted that there is a deficiency in cultural facilities across the city in the form of libraries, rehearsal and performance spaces and administrative space and this is an important issue within the LAP area. As such the LAP seeks to address any deficiencies within the plan area. See section 5.4 of the LAP which provides a community audit.

The development of the LAP lands have been guided by the principles set out in the original action plan. As the community has grown and developed the need to provide for culture and the arts in the area has become necessary. Taking into consideration that culture is not just about tourism but rather arts and local culture that support a quality of life for individuals and communities alike the LAP seeks to ensure these needs are addressed.

While it is acknowledged that currently a number of cultural events occur either within the plan area or the surrounding area it is important to note that with major development sites incomplete there is an opportunity in the future to build on the current levels of culture and arts elements. The LAP will seek to ensure that a number of strategic objectives to promote culture and arts are incorporated and considered.

12.2 Protecting and enhancing culture and tourism for the Clongriffin – Belmayne area

The area has considerable potential for the development of cultural uses. The strategic location of the LAP area lends itself to opportunities for linking to cultural and tourism assets.

The close proximity to the airport and hotel facilities in the area coupled with the good quality public transport links providing direct access to the city centre help to market the area as ideal for future culture and tourism development.

The living and accommodation requirements of people who are employed within the arts or craft traditions need recognition. The housing typologies required to meet the living and working needs require further detailed exploration in order to encourage artists to live and work within the area. The housing typologies required must meet the standards set out within Chapter 7 of this LAP.

There is an opportunity within the area to make use of underutilised space along the main street or within the urban squares and alternatively within smaller more local units for use by those engaged in following an artistic, creative or craft career within a professional context.

Dublin City Council's approach to culture seeks to build on and develop the city's renowned cultural life and legacy. The approach will support the development and location of cultural facilities across the city and make cultural life accessible to all. At a local level the LAP will seek to encourage the provision of cultural and tourism related facilities in larger developments ensuring they are accessible to all age groups and tenures.

In accordance with the City Development Plan policy FC16 the LAP will protect and support the cultural assets by facilitating the enhancement and/or growth of existing cultural, entertainment and performance spaces.

12.3 Key Cultural & Tourism Objectives of the LAP

The LAP seeks to support, establish and develop culture and tourism within the Clongriffin–Belmayne area.

It is the objective of the Council:

- CTO1** To support the development and sustainable location of cultural and tourism related facilities within the area in particular the flagship Father Collin's Park and greenway connections to the coast, that is accessible by all.
- CTO2** To facilitate the provision of fit-for-purpose, sustainable cultural infrastructure incorporated into developments.
- CTO3** To ensure that a cultural impact assessment accompanies all larger planning applications which identifies the contribution(s) the proposed development will make to culture and tourism in the area.
- CTO4** To promote the priorities of the Dublin Cultural Strategy 2009-2017 through the support for established and emerging artists, opportunities to participate in cultural events, support for sustainable cultural infrastructure, recognise its vitality and viability.
- CTO5** To ensure the provision of local cultural spaces, performance and entertainment spaces, while protecting the existing amenities of the area.
- CTO6** To encourage the alternative use of vacant commercial space to allow use for creativity and expression on a temporary basis.





13.0 Built Heritage

The built heritage of an area contributes to its identity, diversity and overall character. The need to protect and enhance the existing built heritage is sought through the current City Development Plan and the Council's intention to build on the City Heritage Plan. The protection, enhancement and management of the built heritage must be considered during times of growth. A mechanism to achieve this is to formulate appropriate objectives within the LAP.

13.1 Existing built heritage within the area and the wider neighbourhood

The developing nature of the Clongriffin-Belamyne (North Fringe) area was the result of the North Fringe Action Plan in 2000. As a result the street pattern, architectural features and form of buildings and spaces are modern and newly constructed. Therefore the element of built heritage within the LAP area is formed within the established surrounding built heritage at Donaghmede and within the Fingal administrative boundary of Baldoyle that is considered to influence the character, identity and diversity of the area.

The character and built heritage of the area is reflected within the City Development Plan, the Record of Protected Structures and the areas of archaeological interest identified within the plan. There are four sites of archaeological interest and one protected structure identified within the LAP area.

The archaeological heritage within the area is located around four zones of interest. It is within these zones that archaeological features are likely to occur. The zones relate to enclosure sites, church site and a possible castle site.

Archaeological reports prepared previously for the area have highlighted the importance of the River Mayne as a focus of medieval settlement. The alignment of Hole in the Wall Road as a feature on maps dating back as far to Rocque (1760). Lands in the area are shown on maps in arable agricultural from the middle of the 19th Century. Balgriffin Park was a large estate house located on the western part of the LAP lands. After becoming derelict it was demolished in the 1960's. Remnants of that estate, mainly sections of wall, remain. The Record of Monuments and Places (RMP) records the following sites in the eastern (Clongriffin) side of the LAP area:

RMP site DU015:063 and DU015:064 are recorded as two possible enclosures. These sites have been investigated under previous planning applications. RMP site DU 015:069 is recorded as the ruins of medieval Grange Abbey, a well known local heritage feature.

On the western (Belmayne) side, two RMP sites are recorded. Site DU 015:012 is a site for a former church. A grave slab fragment found within the area of this site in the 1940's is now housed in the National Museum. RMP Site DU015:062 is a possible Norman castle site associated with the Welsh name Griffin (from which "Balgriffin" is derived). There is no visible trace of this structure. These sites are located close to the River Mayne and have been investigated under previous planning applications.

The need to protect the archaeological heritage of the area and highlight the past historic and cultural landscape is an important objective.

There is a limited amount of built heritage features within the LAP boundary. However it is important to note the significant conservation heritage that bounds the LAP lands to the west and comprises the significant Belcamp College lands. Belcamp College is an historic building that boasts a remarkable history with its connection to the architect James Hoban (the architect of the White House). The most recent use of this building was a secondary school for boys, which ceased operating in 2004, due to falling numbers. Recent fire damage has resulted in the loss of important features of the building that hold significant historic value and character that required protection and conservation. While the Belcamp College lands are outside the boundary of the LAP, the lands adjoin the boundary of the LAP and provide a significant built heritage feature which is important for local identity, heritage preservation and a potential tourism and amenity asset.

The Fingal County Development Plan 2011-2017 has designated the building as a protected structure and requires that any future developments are subject to a local area plan. It is important that any such future development promotes positive integration of Belcamp College with the LAP area and encourages access, in particular walking and cycling routes, to the site for appreciation of this important heritage feature.

St. Doolaghs Church and grounds located a short distance to the north of the LAP lands. The church dates back to around the 12th century and appears to be of the medieval period. The church was named after St Doolagh who was thought to have lived around 600AD and was home to a small monastic settlement. While the historical site is not within the LAP area, similar to Belcamp College, it is an important heritage feature for local identity and provides a tourism and recreation asset for the locality.

Grange Abbey is a ruined abbey dating from the 13th or 14th century. The ruins of the Abbey bound the LAP lands to the south and located along the Grange Road. The LAP seeks to protect and enhance the character and setting of this ruin and ensure future developments are sympathetic to this asset.

13.2 City and National policies to encourage protection and enhancement of the built heritage

DoEHLG "Architectural Heritage Protection Guidelines for Planning Authorities, 2004"

In order to protect and conserve our built heritage all development proposals affecting the built heritage will be assessed in accordance with the DoEHLG guidelines issued. The guidelines seek to ensure that the built heritage is conserved so as to pass it on to our successors.

The purpose of the guidelines is to provide planning authorities with development objectives that preserve and protect the built heritage. It is the responsibility of the planning authority to protect the architectural heritage, in the interest of proper planning and sustainable development, and prevent its deterioration, loss or damage.

Dublin City Development Plan 2011-2017

Enhancing and protecting the existing built heritage of the City and sustaining its unique significance will ensure its survival for future generations. The policies and objectives contained within the City Development Plan seeks to preserve the built heritage of the city that makes a positive contribution to the historical character and identifying its significant contribution to the richness and diversity of its urban fabric.

13.3 Aims to protect and enhance Built Heritage under the LAP

The key aim of the LAP will be to ensure that further development within the plan lands is guided in a manner that protects and enhances the built heritage of the surrounding established areas. The LAP area contains a limited amount of built heritage, however in areas bounded by those with significant heritage value development proposals must take guidance from the LAP to ensure the protection and enhancement of those features.

The archaeological history within the area has been set out within the City Development Plan maps and clearly identifying four key areas the LAP will seek to ensure that further developments within close proximity to the zones of archaeological interest will be required to apply appropriate measures to protect and preserve any features uncovered.

In relation to the setting of Belcamp College which is close to the LAP area it is important that any development of lands in close proximity to the boundary of the college protect the special setting and character of the protected structure.



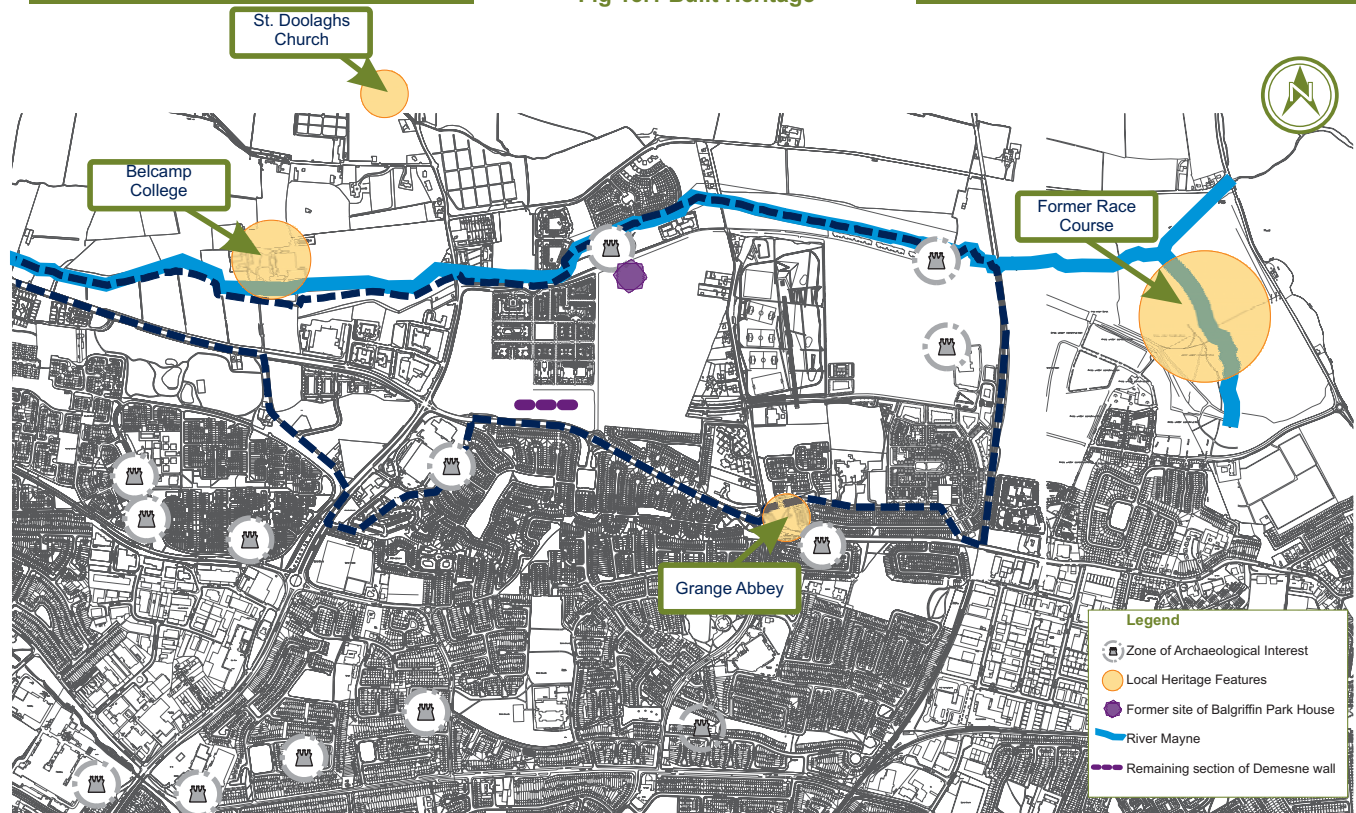
13.4 Built Heritage Strategy and Objectives of the LAP

The LAP seeks protect and embrace the built heritage of the plan area and surrounding area and ensuring the continued enhancement of the existing character.

It is the objective of the Council to:

- BHO1** To protect and enhance the character of built heritage within and in close proximity to the LAP lands.
- BHO2** To preserve and enhance the setting and character of Grange Abbey and ensure future development has regard to the historical value of local heritage sites.
- BHO3** To promote the in-situ preservation of archaeology as the preferred option where development would have an impact on zones of archaeological interest.
- BHO4** To assess the feasibility of a local heritage trail in conjunction with Fingal County Council to promote awareness, appreciation and potential tourism benefits from local heritage features in the locality between both Council areas.
- BHO5** To encourage good integration, in particular walking and cycling, between the LAP area and grounds of Belcamp College in Fingal County Council and value the significant architectural heritage of these grounds as an asset for communities in both council areas within future proposals.
- BHO6** Name proposals for new streets and/or public spaces should relate as best possible to the local history and historic townland names of the local area to create special identity, character and heritage awareness within the developing communities.

Fig 13.1 Built Heritage



See Appendix 7 for historical Map of the local area





14.0 Infrastructure and Services Strategy

To deliver the necessary infrastructure to ensure adequate capacity to accommodate the quantum of development envisaged by the local area plan, and to ensure that the delivery of this infrastructure enhances the quality of the areas environment and facilitates the sustainable economic growth and co-ordinates development of the North Fringe Area.

14.1 Introduction

Adequate services and infrastructure are an essential component of development. Infrastructural services include water supply, wastewater and surface water removal and treatment, electricity supply, broadband, gas, mobile phone coverage and telecom connections.

The purpose of this section is to identify the existing public water supply, drainage and other key infrastructure within the LAP area, and to set out the requirements and investment needed in infrastructure to meet the objectives of the LAP. The implementation of the LAP will take place in a phased approach and it is envisaged that upgrading or expansion of elements of the public infrastructure both within and outside of the LAP will be required as development progresses.

This chapter addresses these issues in two sections (i) water services (including supply, drainage and flooding) and (ii) utilities; with the final section setting out the policies and objectives on infrastructure for the Local area plan.

14.2 Water Supply Sources and Network

Water supply for the North Fringe area is part of the Dublin Region Water Supply which is sourced from the Liffey, Dodder and Varty rivers. This is an integrated network covering Dublin City and adjoining counties. Currently across the region supply and demand for high quality drinking water is finely balanced and this will remain the case in the short to medium term pending the delivery of a number of projects to increase production, storage and delivery capacity. Projects being implemented include pipe renewal across the region to reduce leakage as well as demand management measures to encourage water conservation while the provision of a suitable long term new supply source for the Dublin & mid-Leinster area is being investigated.

At a local level the existing water supply network for the North Fringe is served by a 600mm and a 450mm watermain running from west to east across the northern section of the proposed Local Area Plan. The area within the plan boundary is generally fed from various connections from this watermain. Any proposal to develop site(s) not immediately adjacent to existing water supply infrastructure will have to address the issue of providing a suitable water supply for proposed developments.

New development and/or works and landscaping will need to demonstrate that the existing network and associated way leaves are protected from impacts which could put the network at risk of damage.

Alongside ensuring adequate supply this LAP will entail the delivery of a number of measures to sustainably manage water demand. New developments and upgrading of existing development will need to install suitable water conservation measures including the use of rainwater harvesting and grey water recycling for example.

14.3 Wastewater Network and Treatment

The North Fringe LAP is part of the North Fringe Sewer catchment which ultimately discharges to the Regional Waste Water Treatment Plant at Ringsend via the North Fringe Sewer. At the time of preparing this LAP Ringsend Waste Water Treatment Plant is operating at its design capacity. Dublin City Council is currently finalising proposals to increase the capacity of the plant from 1.7 million PE (population equivalent) to 2.1 million PE, with a target completion date of 2015.

In 2010, the Environmental Protection Agency granted a Discharge Licence to Dublin City Council under the Waste Water Discharge (Authorisation) Regulations (2007). Dublin City Council must comply with the conditions of this discharge licence. The ultimate objective of this licence is to restrict discharges from the wastewater network into rivers and waters. The 2007 Regulations also require that the Water Service Authority satisfies itself that there is drainage capacity available in the network prior to granting a planning permission for any development. This requirement will apply to all developments within the LAP

A major new trunk sewer (the North Fringe Sewer) was constructed in 2004 to serve most of the North Fringe Lands. It was designed to allow development occur in this area and is the main outlet for foul flows for most of the area under study. There are a number of branch sewers off the main sewer. The most significant branch sewers were on the Malahide Road and Grange Road.

The lands within the proposed LAP area are all part of the original design catchment for the North Fringe Sewer, and hence, at a strategic level, there is adequate capacity to facilitate development within this area. Any hydraulic deficiencies in parts of the older foul network are fairly localised and will be addressed as part of the normal development management process.

A standard drainage requirement is that all development should be drained on the completely separate system, i.e both foul and rainwater flows should be directed to separate pipes. This reduces the possibility of flooding of the foul pipelines during times of extreme rainfall events as the foul network should only contain foul flows and not rainwater. All rainwater run-off must be attenuated where possible, sustainable drainage systems utilised. The philosophy behind this is to reduce the run-off from newly paved areas so that, in times of extreme rainfall

events, peak flows coming from new development do not coincide with peak flows in the receiving waters and thereby the potential for flooding is reduced. The use of sustainable drainage systems produces multiple benefits in terms of enhanced bio-diversity, reduced peak flows, water quality improvements and improved ecology.

In summary separation of stormwater and foul flows will be required along with sustainable management of the stormwater from any new development in this area.

Two main development sites (Clongriffin/Beau Park & Balmaine) which were granted planning permission in 2003 and 2004 respectively for very large scale mixed use development. Due to their size, the drainage infrastructure (both foul and stormwater) for each site was designed as a masterplan to serve the whole of each site whether it was developed by one entity or sold into smaller development sites and subsequently developed by several different developers. However, neither site has been completed with the result that the drainage infrastructure also remaining unfinished. As part of implementing the Local Area Plan it is crucial that an up to date condition survey (as constructed drawings, CCTV surveys etc) is submitted as part of any future development. For all planning permissions, on any site, it will be a pre-requisite for future development that the drainage infrastructure has to be provided before development can proceed.

Greater Dublin Drainage Initiative

The initiative aims to provide strategic drainage infrastructure that the Greater Dublin Area (GDA) requires to continue to develop, both socially and economically. The initiative involves consultation with the local authorities across the region including Dublin City Council and involves the provision of:

- A new wastewater treatment works;
- A marine outfall, and
- A new drainage network in the northern part of the GDA.

The initiative is important to ensure that future growth in the region can be accommodated with properly planned services and infrastructure capacity. It is an important project in order to facilitate employment, social progress and economic growth in the Dublin Region, hand-in-hand with the improvement and protection of water quality in line with the WFD.

Under this project, three sites are emerging as preferred site options for the proposed Regional Wastewater Plant in North Dublin including a site at Clonsilla (Option 3) which is adjacent to the boundary with Dublin City Council and within the area of wider context for the Clongriffin-Belmaine (North Fringe) LAP. A public consultation process has been undertaken for these options and a planning process, including EIS and environmental assessments will be required for the eventual site and design.



In keeping with the Greater Dublin Strategic Drainage Study (2005), Sustainable Drainage Systems (SUDS) techniques will be incorporated into the development of the LAP lands. The drainage strategy for the site will also take due cognisance of the objectives of the Flood Resilient City Project, which promotes an integrated approach to flood risk management. This project promotes Awareness, Avoidance, Alleviation and Assistance' when considering pluvial flood management.

The following drainage design SUDS measures shall, where feasible, be incorporated into the development in line with appropriate sustainable drainage practices:

- a) Infiltration systems including infiltration trenches, infiltration basins, permeable paving, landscaping, soak ways and green roofs.
- b) Filtration systems including swales, bio retention systems and filter strips.
- c) Retention systems including retention swales.
- d) Detention systems including underground tanks, underground attenuation, detention basins and filter drawings

Tree planting and tree canopies can also be beneficial in capturing rainwater.

All developments must provide suitable measures to ensure that the quality of runoff from roads, paved areas and roofs is improved by incorporating the following: Retention ponds, green roofs, wetlands, rainwater harvesting, filter drawings, infiltration trenches, permeable paving, detention ponds and swales. Each section and phase of the development within the LAP lands must demonstrate to the satisfaction of Dublin City Council, that water quality improvement measures are adequately provided. Surface water attenuation will be provided generally in locations identified in the SuDS Strategy. Design of surface water attenuation shall be based on the requirements of the Greater Dublin Strategic Drainage Study. Particular reference shall be made to Volume 2 Appendix E which provides guidance on attenuation design and best practice cases.

The surface water discharge from the development shall replicate existing Greenfield runoff rates by limiting flow by means of flow control devices constructed to the requirements of Dublin City Council.

14.4 FEM FRAMS and Flood Risk Management

Accompanying this LAP is a Strategic Flood Risk Assessment, which includes the identification of a number of measures necessary to ensure flood risk is incorporated into the planning of this area.

To the north of the LAP is the River Mayne, which flows into Balydoyle Bay which is a Natura 2000 site. There is a history of flooding both

fluvial and coastal along this river. Although flooding cannot be wholly prevented, its impacts can be avoided and reduced through good planning and management. The Mayne River is the primary river which runs to the north of the LAP lands. As part of the FEM FRAMS flood maps were produced for the Mayne River (drafts currently available) for the 1% (1 in a 100) and 0.1% (1 in a 1000) probability of flooding.

A flood risk Assessment has been undertaken as part of the SEA accompanying this LAP. See appendix 6.

However it should be stressed that there are other sources of flooding that are also a risk to the LAP lands, including pluvial, groundwater and sewers. The main source of historic floods is the OPW National Flood Hazard Mapping website www.floodmaps.ie which provides an abundance of historic flood information throughout Ireland.

Dublin City Council will aim to steer new development to areas with the lowest probability of flooding. The flood Risk Assessment has identified flood risk areas, and identified three different flood zones, namely Flood Zone A, Flood Zone B and Flood Zone C. Development will occur within the LAP lands according to the policies, objectives and development management standards set out in Appendix 6. It is the strategy of Dublin City Council to reduce the potential risks to people, property and the environment caused by flooding, through a hierarchy of avoidance, followed by substitution of lower vulnerability uses and, only if avoidance and substitution are not possible, reduction and management of the risks through a variety of techniques.

The drainage strategy for the site will also take the cognisance of the objectives of the Flood Resilient City Project which provides an integrated approach to sustainable flood risk management. This project promotes Awareness, Avoidance, Alleviation and Assistance when considering pluvial flood management.

14.4.1 Policies for the Local Area Plan for Flood Risk Assessment

The following policies and measures are applicable to all development within the North Fringe LAP.

P1) All planning applications, for proposed development within the LAP area should include a site specific flood risk assessment (FRA)

P1a) Risk to other development

- If the development does not result in increased discharge to foul or surface-water sewers, then it can be confirmed in the FRA that the development does not cause an increased flood risk to other areas. Note that since the publication of the GDSDS, it has been a requirement that surface-water discharge rates are limited to green-field rates for the development, so compliance with this requirement for all

pluvial event results is required for all flood risk management guidelines relating to surface-water discharge. This requirement is best achieved by properly incorporating SUDS techniques into the development.

- If the development does result in increased discharge rates to sewers, then the developer may be required either to confirm that there is adequate capacity in the local network to cater for the increased flows without surcharge of the system or to propose a flood management solution to cater for the additional flows.

P1b) Risk to the development itself

- The FRA should address risks from all sources, including but not limited to coastal, fluvial and pluvial sources, possible flooding from sewer surcharging and flooding from groundwater.
 - i) Incorporating storage within the development to cater for surface-water falling within the development for up to the 100-year pluvial (with a minimum climate change factor of 10% applied as appropriate).
 - ii) Designing floor levels. A precautionary approach should be taken of 100 year fluvial level plus 10% increase in rainfall intensity plus 300mm freeboard for fluvial and pluvial levels and 200 year tidal level plus 1m for global warming and freeboard.
 - iii) Designing basements and basement access to prevent ingress of water from groundwater sources or pluvial or fluvial flood events. Reference should be made to the DCC policy on basements as set out in the GDSDS Regional Drainage policy – Volume 6 – Basements. In particular, internal drainage must discharge from a level that is no deeper than 1.5m below ground level. This may require pumping in some cases. Dublin City Council's Basement Policy leaflet should also be consulted.
 - iv) Designing outfall manholes and connections to sewers such that the risk of flooding from backup from sewers is minimised. This may require the installation of non-return valves.

For small-scale development such as change of use, or small scale refurbishments, existing risks from all sources need to be identified and controlled where possible:



- v) Demountable flood barriers might be proposed at ground floor entrances.
- vi) Existing outfall manholes and connections to sewers should be raised such that the risk of flooding from sewer surcharge is minimised. This may require the installation of non-return valves, or reconstruction of existing outfall manholes.

P2) Permission will not be granted for development where it is deemed that an inappropriate level of flood protection has been provided for.

P3) Provision for safe, dry emergency access/egress routes should be made from all development, both new and existing. These routes should enable pedestrians to safely evacuate properties during flood events.

P4) Consideration should be given to the appropriate use of flood warning and flood evacuation procedures for all development sites at risk from flooding and this should be discussed with the Major Emergency Management Section of Dublin City Council.

14.5 Water Quality

Recent years have seen the adoption of a number of EU Directives, transposed into Irish Law which seek to protect and improve water quality. These impact on groundwater, rivers, lakes, canals, estuaries and streams. For this LAP the most significant document is the Eastern River Basin District plan which sets out a series of targets for improvements in river water quality to bring it to good status by 2015 across the wider Greater Dublin area which makes up the catchment of the Liffey, Tolka, Dodder, Boyne, Avoca, Vartry Rivers and a number of smaller rivers in this geographical river catchment area. (see Appendix 8)

The North Fringe LAP contains the Mayne River (located in the Santry Mayne Sluice WMU in the ERBD plan). Maintaining and improving water supply to a good status is a key consideration in development of the LAP lands. Some areas require greater protection because they contain rare and vulnerable habitats or wildlife. Other protected areas are sensitive because of their beneficial use for humans, such as drinking water sources or shellfish areas. In the Santry Mayne Sluice WMU the main problems identified were high nutrients, oxygen demand, low ecological rating and inferior habitat. The main causes can be attributed to Wastewater and Industrial Discharges, due to misconnected foul sewers, combined sewer overflows, urban area pollution.

The redevelopment of sites within the LAP provides an opportunity to improve water quality alongside continuing control measures such as Trade Effluent Discharge Licences which require discharges to surface water to not compromise water quality.

Investigative monitoring of the River Mayne to ascertain its water quality status was undertaken by the ERBD and drainage division for this LAP. The results are referenced in the AA and SEA reports accompanying the LAP.

Regulatory Compliance

There are two overarching statutory requirements that govern drainage works and water quality. These are the River Basin Management Plan (RBMP) 2009 and the Discharge Licence, covering the Greater Dublin Agglomeration, issued by the Environmental Protection Agency (EPA) in July 2009.

As both these programmes are ultimately about improving, or maintaining, water quality in the receiving rivers and in Dublin Bay, all Local Plans must be aligned with these two programmes so as to ensure sustainable development takes place.

Both these programmes contain a mixture of major capital schemes, operational programmes and planning control.

The stated objective of the RBMP is to bring all waters to good status. To achieve this objective there is a region wide programme of measures and underlying actions that are being implemented by the relevant stakeholders such as the local authorities, Office of Public Works, etc. The Discharge Licence, issued and enforced by the EPA, covers all discharges to waters from the wastewater network with a view to ensuring no negative impacts arise. It also requires local authorities to satisfy themselves with respect to drainage capacity in the area before granting any planning permissions.

In the case of proposed new developments, bearing in mind the statutory obligations outlined above, Drainage Division requires the implementation of holistic drainage policies, including stormwater management and Suds, in all new developments.

Groundwater/Water Conservation

The protection of groundwater has become an issue of growing importance as it is a non-renewable resource. There is a requirement under the Local Government (Water Pollution) Act 1977 to register groundwater abstractions, which is managed by DCC Drainage Division. The European Communities (Drinking Water) (No. 2) Regulations 2007 confers stringent responsibilities on a Water Supplier to ensure that the water supply complied with acceptable qualities and standards. The proposal must comply with the Water Framework Directive and with the River Basin Management Plan of the Eastern River Basin District. Please refer also to the ERBD Final Background Policy, Legislation and Authorities Report as well as the Water Matters report (with particular reference to threats to groundwater quality). Both are published on www.erbd.ie.

The Water Services Act 2007 provides for the conservation of water where leakage occurs due to un-repaired pipes or equipment, or

where poor management results in wastage or excessive consumption of water.

Drinking water comes from various different sources such as lakes, rivers, streams, springs and boreholes. Depending on the quality of its source, water will almost certainly have to be treated to make it safe to drink. All water suppliers for consumption must meet standards laid down by the EU. They must be free from micro-organisms, parasites, and any substances that endanger public health if found in sufficient numbers or concentrations. Water quality may be affected from a number of different sources including flooding, increased runoff from agricultural or residential development, a breakdown in treatment process, power outages, lack of proper filtration or disinfection equipment, and sometimes poor water quality is due to the water being drawn from an unsuitable source.

Dublin City Council is responsible for maintaining the public mains systems and ensuring the quality of the water they distribute. The Environmental Health section in each Local Health Office monitors water supplies on behalf of the local authority to make sure that all water sources meet the required public health standards. The HSE is also responsible for monitoring the fluoride content of public water supplies. The Environmental Protection Agency (EPA) produces a yearly report on the quality of drinking water in Ireland. This report contains information from each local authority about the monitoring of the various water supply schemes in its area. The EPA has enforcement powers in relation to drinking water quality. These powers require public water suppliers (mostly local authorities) to notify the EPA and the HSE where there is a potential risk to human health, and to comply with their directions.

14.6 Utilities

The North Fringe LAP is a developing area and is currently serviced by the necessary electrical, gas services and telecommunication infrastructure and can support the expected increase in population and intensification of economic activity. It is expected that upgrading as and when required of each network will take place at a local level to meet growth in demand and that these upgrades will be delivered by individual service providers. The main issues for each network within the LAP area are addressed below.

Electricity Supply

The North Fringe Lands are traversed by a large number of high voltage overhead supply line, converging on the Grange Road sub station. There are also a number of high voltage underground cables. All main overhead cables are shown on the Infrastructure map Figure 14.1 which show the approximate location of ESB Networks Transmissions (400KV, 220KV, 110KV and 38KV) and Distribution cables (20KV, 10KV, 230V/400V) underground and overground cables.



Low voltage cables (230V/400V) serve housing, services, factories, shops, public lighting, lamp services etc. are not included but their presence should be anticipated.

In relation to any proposed works within an 80m corridor of the overhead wires or in direct vicinity of the underground wires, permission must be sought from ESB Network Controller to agree safe working procedures and necessary clearances between the lines and the development in advance of any works. ESB networks, during the Issues Paper consultation, outlined the need for a new 110Kv substation site to service the developing urban area. This LAP supports the provision of electrical infrastructure and the Z14 Zoned LAP lands are considered appropriate, subject to site specific details to accommodate this. Private landowners should engage with the ESB networks and the provision of infrastructure to service their lands.

Telecoms & Broadband

Broadband and telecoms services are available in the area, there are a number of service providers offering broadband and integrated telecoms services.

New development in the LAP shall accommodate the provision of a universal open access ducting network to support telecommunications, broadband and digital. All arrangements for exchange buildings, communications, towers containing antenna, dishes, etc shall be agreed in advance in order that their location, design and access thereto is compatible with the design strategy for schemes and the area.

Gas Supply

Where there is a need to upgrade and exchange the existing network identified by Bord Gais the distribution pipe work shall be routed in line with the main infrastructure in the paved footpath areas or roadways dependant on the pressure of the mains. Any distribution pipework shall be routed in line with the main infrastructure in the paved footpath areas or roadways design.

14.7 Waste Management

Waste Management is concerned with the generation, collection and disposal of waste. Delivery of the objectives of the DCC Waste Management Plan will be implemented through the development management process and by accommodating recycling facilities for new residential and commercial developments.

14.8 Construction Management Plan

Developer(s) shall be required to submit a construction programme setting out a planned programme for the management, recovery, disposal of construction & demolition waste material generated at the site during the excavation and construction phases of development, in accordance with the relevant national waste management legislation,

at planning application stage. It is an objective of this LAP that developers shall ensure that all waste is removed from the plan lands by approved waste disposal contractors to approved waste disposal facilities. In addition, it is an objective of this plan that developers shall take adequate measures to minimise the impacts of traffic, noise and dust during construction phases.

14.10 Infrastructure & Services Policies

The infrastructure and services strategy for the LAP seeks to ensure that the developing lands of the LAP area are adequately serviced with drainage and water infrastructure, that such infrastructure is co-ordinated at a master plan level between all separate landholdings, and that such infrastructure is delivered in a manner that protects the environment, in particular water quality and interactions with the River Mayne.

It is important to note that since the publication of the Greater Dublin Strategic Drainage Study, it is a requirement that surface-water discharge rates are limited to green-field rates for the development area. Compliance with this requirement results in compliance with flood risk management guidelines for surface-water discharge for up to the 1% AEP pluvial event. This requirement is best achieved by properly incorporating SUDS techniques into the design of any development.

It should be noted that the requirements in relation to permissible discharge rates from development during extreme storm events is currently under review. The review of the GDSDS policies during the period of the Local Area Plan will most likely result in more conservative requirements for permissible runoff from developments. This should be considered by developers in the preparation of surface water management plans, as provision for the mid-range future scenario (MRFS) and high-end future scenario (HEFS) may be required for some development.

All planning applications shall be required to submit a surface water drainage plan which will include proposals for the management of surface water within sites, and runoff rates from sites, protecting the water quality of the River Mayne and retrofitting best practice SuDS techniques on existing sites where possible. Since the publication of the GDSDS, it is a requirement that surface-water discharge rates are limited to green-field rates for the development area. Compliance with this requirement results in compliance with flood risk management guidelines for surface-water discharge for up to the 1% AEP pluvial event. This requirement is best achieved by properly incorporating SUDS techniques into the design of any development.

SuDS retrofit potential shall be applied at each site, subject to the site specific conditions. Roads residential streets and large car parking areas, provide an important opportunity to introduce green infrastructure measures and retrofit SuDS.

All planning application where feasible, shall be required to submit proposals for retrofitting new measures for controlling surface water run-off, this shall be included in the surface water management plan.



The surface water discharge from all sites shall replicate Greenfield runoff rates by limiting flow by means of flow control devices constructed to the requirements of Dublin City Council.

For large existing sites, where development is partially complete, the developer may be required to confirm that the infrastructure required to facilitate existing development and any proposed future development is in place. This may require the submission of condition surveys (as-constructed drawings, CCTV surveys etc.) of constructed sewers and water mains and the completion of any necessary infrastructure prior to commencement of any further development.

Developer(s) shall be required to submit a construction programme setting out a planned programme or the management/recovery & disposal of construction/demolition waste material generated at the site, in accordance with the national waste management legislation, at the planning application stage.

The following policies and objectives are set out

Policies

- ISP1** It is the policy of the Council that infrastructure delivery shall facilitate and enhance the redevelopment of the North Fringe LAP area to achieve its potential as a Key Developing Area of the City, as identified in the Dublin City Development Plan.
- ISP2** To actively seek the funding and delivery of key infrastructure including water supply and waste water management to enable development in the North Fringe area.
- ISP3** To ensure that development is permitted in tandem with available water supply and only where network capacity is available. New development must include details on water conservation measures and demand management measures.
- ISP4** To manage development so that new schemes are permitted only where adequate capacity existing in the waste water network and at the treatment works at Ringsend.
- ISP5** To require adherence to Flood Risk Management Policies for all future developments through the development management process in accordance with the guidance set out under Section 14.5.1 LAP Policies for the Local Area Plan for Flood Risk Assessment and Appendix 6 Flood Risk Assessment of the LAP.

Objectives

- ISO1** To protect existing and future infrastructure through the protection of wayleaves and co-ordination of developments with the requirements of infrastructure service providers.
- ISO2** To seek the rehabilitation of the Mayne River to good water status, its restoration as a natural amenity and protection of the riparian corridor through the LAP area.
- ISO3** To seek the achievement of good water quality in line with the Water Framework Directive requirements and the Eastern River Basin District Management Plan for all water courses in the LAP area including the River Mayne.
- ISO4** All planning applications shall be required to submit a surface water drainage plan which will include proposals for the management of surface water within sites, and runoff rates from sites, protecting the water quality of the River Mayne and retrofitting best practice SuDS techniques on existing sites where possible.
- ISO5** To encourage provision of suitable high quality strategic telecommunications including fibre optic, broadband links and utilities (gas and electricity) infrastructure is provided for within LAP area.
- ISO6** To require all proposed developments to carry out a detailed Flood Risk Assessment in accordance with the Departmental Guidelines on Flood Risk Management.
- ISO7** All new developments shall be required to comply with the standards set out in the Greater Dublin Strategic Drainage Study (GDSDS).
- ISO8** Dublin City Council will engage in consultations with the Greater Dublin Drainage Initiative to ensure that the optional locations emerging for the proposed Regional Wastewater Plant in North Dublin including any EIS and any environmental assessment done do not negatively impact on Dublin City Council neighbourhoods, including the implementation of policies and objectives of the Clongriffin-Belmayne (North Fringe) LAP.



Fig 14.1 Utilities Map





15.0 Sustainability Strategy

Developing the LAP area in a sustainable way will help to provide opportunities for citizens to live and work close to the city centre, close to the suburban communities they may have grown up in and close to the natural amenities of the coast and north County Dublin. The opportunity is presented by the LAP is to consolidate the city and prevent sprawl and encroachment into further green field areas.

15.1 Introduction

A sustainable approach to developing the local area has been an underlying theme throughout each strategy outlined in this LAP.

The developing lands in the LAP area are designated, zoned and serviced to accommodate a range of potential new uses but in particular to provide opportunities for living and working close to public transport facilities and integrate commercial, community and amenity services for new residents and workers in the area.

The ethos for new developments is to use the land resource efficiently, maximising the opportunity to create a threshold of people and activity that helps to create lively neighbourhoods and service centres. Using the land resource efficiently allows opportunity to integrate amenity areas, open space and natural habitats in a way that is accessible and integral to the design and layout of schemes.

A sustainable neighbourhood is defined in the Dublin City Council Development Plan 2011-2017 as a neighbourhood where a broad range of facilities and services are integrated with residential areas. The distances people travel for different activities as part of their life are short and conducive to the use of public transport, walking and cycling. Developing a sustainable neighbourhood in accordance with this principal is an overarching aim of the strategies set out in the LAP

15.2 Sustainable Strategy of the North Fringe Action Area Plan 2000.

The overall ethos of developing new homes and places to work in a manner that was integrated with new public transport infrastructure and in a consolidated layout that used the resource of serviced land efficiently is based on best practice sustainable principles in urban design and is encouraged by national, regional and city guidelines and policies.

The NFAAP stated that the plan would adopt an urban model which places public transport, increased density and a mix of uses at its core. This model contrasts with the existing low density, highly car dependant suburban developments which are both wasteful of valuable land and incapable of sustaining a viable mix of uses.

This sustainable vision is considered robust and important for the proper planning and sustainable development of the local area today as it was when set under the NFAAP.

15.3 Aims of the LAP Sustainable Strategy

A sustainable vision for the local area is incorporated in the many interrelated strategies and aims for the LAP area. To summarise from the preceding sections of the LAP, these include:

- I. Optimal use of public transport, walking and cycling through the area and reduce the incentives to use private car, consume fossil fuels and generate CO² emissions as part of commuting and local generated trips.
- II. The delivery of green routes, linear parks and creation of a local Sustainable Travel Strategy
- III. The priority completion of movement infrastructure with next phases of development.
- IV. Sustainable forms of design including high quality/sustainable density, green design techniques, energy efficient buildings and life long adaptable homes.
- V. A sustainable threshold of people to support services and public transport.
- VI. Opportunities for employment activity close to people's homes and integrated with public transport access.
- VII. Maximise opportunities for open space, greenery , green routes and protection of the natural environment as defining characteristics of the developing area including their priority in phasing proposals.
- VIII. Integrate social and community facilities to provide people with the services they need close to their homes to encourage life time residency and strengthen the community.
- IX. Maximise integration with the established communities (such as Donaghmede and Baldoyle) and promote synergies with the use of facilities in both the developing and established areas.
- X. Use vacant lands and buildings for temporary uses in the interim period to enliven the area, create environmental and aesthetic improvements and produce a valuable return to the community in areas that are otherwise dormant.

These aims of the LAP and the policies and objectives set out for each strategy in the LAP embody sustainable principles. They build upon and help deliver many policies and actions already in place for the city (outlined in the following sections) to create a sustainable city.

The sustainability strategy of this LAP, in augmentation of achieving the above stated aims, will incorporate innovations and best practice in sustainable development as advocated in policies of Dublin City Council and summarised in the following sections.

15.4 Framework for Sustainable Dublin

A sustainable approach to delivering the six integrated themes of economic, social, cultural, urban form/spatial, movement and environment in both plan making and the design of urban projects is an integral requirement for the future planning and development of the city (as outlined under the Dublin City Development Plan 2011-2017).

Having regard to these themes will help to create compact, walkable and well connected communities with a high quality environment.

To guide the sustainable development of the city and deliver on these six key themes, the Dublin City Development Plan 2011-2017 sets out the Framework for Sustainable Dublin (FSD) as a tool to guide and plan the progress towards a sustainable society for Dublin.

In addition to assisting the city make a transition from to a low carbon based sustainable society, the framework will also help to promote a healthy and vibrant city that gives a high quality of life standard to its citizens.

The FSD is applied at five levels including:

Joined up systems

An understanding of the physical environment around us and how the functions carried out by the Council impact on it. It can be applied to adopting the six themes in all plan making and working co-operatively with other agencies and stakeholders to protect the environment in plan making and projects.

Vision Level

Have a shared and agreed vision for a sustainable Dublin in line with international, national and regional visions and goals.

Strategic Level

Ensuring the implementation and achievement of a sustainable Dublin through the policies made under the Development Plan. Actions that assist the making of a sustainable city should be prioritised.

Actions Level

Implementation of sustainable actions and policies as an integral part of planning, designing and regulating developments and projects.



Tools Level

It is important to measure trends, progress and improvements in the goal of achieving a sustainable city. Policies can adapt and become responsive to areas of strength and weakness. Monitoring plans and projects and periodically reviewing progress through a set of indicators are important tools to achieve this.

The LAP as a statutory planning document transposes sustainable policies from the international, national, regional and city levels to the local level. The LAP is an opportunity therefore to apply and deliver on the Framework for Sustainable Dublin at a local level.

15.5 Sustainability in Design

It is policy of Dublin City Council to provide quality homes in a compact city form and achieve sustainable design throughout buildings, schemes and the overall neighbourhood.

Through guidance, the LAP can seek the achievement of sustainable design and building principles. Sustainable design in buildings will be promoted by requiring:

- I. Design to local environmental conditions
- II. Design for minimum waste and adapt sustainable waste management practice.
- III. Minimise energy in construction and use
- IV. Conserve and enhance biodiversity
- V. Promote opportunities for integration of renewable energy
- VI. Design for flexibility and deconstruction
- VII. Conserve water resources in construction and in use.
- VIII. Require the use of all best practice standards in the design of new buildings to include innovations and technological advances in environmentally sustainable design (use of Green Infrastructure techniques in particular).
- IX. Provide for accessible local recycling facilities and composting (individual and community based).

Policies of the Dublin City Development Plan 2011-2017 (Chapter 11), Guiding Principles (Chapter 16) and Development Standards (Chapter 17) provide effective guidance for sustainable design and will be sought for all future development proposals in the LAP area.

In particular, the Green Infrastructure Guiding Principles as set out under Section 16.2 of the Development Plan must be adhered to for all future developments in the LAP area.

Department of the Environment Heritage and Local Government Guidelines including Quality Housing for Sustainable Communities, Sustainable Residential Development in Urban Areas and Urban Design Manual are all important and valuable guideline documents to assist the sustainable design of developments in the LAP area.

The Green City Guidelines: Advice for the protection and enhancement of biodiversity in medium to high density urban developments is also a valuable design guidance resource for urban projects proposed within the LAP area.



Fig. 15.1 DoEHLG Guidelines for Best Practice Guidelines; Delivering Homes Sustaining Communities

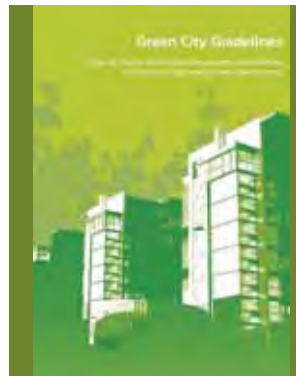


Fig 15.2 Green City Guidelines

15.6 Climate Change Strategy for Dublin City 2008-2012

This strategy was prepared to minimise the effects of climate change for the city and promote a response at the local level to adapt behaviour, increase energy efficiency and reduce emissions within our communities.

Areas of land use planning that can help to influence such change include:

- I. Promoting energy efficiency in building design.
- II. Sustainable retrofitting of buildings to become more energy efficient.
- III. Promote renewable energy to service urban developments.
- IV. Consolidation of development with higher density formats integrated with public transport infrastructure.
- V. Promote improvements in public transportation, access to services and mobility management plans in projects with high employment potential.

- VI. Promote a pedestrian and cyclist friendly city.
- VII. Promote efficient waste management and recycling in local areas promote the opportunity for energy recovery within the city.
- VIII. Increase the quality and extent of public open space, tree planting, green corridors and protect natural heritage.

The LAP can influence the achievement of progress under each of these sustainable themes at the local level to address the issue of climate change and environmental improvement.

15.7 Dublin City Sustainable Energy Action Plan 2010-2020

The Dublin City Sustainable Energy Action Plan was prepared by Codema with Dublin City Council to promote the principles of best energy policy and to create an energy smart capital city by 2030.

This plan incorporates the priorities as outlined under the earlier Climate Change Strategy for Dublin City 2008-2012.

Dublin city has signed a commitment with other European cities to achieve a 33% reduction in energy consumption by 2020.

The Sustainable Energy Action Plan identifies clear objectives, measurable energy consumption trends and targets and a schedule of actions to achieve this goal.

The overall objectives of the plan are to:

- I. Reduce the economic expenditure on energy for citizens, council and business.
- II. Reduce Dublin's per capita CO₂ emissions.
- III. Reduce Dublin's dependence on imported fuel.
- IV. Make Dublin a more competitive and attractive destination for business through modern and efficient energy infrastructure and pricing.
- V. Increase Dublin's share of renewable and sustainable energy systems.
- VI. Encourage an environment that fosters and supports wellbeing for its present and future citizens.

Using baseline 2006 data, the plan demonstrates that the city consumes 22.0 TWh of primary energy per year, equivalent to 1.9 million tonnes of oil, natural gas and renewable energy. In the process, the city emits c 5 million tonnes of greenhouse gas carbon dioxide (CO₂) which represents 9.7 tonnes CO₂/capita/year.



Residential and commercial buildings account for 55% of the total CO₂ emissions and represent the biggest possible opportunity for CO₂ abatement in Dublin.

Actions under the plan promote:

- High standards in sustainable energy design including high performance with Building Energy Rating and promote innovation through design (for example carbon neutral housing).
- Greater awareness in the home and workplace on how to reduce energy wastage and make energy savings (Switch Off campaigns and Energy Smart Communities initiatives).
- The expansion and improvements in public transport (especially green electro- mobility), pedestrian routes and cycle corridors.
- Implementation of a Citywide District Heating Network
- Develop small scaled CHP, solar, hydro and urban wind projects which, when combined, have considerable gross renewable energy potential.
- Utilise existing and planned infrastructure for renewable energy, such as CHP from the Ringsend Waste Water Treatment Works.

The long term vision of the plan shows how the introduction of carbon neutral and low energy buildings, improvements in information technology and the development of a low carbon transport system will help to reduce its carbon emissions by 50% in a twenty year period.

The LAP will promote sustainable practices and help the city to achieve its targets under the Dublin City Sustainable Energy Action Plan.

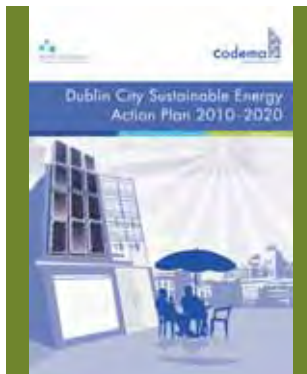


Fig. 15.3 The Dublin City Sustainable Energy Action Plan 2010 - 2020

15.8 Sustainability Indicators Framework 2011: Towards a Sustainable Dublin Region

This project and the reports produced by it, funded by the Dublin Regional Authority and delivered by TrinityHaus, is a partner project to the Dublin City Council Sustainability Report 2011.

The aims of the project are to develop the following:

- A shared vision of sustainability for the region.
- A selection of a suite of headline sustainability indicators that measures progress towards this vision.
- To baseline the current position of the Dublin Region
- To allow international comparisons and be open and transparent about our performance.

The shared vision is for a city region where people will seek to live, work and enjoy as a matter of choice. Key themes in this vision include:

Connectivity, environmental protection and enhancement, coherent integration, livability and livelihood, economic success and innovation, improved quality of life and social cohesion, governance and active citizenship, resilience, and evidence based decision making.

The suite of indicators set out in this report are grouped into three key concepts (economic, social and environmental). There are ten themes from which appropriate and measurable indicators are derived to measure progress towards achieving the sustainable vision. These are:

Economy: Indicators are set up to monitor progress in economic prosperity and livelihood, innovation and education, health and well being, culture, arts and heritage.

Social: Indicators are setup to monitor progress in community engagement, spatial and infrastructure planning, transport and movement.

Environment: Indicators are set up to monitor progress in resource management and use, climate change and energy, biodiversity and environmental protection.

These themes have a direct relevance for policy making and implementation of actions under the LAP

The implementation of policies under the LAP will create indicators that demonstrate progress towards the development of sustainable local neighbourhoods in the LAP area.

The phasing, implementation and monitoring strategy of the LAP in particular will contribute important information for indicator projects which chart the city's progression towards sustainable development such as the Sustainability Indicators Framework.



Fig 15.4 The Sustainability Indicators Framework Report 2011
More information on this project can be obtained from the Creative Dublin Alliance website www.creativedublinalliance.ie

15.9 Sustainability Strategy

The LAP provides an opportunity to implement best practice in sustainable design and sustainable practices across all strategies as set out in this document.

Sustainability is an overarching theme that connects each strategy in the LAP towards the achievement of high quality sustainable neighbourhoods in the local area.

The ambition for the LAP area should be high with respect to its potential to become an innovative and best practice example of sustainable neighbourhoods in action.

The phasing, implementation and monitoring of actions under the LAP provide the opportunity to guide this progression.

The LAP can contribute meaningfully to the important indicator projects at the city and regional level which measure the city's progress towards sustainable development.



An example of best practice in sustainable design and planning, and one studied by Dublin City Council, is the Hammerby Sjostad district of Stockholm Sweden. This project transformed former brownfield lands into a carbon neutral settlement with attractive higher density residential areas, mixed uses, parks and green public spaces, all designed to maximise the benefits of an attractive waterside setting. Homes were built conforming to high technical standards in sustainable design. Transport is facilitated by fast public transport connections (new rail), walking and cycle paths and car pooling. Planning and environmental priorities for the district were clearly set and adhered to through all stages of the project. It is a positive example of integrating sustainable design principles as the key requirement of planning, design, phasing and development with a resulting unique and high quality district of the city. The development of the LAP area should have equally high quality and sustainable design goals and aspire to such positive examples in urban planning.



The following policies and objectives are set out:

SSP 1 To support sustainable design and sustainable formats of development in the LAP area which will help Dublin City Council achieve its targets in reducing energy consumption and reducing carbon dioxide emissions in accordance with the Dublin City Energy Action Plan.

SSP2 To implement the principles of the Framework for Sustainable Dublin as set out under the Dublin City Development Plan 2011-2017 at the local level and incorporate sustainable principles across all strategies for future development (both short term and long term) as identified in the LAP.

Objectives:

SSO1 To seek best practice in sustainable design and incorporation of green technology for all future development proposals in the LAP area across the levels of the individual buildings, the overall scheme and overall neighbourhood.

SSO2 To encourage the development of exemplary projects within the LAP area that demonstrate best practice in energy efficiency (both residential and commercial) and sustainable design.

SSO3 To prioritise actions under the LAP through an effective phasing programme that help to complete the development of sustainable walkable neighbourhoods with particular emphasis on, promotion of public transport, promotion of sustainable movement, promotion of consolidating areas of development with sustainable densities and enhancement of the environment and open space.

SSO4 To facilitate the provision of employment uses in close proximity to residential areas to increase the opportunity for working close to the home (and thereby reducing the extent of work related commuter journeys).

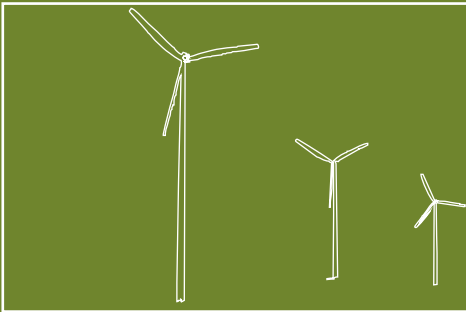
SSO5 To ensure that the phasing, implementation and monitoring strategy of the LAP will contribute to indicator projects for Dublin City including the Sustainability Indicators Framework that measures progress and assists policy making towards improving the quality of the environment and creating a highly sustainable city.



Phasing & Implementation

Section C

local area plan





16.0 PHASING & IMPLEMENTATION STRATEGY

16.1 Interim Priorities : Realising the Assets

For Dublin City Council, the long term success of the Clongriffin-Belmayne as part of a vibrant mixed use neighbourhood will be advanced if a set of interim actions are agreed upon, facilitated and put in place.

The consultation process undertaken in preparation of the Local Area Plan, with the community, elected Councillors, North Fringe Forum, Dublin City Council Departments and key stakeholders, has consistently identified the importance of interim actions.

These actions will assist the existing community, help prepare sites for future development and help rebrand the Clongriffin-Belmayne area, thus marketing the location more successfully as a place to live and work in.

These measures will also help to improve the quality of life for existing residents and workers. Developing a sense of pride and confidence in the location will help to encourage long term occupancy, retain and increase the population level and thus give greater viability for future business proposals, services provision and residential uptake.

The actions are complimentary to each other, reflect key elements of the strategies set out in this LAP and collectively, if enacted, they will help to deliver real change and positive progress on the ground for the community, workers, visitors and potential investors to witness.

The interim priority actions can be summarised as:

- 1: Complete distributor road connections.
- 2: Provide a green way route to open permeable access through large vacant sites.
- 3: Re-organise the singular and extensive vacant sites into a well ordered and visually improved series of next phase plots.
- 4: For sites awaiting future development, temporary reinstatement works should be enacted.
- 5: The establishment of viable temporary uses on sites not likely to develop in the short to medium term, such as allotments.
- 6: Promote the development of high profile amenity and tourist projects such as the planned greenway connecting the developing area to Baldoyle Estuary and promoting the use of the flagship Fr. Collins Park.
- 7: Complete important cross boundary street infrastructure that encourages maximum local movement and integration between developing communities in both DCC and Fingal (cross rail links).

Dublin City Council have consulted with the National Assets Management Agency and the key landowners to communicate the importance of achieving the above measures as a priority of this LAP. In addition to improvements from the community's perspective, the benefits of assisting the market to respond positively to investment opportunities, of increasing movement and thus vitality to stimulate the local economy and of achieving positive identity for the lands yet to complete development were communicated and agreed as optimal outcomes from delivering these actions.

The seven interim actions form the basis of an interim strategy which will receive priority focus for implementation under the LAP. Progress on these actions is a requirement on all developers and stakeholders to advance the long term strategy of completing out a successful and sustainable neighbourhood in this area. Effective co-operation and co-ordination between all stakeholders, public and private, is required and will be structured into the Phasing and Implementation Strategy of the LAP.

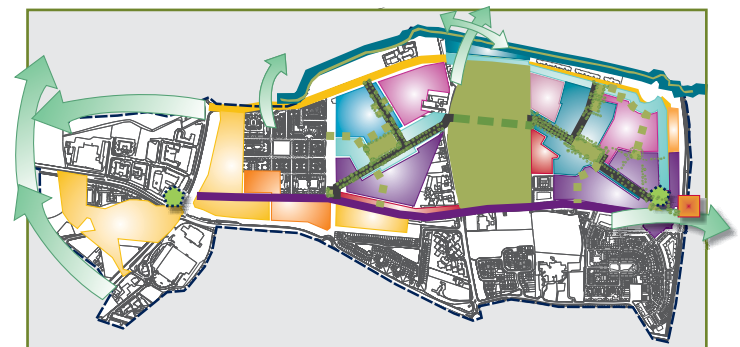
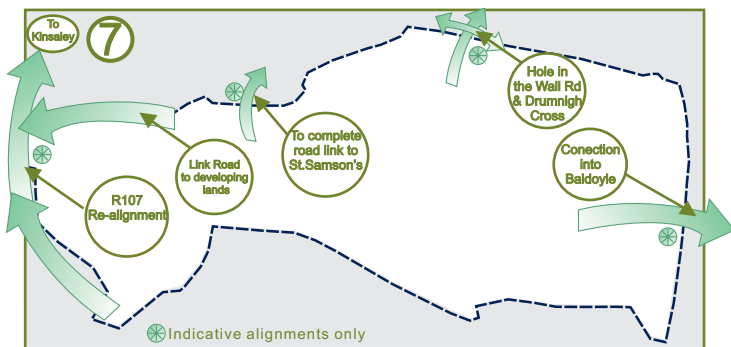
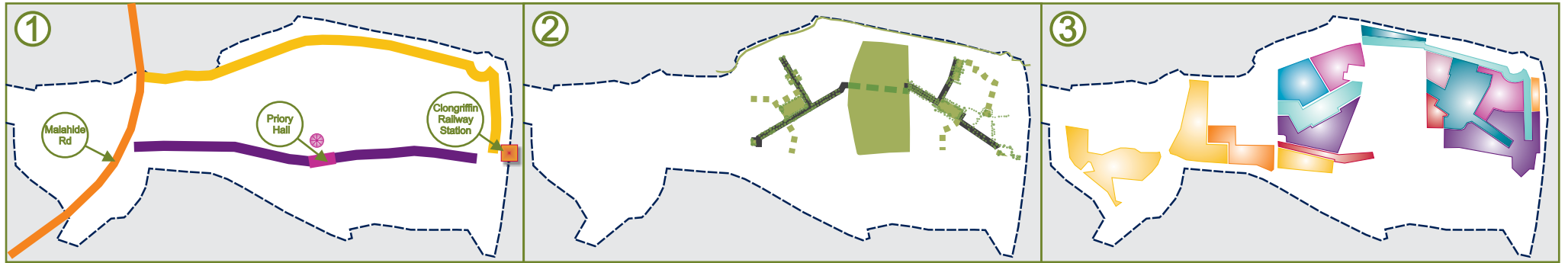
The following diagrams, explanation notes and maps summarise the Interim Strategy of the LAP.

Fig 16.1 Interim Priorities Aerial





Fig 16.2 Interim Priorities : Realising the Assets





① Completion of internal street network for ease of access into and through the developing lands. Completing the northern street and the main street, which are key distributor roads for both vehicular access and public transport, will facilitate better access and movement and assist integration between the new residential estates on site.

✱ Note that the Priory Hall development, and a key section of the Main Street running through it, present a barrier to completing the main street distributor road.

② To re-organise the extent of very large vacant sites. Which are both visual and physical barriers. A diagonal green route is part of the planning permission for future phases. This route would be attractive for pedestrian and cyclist movement. Providing this route will help make the large vacant sites more accessible & manageable, allow visual improvements and allow permeable access east to west and north to south for residents. This will promote better access between residential areas and facilities such as Fr Collins Park, schools and public transport stations. It will also improve safety & provide the opportunity to install public lighting and connect Mairsfield to the town centre more successfully.

③ Using the green route to identify suitable phasing parcels, a sequenced hierarchy of next phase developments should be identified on site. These phases should be of an appropriate scale to assist the incremental development and consolidation of the developing area and should assist the provision of access infrastructure as identified in 1 and 2 above. Sites for future development should have more aesthetically appropriate boundary treatment (such as fencing) which allows visual transparency to improve passive surveillance.

④ On sites pending future development, temporary reinstatement works including removal of debris, levelling off soil mounds and grass seeding should be carried out to create a well managed and ordered appearance to the developing lands. There are potential positives in this for sustainable drainage, bio diversity and improved visual amenity. There are dividends for creating positive first impressions, improving the quality of life for residents, promoting the location and the availability of well managed serviced land and marketing the location for residential and commercial investment. Such works gain public notice and appreciation, can be pioneering and set positive precedents.

⑤ Viable temporary uses could be explored on lands that are unlikely to develop in the short to medium term including uses that engender community development, create positive marketing of the location and have potential to generate modest financial return. Community gardens and allotment projects would be particularly suitable. There are successful examples within the city of management and operation of allotments. Suitable locations could include sites where planned future public open space is intended.

⑥ Marketing the assets of the location, in particular the access to the amenities of the coast would be beneficial in creating positive perceptions of the developing area. A greenway connecting the river Mayne to Baldoyle Estuary is part of the planning applications permitted and original concepts for this area. It would assist integration between new residential estates on both the DCC and Fingal Council side of the boundary, provide an attractive recreational amenity that helps to develop the sense of community and provide a tourist/recreation feature that could be marketed to bring attention to the lands and the attributes of the location. A positive precedent (albeit on a larger scale) is the Great Western Greenway in County Mayo which has significantly boosted tourism revenues and visits to locations along its route.

⑦ Maximise the potential to integrate the developing area with its hinterland catchment to facilitate ease of access for people moving between new commercial locations, public transport stations, community facilities and recreational amenities. The higher the level of local passing movement, the more life and viability will be injected into the developing area and its designated town centres. Achieving a successful street connection across the rail line to the developing area on the Fingal Council side is important to encourage and achieve such local interaction and activity. Such infrastructure is already in place on the DCC side but needs to be matched, as originally planned, on the Fingal side.

Further key infrastructure projects that are essential for improved access, transport capacity and connections to the area are:

- R07/R139 Malahide Junction by-pass as part of the R107 re-alignment
- Drumnigh Cross/Hole in the wall road improvement scheme.
- Cross rail connections (pedestrians & cyclists) into the Baldoyle - Stapolin LAP, particularly at the town centre in Clongriffin.
- Complete connection between St. Samson's & Belmayne



16.2 Long term Strategy : Phasing Priorities

The emphasis on phasing next developments shall be to achieve positive integration of any new proposal with the existing residential developments which are currently separated from each other, in particular the locations of Belmayne, Marrsfield and Clongriffin.

The overriding aim of a phasing sequence promoted under the LAP and the priorities underpinning it is to improve the quality of life for existing and future residents, capitalise on the investments to date in providing physical and amenity infrastructure and market the advantages of this location as a strategically positioned key developing area in the context of the overall city and region.

The phasing strategy for the LAP will be based on the following priorities:

- 1) Achieve the completion of the internal street network to improve movement across the Z14 zoned developing lands and connect communities.
- 2) Prioritise walking and cycling routes that connect new residential estates in a direct way with local facilities that include Fr Collin's Park, the rail station, bus stops, town centre services and school facilities.
- 3) Deliver a sequence of interconnected neighbourhood parks along a green route suitable for walking and cycling and maximise the integration of this route and parkland amenities with development lands adjoining.
- 4) Create a well defined sequence of next phase sites, with appropriate boundary treatments and improved physical and visual condition of vacant sites awaiting future development.
- 5) Deliver incremental progress towards achieving a coherent spatial structure for the overall area with legible distinction between residential character areas, buildings defining important movement routes, buildings defining important park locations and buildings that define the key town centres.
- 6) Require that the next planning applications seeking development /modification to previous permissions include within the application key sections of the internal street network, green route and open space network to incrementally achieve the completion of these services.
- 7) Require that the next planning applications seeking development/modifications to previous permissions include within the planning application a management plan that demonstrates how the remaining vacant lands will be appropriately treated and bounded.

In consultation with the landowners and NAMA, who are key stakeholders to implement positive progress in the area and completion of the developing lands, a phasing strategy is presented which;

- (a) is considered to be responsive to the current and forecast property markets,
- (b) brings forward the optimal locations to help re-integrate separate residential developments into an overall coherent spatial structure
- (c) capitalises, through good integration, on investment in services and infrastructure made to date and
- (d) helps to achieve the priorities 1-7 as outlined above.

Rules for Flexibility on Phasing Proposals.

In recognition of different land ownerships, co-ordinating the completion of infrastructure and the importance of expediting on site progress, it is important that the next phases of development are facilitated at both the Clongriffin and Belmayne sides at similar time scales as far as possible.

To promote the sustainable integration of mixed land uses and public transportation facilities and complete the robust spatial structure envisioned for this area under the North Fringe Action Area Plan 2000, development and consolidation of the town centres and Main Street boulevard connecting them shall remain key priorities for the Council under the LAP.

Although completion of town centres is more likely in a longer term horizon, proposals that further progress development in these areas will be encouraged as they service the residential districts of the LAP and adjoining communities.

The phasing sequence will therefore be flexible to encourage progress of both the residential districts and main mixed use commercial districts of the LAP where achievement of the phasing priorities (points 1-7) are demonstrated.

No future phase of development will be permitted under the LAP which would lead to an isolated or disjointed character of development. Justification of a proposal against the phasing priorities (points 1-7) will be required for all future applications.

Implementation and Monitoring of Progress under the LAP

An effective implementation of the strategies proposed under the LAP and delivery of tangible progress in the area will be best achieved where each objective of the LAP is set out with a clear indication of how achievement of the objective can be measured, the responsibility and role of key stakeholders towards achieving it and estimated time frames for delivery.

In doing so, the implementation and monitoring mechanisms of the LAP will identify progress where achieved, obstacles which require actions and indicators which provide valuable information for the community, potential investors and the Council in the extent of progress made towards achieving the proper planning and sustainable development of the local area.

It is the role of Dublin City Council to put in place a structure for the continual monitoring and progress review of the LAP and its objectives. It is also the role of the Council to co-ordinate with the relevant stakeholders who, beyond the remit of Dublin City Council, have key roles in either directly providing or through collaboration providing projects in the LAP area.

Appendix 1 provides the template for the future monitoring of progress under the LAP.



Fig 16.3 Land Ownership Map

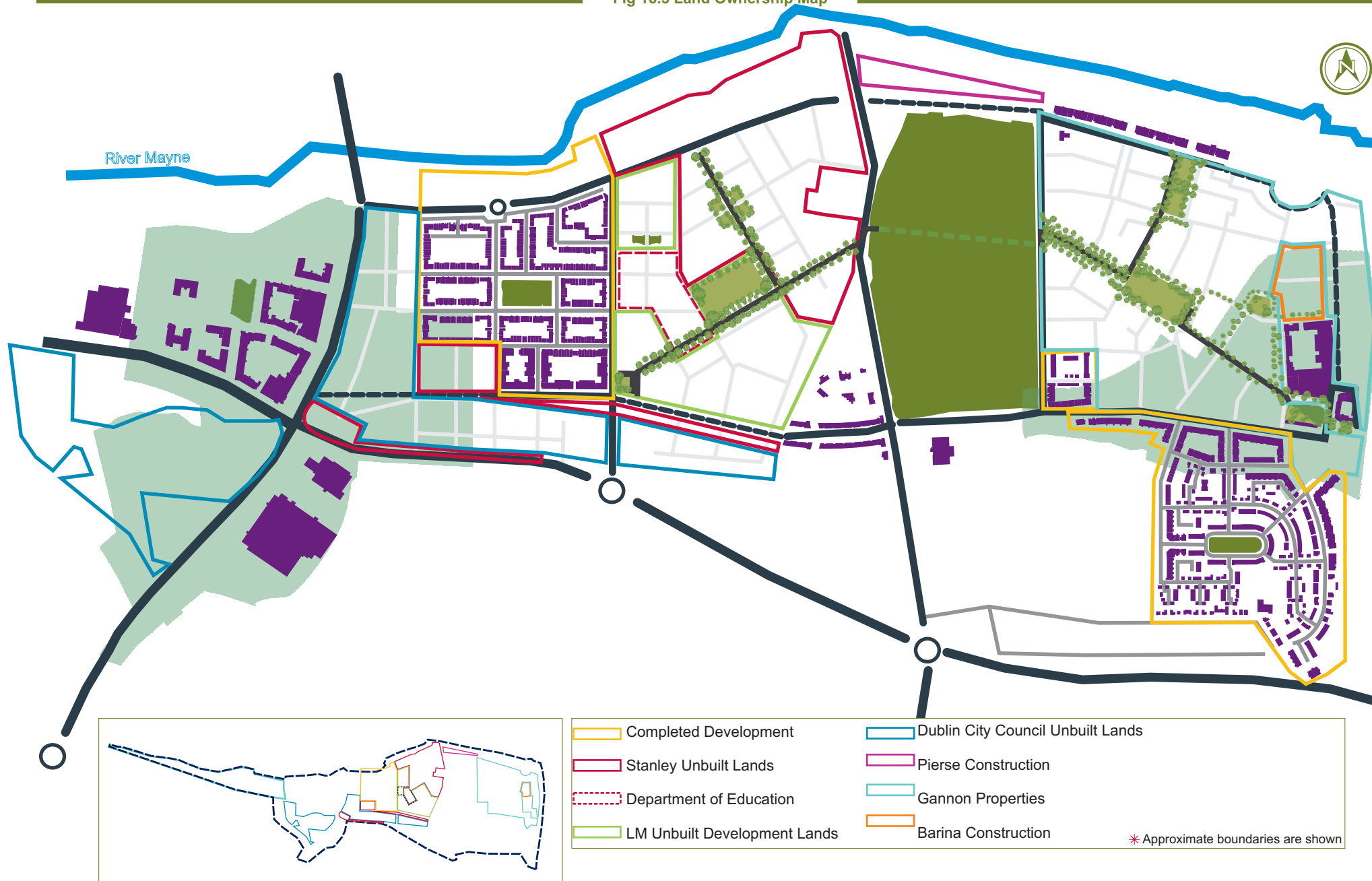




Fig 16.4 Long Term Strategy : Phasing Priorities Map





1

Phase	Character of Development	Infrastructure Requirement
Next Phase 1 Clongriffin Development in this location will integrate Marrsfield with Clongriffin Town Centre. It will assist the opening of permeable street connections between the north distributor road and town centre services. It will assist delivery of walking and cycling routes and a neighbourhood park which are key elements of the integrated Green Route. It will help to consolidate a residential base to support town centre services. A priority for this phase will be the completion and opening of the northern distributor road connecting Belmayne to Clongriffin Rail Station. This will improve east/west and north/south movement between communities and facilitate improved access to the town centre location. An important aspect of this phase will also be to complete sections of the linear park along the river Mayne and progress the extension of this route east to connect with amenity zoned lands in the Baldoyle-Stapolin LAP area and west to integrate with sections of a linear park already completed to the north of Belmayne. Improving cross rail connections at the town centre (pedestrian and cyclists) to integrate the town centre with the existing residential communities in the Baldoyle-Stapolin LAP should also be progressed with Fingal in tandem with next first phase development.	Approximate Area: 8.1 ha (excluding distributor road) Indicative Land Use: Residential area primarily. Other uses within this phase may include community, institution, health, recreation and amenity uses, all of which would be compatible with residential uses adjoining. Indicative Design and Scale: Residential cells within this area shall provide active residential frontages to all streets. A fine grain of development is expected with a regular pattern of front gardens/terraces and front doors addressing the streetscape. Residential units shall provide family suitable, high quality homes in heights between 2-3 storeys. On corner locations and where frontages address public open space, heights of 3-4 storeys are required. Inclusion of high quality apartment units in corner blocks shall be considered. Some vertical height element to mark an institutional or community building may be permitted subject to appropriate design and location context. Indicative Residential Density: A net residential density of in general 50 units/ha is envisaged in this phase to promote sustainable development, a walkable neighbourhood, build the population base to support local services and maximise access to public transport. This density is considered a good balance to achieve quality family housing, mixed typologies and still ensure sustainable use of the land resource. It also recognises the 1 km catchment from the rail station at Clongriffin. Indicative Number of Residential Units: Assuming residential uses solely, c 400 units could be yielded using the average density target. However, it is recognised that a mix of other uses (including community and institutional) and enhanced open space amenities (delivery of the green route and local parks) will influence the residential yield within that phase. These are still important uses for developing the community and will integrate successfully with residential uses.	Roads Northern Distributor Road partly completed. Requires full completion and opening to Station Square in tandem with Phase 1. Internal street network laid but requires finishing courses. This includes key sections of the Green Route which will link Fr Collins Park to Station Square. Connections (pedestrian and cyclist) across the rail line into the Baldoyle-Stapolin LAP area, to connect communities and services, shall be advanced during this phase including sections of the linear park along the River Mayne. It is also a priority to seek improved pedestrian/cyclist cross rail connections at Clongriffin Rail Station in tandem with Phase 1 in consultation with Fingal County Council Drainage and Water Principal water and drainage mains completed. Internal network of foul sewer, surface water sewer and water mains mostly complete Surface water management systems in progress including retention pond (SUDS feature)
Belmayne A new primary school campus for Educate Together Belmayne and St Francis of Assisi shall be developed in this location providing frontage to Belmayne Avenue. This facility will replace the existing temporary school buildings in Belmayne. It will be a requirement to complete and open permeable street connections with this phase, in particular walking and cycling routes that connect the school with housing areas. In particular, completing and opening walking and cycling routes to the west that connect Fr Collins Park to Belmayne Avenue, an important section of the Green Route, will be required before future phases can proceed. Development in this phase will also provide the opportunity to lay out a neighbourhood park, accessible to the school for synergies and an important part of the Green Route. . Residential frontages should accompany the provision of the park and green route for good active frontages and enlivenment along this route and within the park for users. The residential area within Phase 1 will provide frontages onto Belmayne Avenue and Parkside Boulevard, integrate existing housing in Belmayne with	Approximate Area: 1.76 ha for the schools site and green route and c 5.16ha for the residential area. Indicative Land Use: Educational and community uses primarily. The development of the school sites will provide an important catalyst to progress development on vacant lands east of Belmayne Avenue, in particular residential uses in next phases. Indicative Design and Scale: The educational buildings will have a height range of 1-3 storeys. The design of the educational campus will require due consideration on street frontages and integration of the school site with residential uses under next phases. Indicative Residential Density: This phase is envisaged as educational/community use with accompanying residential uses to create a streetscape on approach to the school, address the green route, the local park and generate activity close to the proposed school and green route amenities. The indicative density reflects the location beyond the immediate 1km catchment of the rail station but still recognises the importance of sustainable development patterns, building the population base and promoting good access to public transport services. A residential density of 35-50 units per ha is envisaged as part of this phase. An indicative housing yield using these densities is between 180-258 units.	Roads The completion of the section of Main Street between Belmayne Avenue and the boundary with Priory Hall requires a successful integration of this route through Priory Hall to improve access and mobility east to west between the communities of Belmayne and Clongriffin. This route is also of strategic importance to substantially complete the Main Street Boulevard and complete essential infrastructure as outlined under original planning application conditions. Consultation between the landowners and Dublin City Council is encouraged to expedite the completion of this route in the medium term (as part of the overall resolution process at Priory Hall, to provide key public transport connectivity and, if feasible, by completion of Phase 2), allow potential pedestrian and cyclist mobility in the interim and assess the feasibility of interim land uses on sites adjoining the route likely to remain vacant until later phases. Linking the Northern Distributor where it crosses Hole in the Wall Road should be completed with this phase to open the distributor road route fully from the R107 to Station Square. Internal Street network not advanced east of Belmayne Avenue and requires



new housing areas and successfully frame new routes and public open space. This area is needed to enhance the viability for developers to fund and complete infrastructure (streets and the green route network) in tandem with the residential and school developments.

construction. Streets that frame the diagonal green route connecting to Hole in the Wall Road require completion.

The priority for completing street infrastructure during this phase will be the strengthening of local connections to public transport services. Incremental developments that assist the completion of these links must be facilitated to improve local movement and consolidate the developing area.

In consultation with the NTA, DCC will provide traffic impact analysis of existing and projected traffic movements to guide the completion of street infrastructure, including advancement of the R107 realignment to accommodate medium- longer term development.

Drainage and Water

Principal water and drainage mains completed.

An integrated surface water management masterplan for the Belmayne lands needs completion. This plan requires innovations in SUDS design.

Internal network of foul sewer, surface water sewer and water mains incomplete east of Belmayne Avenue.



2

Phase	Character of Development	Infrastructure Requirement
Next Phase 2 Clongriffin To develop residential frontages framing the access road to the east side of Fr Collins Park and to the south of the north distributor road and framing the green route connecting the proposed Panhandel Park to Fr Collins Park. These developments will help to consolidate residential uses between the Main Street and north distributor road and integrate existing housing areas in both locations with new development. Continued progress in developing the linear park along the river Mayne and extending it eastwards to integrate with amenity designated lands in the Baldoyle -Stapolin LAP and west to integrate with sections of the linear park already completed north of Belmayne. Part of Phase 2 works should also seek completion of the linear residential development north of Fr Collins Park providing frontage to the distributor road to its south and defining the route of the linear park to its north. Progressing the linear park in this area is a priority and should proceed pending development of the residential elements. Temporary use of vacant land adjoining the linear park route may be considered appropriate should the residential elements of the phase not progress at the same pace as developing the park. Completion of linear development east of Marrsfield to frame the distributor road and complete development framing the linear park should also progress.	Approximate Area: 4.26ha (excluding Pierce Construction site) Indicative Land Use: Residential uses primarily with opportunities for community, health and residential institution (a nursing home was previously permitted within this area). Indicative Design and Scale: Buildings should successfully address street frontages (3 storeys to be included for buildings to the east of Fr Collins Park for either terraces or corner units) and 3-4 storeys considered for key corners. Attention should be given to the visual balance between residential development on the south side of the north distributor road and how it integrates with the existing heights of Marrsfield. A transition in lowering height southwards (moving from apartment units to houses) should be achieved with 3-4 storeys. Indicative Residential Density: A net residential density of in general 50 units/ha is envisaged in this phase to promote sustainable development, a walkable neighbourhood, build the population base to support local services and maximise access to public transport. This density is considered a good balance to achieve quality family housing, mixed typologies and still ensure sustainable use of the land resource. It also recognises the 1 km catchment from the rail station at Clongriffin. Indicative Number of Residential Units: The residential yield within these phases will depend on the mix of other uses, including for example health care as previously permitted but not enacted. Such uses will integrate well with residential uses and contribute to the community infrastructure within the LAP. An indicative housing yield using the average general density target of 50 units/ha would be approximately 213 units.	Roads By Phase 2, it is important to have in place: - x A completed and open North Distributor Road connecting the R107 to Station Square. - x The Green Route connecting Belmayne Avenue to Hole in the Wall Road on the west side of the LAP and connecting Fr Collins Park to Station Square on the east side of the LAP. - x Pedestrian and cyclist links along the river Mayne connecting DCC and FCC amenity areas and communities. - x Completed and open internal street networks that connect residential developments to services in north to south and east to west routes. - x Optimal access to public transport service locations for the residential catchment achieved. - x Improved connections (for pedestrians and cyclists) across the rail line at Clongriffin Rail Station into the Baldoyle-Stapolin LAP area should be advanced with FCC during this phase. - x Completion of the re-alignment of Hole in the Wall Road through to Drumming Cross in co-operation with FCC. The completion of the section of Main Street between Belmayne Avenue and the boundary with Priory Hall requires a successful integration of this route through Priory Hall to improve access and mobility east to west between the communities of Belmayne and Clongriffin. This route is also of strategic importance to substantially complete the Main Street Boulevard and complete essential infrastructure as outlined under original planning application conditions. Consultation between the landowners and Dublin City Council is encouraged to expedite the completion of this route in the medium term (as part of the overall resolution process at Priory Hall, to provide key public transport connectivity, and, if feasible, by completion of Phase 2), allow potential pedestrian and cyclist mobility in the interim and assess the feasibility of interim land uses on sites adjoining the route likely to remain vacant until later phases. Advancing to next phases of development through planning will be assessed on the extent of completion and opening of these routes which are considered key infrastructure requirements. In consultation with the NTA, DCC will provide traffic impact analysis of existing and projected traffic movements to guide the completion of street infrastructure, including advancement of the R107 realignment to accommodate medium- longer term development.



		Drainage and Water As noted for earlier phases
Belmayne To complete residential development east of Phase 1 and integrate residential schemes between Belmayne Avenue and Hole in the Wall Road. This phase will provide residential frontages to the south side of the north distributor and onto Hole in the Wall Road. This will help to positively address key road frontages and the visual presentation of the development from important access roads. This phase will further promote integration between residential areas and the school campus site in Phase 1 and frame important sections of the green route with active frontages. It is important that in tandem with Phase 2 works, progress is continued for the completion and opening of the Main Street route as noted for Phase 1.	Approximate Area: 6.25 ha. Indicative Land Use: Residential primarily with opportunities for community or recreational uses associated with adjoining residential and educational uses. Indicative Scale: Buildings should successfully address street frontages. 2, 3 and 4 storeys should be included for buildings to the south of the north distributor road, 3-4 storeys should address Hole in the Wall Road, 3-4 storeys should be considered for key corners and 2-3 storeys for house types in mid terraced locations within the residential cell. Indicative Residential Density: This phase is envisaged as a residential phase primarily with high quality family housing achieved at sustainable densities. The indicative density reflects the location beyond the immediate 1km catchment of the rail station but still recognises the importance of sustainable development patterns, building the population base and promoting good access to public transport services. A residential density of 35-50 units per ha is envisaged as part of this phase. Indicative Number of Residential Units: An approximate range between 219 and 312 residential units using the average density targets of 35-50 units/ha.	As noted above for Phase 1



Phase	Character of Development	Infrastructure Requirement
Next Phase 3 Clongriffin To complete a network of residential streets connecting east to west between Fr Collin's Park and the distributor road and connecting north to south from the distributor road to the town centre in Clongriffin. Development in this phase will consolidate the residential character areas north of the town centre and fully integrate residential developments, the green route, parks and a hierarchy of residential streets back to the town centre. Completion of this phase will also help to generate the threshold of local population to sustain services and commercial uses within the town centre.	Approximate Area: 5.3 ha Indicative Land Use: Residential primarily with allowance for other uses that are compatible with residential amenity. Indicative Scale: Buildings should successfully address street frontages. 2, 3 and 4 storeys should be included for buildings that have frontage to the distributor road which in this phase includes the north and east frontages. Buildings that follow the curve of the street around lakeside park should have a design and form that successfully frames the park location. 3-4 storeys should be considered for key corners and 2-3 storeys for house types in mid terraced locations within the residential cell. Indicative Residential Density: A net residential density of in general 50 units/ha is envisaged in this phase to promote sustainable development, a walkable neighbourhood, build the population base to support local services and maximise access to public transport. This density is considered a good balance to achieve quality family housing, mixed typologies and still ensure sustainable use of the land resource. It also recognises the 1 km catchment from the rail station at Clongriffin. Indicative Number of Residential Units: Approximately 265 residential units using the general average density target of 50 units/ha depending on the mix of other non residential uses that provide community infrastructure, services and amenities for the residential areas.	Roads Advancing with Phase 3 proposals will be assessed on the extent of completion of all internal street infrastructure as outlined for Phases 1 & 2 Effective links (pedestrian and cyclist) between DCC and FCC should be in place by this phase. Drainage and Water As noted for earlier phases
Belmayne To develop residential frontages that address Parkside Boulevard and a linear park along the River Mayne as a replacement of existing temporary school buildings (once the new school site is complete and occupied). Development in this area will need to be sensitive to the open space and appropriate set back requirements from the River Mayne	Approximate Area: Not specified for the LAP as development in this area needs to be balanced against the timeframe for the temporary school buildings to be removed, design of public open space and set backs from the River Mayne. Indicative Land Use: Residential with public open space as part of a linear park along the River Mayne. Indicative Design and Scale: Buildings should successfully address the frontages onto Parkside Boulevard and address the linear park. Design will be sensitive in this location, particularly with regard to addressing public open space and set back requirements along the River Mayne. Indicative Residential Density: This phase is envisaged as a residential phase with high quality public open space. A residential density of 35-50 units per ha is envisaged as part of this phase.	As noted above



4

Phase	Character of Development	Infrastructure Requirement
Next Phase 4 Clongriffin Completion and consolidation of the KDC designated area (approximate to the town centre location) in Clongriffin is proposed as Phase 4. As set out in the rules for flexibility on phasing proposals, gradual consolidation and improvements within the town centre, including temporary proposals, will be encouraged throughout all phases. However, it is the completion of residential developments in earlier phases that will help generate the activity and population base to sustain long term services within the town centre. Also, earlier phases seek completion and opening of key routes for improved access and local mobility which will help connect the town centre to its wider catchment, thus increasing activity levels. Integration of the town centre with development in the Baldoyle-Stapolin LAP area across the rail line is important to integrate communities, create connections to public transport, commercial services and improve the viability of the town centre. Completion of the street east of the rail line, to accommodate public transport, pedestrian and cyclists movement, shall be progressed with Fingal County Council.	Approximate Area: 7.91 ha Indicative Land Use: Mixed use development location that integrates residential (large apartment types and high density housing types) with retail, commercial, business and enterprise, community, recreation and leisure uses. Indicative Scale: It is important that the town centre location is identified and distinguished from the adjoining development areas as a nodal point where public transport and mixed use services are accessed. It is also important that key routes (the Main Street), key civic spaces (town centre plaza) and key locations (the rail station) are identified and distinguished through the urban design of buildings that frame them. It is also important that sustainable higher densities are encouraged to provide the critical mass of activity needed to support and make viable town centre services, in particular investment in public transport infrastructure. Heights of 5 storey minimum in KDC locations, 4-5 storeys along the Main Street corridor and the provision of a landmark building adjacent to the rail station (10-14 storey office height equivalent) are facilitated in this phase. Where residential uses are integrated and include a mix of forms other than apartment buildings, heights for house types should be at least 3-4 storeys (other than the Main Street corridor where 4-5 storeys are required) to integrate successfully with a town centre setting and assist the visual graduation from the town centre to adjacent residential character areas. Indicative Density: This phase is envisaged as the town centre phase with a mix of uses (ground floor commercial in particular) and other uses such as offices, leisure, retail, community etc. This phase will complete the Main Street frontages and consolidate the town square adjacent to the rail station. A higher density pattern is required including the provision of high quality town centre living (large apartment sizes and other house types in good designs). The density target should be 50 units/ha in general and achieve upwards of this target. Indicative Number of Residential Units: Although a broad range of mixed uses are envisaged in Phase 4, the residential yield should provide a high number of quality town centre homes. A density of 60 units/ha is assumed taking into consideration the location giving a potential yield of approximately 475 residential units.	Roads Main Street complete and operational prior to the commencement of this phase. Extension of Main Street to connect to R107 (final layout where it forms a junction with the R107 will be determined at design stage). Implementation of the Movement and Transport Strategy for the LAP will be considered in the context of the wider Northern Fringe region's development and transportation infrastructure requirements across both Dublin City Council and Fingal County Council. Consultation between both authorities, the NRA and NTA through the Trans-boundary Transportation Strategy Steering Group, including the identification of trans-boundary transportation priorities, will guide the phasing and implementation of development and phasing and implementation of transport infrastructure over the timescale of the LAP In addition the study referred to the above shall identify short and longer term measures necessary provide for the development potential of the KDC lands in this and future phases. Drainage and Water As noted for earlier phases
Belmayne Completion of residential development to the south of the green route and primary school campus, around the location of community square and incorporating mixed uses (non residential uses) at ground floor along the Main Street Route, are components of Phase 4. As this phase includes lands that graduate from residential character area to higher density mixed use forms along the Main Street route, it is considered more realistic to target the higher density and mixed use locations following residential development adjoining. The completion of residential development will help to create the threshold population to sustain mixed use services along the Main Street and at community square which are key elements of Phase 4.	Approximate Area: c 6.9ha Indicative Land Use: Residential uses primarily. Mixed uses at ground floor may be considered along the Main Street to enliven street frontage, create employment opportunities and accommodate services for residents. Uses that provide community services will be appropriate for buildings and ground floor uses adjacent to the public space envisaged as community square. This location is close to the primary school campus, to a main access into the development from Grange Road and at the junction of Belmayne Avenue and Main Street, a landmark junction within the developing area.	Roads: As noted above Drainage and Water As noted for earlier phases. Completion of internal networks for foul sewer, surface water sewer and water mains required for Phase 4 & Phase 5 land banks. An integrated surface water management plan which integrates Phase 4 and 5 with the overall development including innovation in SUDS is required.



As set out in the rules for flexibility on phasing proposals, works that open access through the vacant lands in Phase 4 (the Main Street route in particular) and works that propose temporary uses on the lands in the interim pending complete development will be encouraged in tandem with earlier phases of development.	Indicative Scale: The character of this phase is transitional moving from residential character cells towards the higher density Main Street route. Height should reflect this transition. Residential development framing the green route and neighbourhood park should have heights of 2, 3 and 4 storey. Important corner locations should have heights of 3-4 storey. Residential units that are mid terrace within the cell should have heights 2-3 storey. Along the Main Street, heights of 4-5 storey will be required to distinguish this route and provide the sustainable density to support services (in particular a public transport route) along Main Street. Buildings framing community square at the junction of Main Street and Belmayne Avenue should also have a higher density profile to integrate successfully with Main Street and define this nodal point. Indicative Density: This phase is envisaged as the higher density location within the Belmayne area consolidating Main Street development, defining public open space areas and approaching the town centre location at the junction of the R107/N32. A transition in therefore expected moving from residential uses to mixed uses along the Main Street and around community square. Densities should reflect this transition and achieve 50 units /ha in general with higher densities along the Main Street route. Indicative Number of Residential Units: This will depend on the extent of non residential uses, amenity areas and house types incorporated into the designs. Using an average target of 50-60 units/ha as a guide, between 345 and 414 units could be achieved.	
DCC Lands & Belmayne Parcel Lands in the ownership of Dublin City Council complete the south side of Main Street and complete frontage to the Grange Road extension. It is important that development on both sides of the Main Street are integrated and compatible in terms of design and land use. In completing the Main Street as a framed route, and encouraging activities along it, it is important that an unbalanced street (one side development only) is avoided. It is also important that attractive frontages to the development are created onto Grange Road extension. Development of the DCC sites will require a planning process and possibly a sale of land to complete development. The LAP will inform the development brief for these lands. As set out in the rules for flexibility on phasing proposals, works that open access through the vacant lands in Phase 4 (the Main Street route in particular) and works that propose temporary uses on the lands in the interim pending complete development will be encouraged in tandem with earlier phases of development. As the lands on the south side of Main Street are in DCC ownership, an opportunity exists to successfully initiate a pilot project for interim uses such as an allotment scheme.	Approximate Area: c 8 ha of lands in both DCC ownership and in private ownership framing the south side of the Main Street route mostly through Belmayne. Indicative Land Use: Residential uses primarily. Mixed uses at ground floor may be considered along the Main Street to enliven street frontage, create employment opportunities and accommodate services for residents. Indicative Scale: Buildings framing the Main Street route should integrate with buildings on the opposite side, successfully frame the street and provide a sustainable higher density for residential and other mixed uses to sustain public transport provision along the route. Heights of 4-5 storey are proposed. Buildings that address the frontage onto Grange Road extension, also have to address a graduation from the Main Street frontage which is the primary route. Heights of 3-4 storey will be appropriate. Where new residential units are proposed adjoining the boundary with Grattan Lodge, height should be 2 storeys. Indicative Density: This phase is envisaged as the higher density location within the Belmayne area consolidating Main Street development and approaching the town centre location at the junction of the R107/N32. A transition in expected where this phase adjoins established housing on the site boundaries .As the lands on the south side of Main Street approach road frontages along the Grange Road Extension and established housing, there is a transition moving south of Main Street. An average density of 50 units/ha is envisaged recognising the role of good design, mixed house typologies and need to consolidate the Main Street route. Indicative Number of Residential Units: Approximately 400 units using the average target of 50 units/ha.	As noted above



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Phase	Character of Development	Infrastructure Requirement
Next Phase 5 DCC Lands (and part of Stanley lands at the R107 junction). The lands on the north east and south west corners of the N32/R107 junction are in DCC ownership and are located within the designated KDC area. The brief for these sites is for a mixed use commercial and residential development on the north east corner accommodating the start of the Main Street route, opportunity for interchange to bus services and a civic square. This section is referred to as the Belmayne town centre site. The brief for the south west corner (Belcamp Lane) is for a mixed residential, commercial and community development and was subject to previous detailed design studies. The development potential of both lands is improved if traffic calming can be achieved at the N32/R107 junction. A by pass of this junction is required to create such conditions. Considering the mixed use and higher density character of development and required infrastructure works (the by pass), completing developments at this location is a longer term scenario. Proposals to continually improve the physical and visual condition of these lands in the short-medium term timeframe, improve access, progress the delivery of infrastructure and facilitate temporary uses shall be prioritised in tandem with earlier phased developments in the LAP area.	Approximate Area: c 8 ha on the junction of the N32/R107 (KDC designated area) and c9ha at Belcamp Lane Indicative Land Use: The brief for these lands has been set out in Section 8.0 of the LAP. Mix of town centre uses (residential, mixed use commercial, community, civic space etc) at the junction of the N32/R107 and mix of residential, commercial, community and civic space for the Belcamp Lane lands. Indicative Scale For the DCC town centre site, heights of 6 storey + in landmark locations to define the town centre location and signify the KDC gateway and 4-5 storeys to define civic spaces and key routes. The scale should become lower (2-4 storeys) reflecting the character of Belmayne moving north of the immediate town centre. For the Belcamp Lane lands, heights of 5+ at the junction of the N32/R107 (opposite the Hilton) and 3-5 storeys along the main road frontage (Malahide Road) to successfully address street frontages. Indicative Density: Both locations are important for sustainable higher densities to consolidate the urban form, deliver a critical mass of uses and create viable conditions for town centre services. The density should also reflect access to quality public transport including the QBC route and future interchange possibilities at this junction to access the rail station via a completed Main Street route. Densities should be at least 50 units/ha and above where quality design is achieved. Indicative Number of Residential Units: Using the average density of approximately 40 units/ ha to 50 units/ha, taking into account that other non residential uses and provision of quality open space will be a requisite also, a yield of c 680 – 850 units could be achieved through high quality designs. Previous design studies indicated high residential densities as part of a vibrant mixed use town centre focused around new public open space. It will be an important requirement that this phase delivers quality public open space with a focus on landscaping and tree planting to give a high quality environment within the town centre development.	Roads Phase 5 delivers completion of the higher density mixed use town centre at the R107/N32 junction. This Phase cannot commence unless the completion and opening of the Main Street route has been achieved under earlier phases. Development of the KDC at the junction of the R107/N32 is dependant on the completion and opening of infrastructure as outlined in earlier phases and completion of a C Ring N32/R107 junction by pass. Drainage and Water As noted for earlier phases. Completion of internal networks for foul sewer, surface water sewer and water mains required for Phase 4 & Phase 5 land banks. An integrated surface water management plan which integrates Phase 4 and 5 with the overall development includes innovation in SUDS is required.
Next Phase 6 Road Frontages north of the N32 These lands in the LAP area are to the north of the N32. They provide a narrow strip of road frontage to the national primary road. These lands need to be considered in the context of development in the Fingal area which has lands zoned for enterprise and employment adjoining the DCC strip. The development of the Fingal lands are subject to a future LAP and are a longer term timeframe. Integration of the N32 lands on the DCC side need to be considered at that time.	NA	NA

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16.3 Implementation and Monitoring

The implementation of policies and objectives set out in this LAP and achievement of the interim strategies and long term phasing proposals will require a robust monitoring mechanism whereby targets are clearly identified, stakeholders are clearly identified and indicators are set to measure performance throughout the LAP timeframe. Appendix 1 of the LAP sets out a policies and objectives table to assist the implementation and regular review of progress under the LAP.

Implementation of phased developments and transport infrastructure will be guided by the outcomes of the Trans-boundary Transportation Strategy Steering Group which co-ordinates the National Transport Authority, National Roads Authority, Dublin City Council and Fingal County Council to address the strategic road and public transportation priorities for the wider Northern Fringe context.

Implementation of the Clongriffin-Belmayne LAP will not take place in isolation. It is fully recognised by Dublin City Council that close co-ordination is necessary with Fingal County Council to achieve the completion of successful sustainable mixed use, residential, employment and amenity areas across the wider northern fringe neighbourhood inclusive of this LAP in Dublin City Council and the LAPs of Baldoyle/Stapolin, Portmarnock South and future masterplans and LAP's for lands zoned in Belcamp/Clonshaugh (north of the R139) in Fingal County Council.

The NRA and NTA transboundary transportation strategy initiative provides the platform to provide co-ordination on the phased delivery of transportation infrastructure across both local authority areas.

The North Fringe Forum will continue to play an important role in bringing together both local authorities, elected officials, the community and stakeholders to ensure the successful implementation of this plan and the effective co-ordination with LAP's in the Fingal area. Dublin City Council will continue to be proactive in engaging with the North Fringe Forum and will consult, through the guidance of the North Fringe Forum, with Fingal County Council and the DoECLG on the effective mechanisms to co-ordinate this LAP with future LAPs in the Fingal area including any future mechanism the DoECLG recommend.

Appendix 1 sets out a robust implementation mechanism to deliver the policies and objectives of the LAP, including the identification of key stakeholders and indicators to measure progress. Where feasible, engagement between stakeholders and the city council to strengthen the economic viability of funding elements of the plan will be part of the implementation and review process of the LAP. It will be important in

particular to ascertain any funding impediments to completing phased infrastructure. The council will endeavour to work in collaboration with all stakeholders, including developers and state agencies, to assist and expedite the completion of infrastructure in a well sequenced manner to service the local community. Dublin City Council will as the lead authority for the LAP, work with other agencies and stakeholders to ensure that the LAP is implemented to the highest standard.

16.4 The Role of the Planning and Building Control Authority.

The implementation and monitoring mechanisms of the LAP will also be enhanced with a strengthening of Building Control Regulations.

The City Council as a Planning and Building Control Authority has been concerned for some time with the current system of self-certification in relation to compliance with Building Regulations. Representations have been made to the previous and current Minister in relation to the unsatisfactory nature of the certification process.

Dublin City Council welcomes the publication of amendments to the Building Control Regulations which were published for public consultation on the 13th April, 2012.

The amendments provide for the strengthening of the Regulations by requiring;

- A) The Introduction of mandatory certificates of compliance confirming that the statutory requirements of the Building Regulations have been met and
- B) The lodgement of drawings at both commencement and completion of development demonstrating how the building has been built to comply with all parts of the Building Regulations.

It is intended that these amendments will come into force by the end of 2012.

These changes together with the recently enacted Multi-Unit Development Act which strengthens the role of properly constituted management companies will provide greater protection to homeowners and residents of apartment developments.

The challenge for the City Council will be to utilise all the resources available to it as a Planning, Building Control and Housing Authority by creating an inspectorate which will complement these new regulations and ensure that those most at risk i.e. owners and occupiers of multi-unit apartment developments can be confident that the regulations are enforced.

16.5 Special Priority Area : Priory Hall

Priory Hall has exposed weaknesses in the planning and development process. The impact of the weakness has been severely negative for the residents and Dublin City Council is committed to using all of its powers and resources to ensure that a resolution can be found.

Priory Hall is the subject of High Court proceedings in relation to breaches of Building Control and fire legislation. These breaches resulted in the development being evacuated by all of its residents. Separate to the Court proceedings which concern the sub-standard condition of the buildings, a mediation process has been initiated which may alleviate some of the financial implications for owners arising from the evaluation.

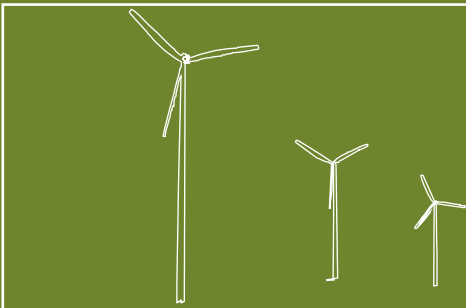
The multi-disciplinary task force established within the City Council to address unfinished housing developments identified by the Department of the Environment Survey will also give priority to finalising a "site resolution plan" for Priory Hall.

It is an priority of the Local Area Plan to have this site resolution plan completed as a priority. There are a number of key immediate actions including the completion of the main street through this scheme which is considered essential to ensure that local movement and the quality of life for existing residents in the LAP area is enhanced. This has been identified within the phasing strategy for the LAP.

Appendices

Section D

local area plan



Appendix 1:
Implementation of Policy and Objectives

Appendix 2:
Progress in Implementation of Design Principles under the North Fringe Action Area Plan 2000

Appendix 3:
Housing Quality Assessment and Design Statement for Tall Buildings

Appendix 4:
Framework for Action, Economic Indicators and Examples of Economic Initiatives in Dublin City

Appendix 5:
Taking in Charge Standards, Open Space Design Guidance and SUDS Guidance

Appendix 6:
Flood Risk Assessment

Appendix 7:
Historical Map

Appendix 8:
Flood Risk Assessment The Eastern River Basin District Project

APPENDIX 1 :

Policy Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
Movement and Transport Strategy					
MTP1	To facilitate the completion of the existing road infrastructure network as identified in the movement and transport strategy.	Phase 1: Completion of North Distributor to Clongriffin Town Centre, completion of key sections of the Green Route, completion of internal streets to service new development. Phase 2: Complete further sections of the Green Route and internal streets. Continue progress towards completing the integrated Main Street Boulevard. Phase 3: Complete further sections of the Green Route and internal streets. Continue progress towards completing the integrated Main Street Boulevard. Phase 4: Complete and open a fully integrated Main Street Boulevard.	The internal street network and walking and cycling routes (Green Route) to be completed by landowners/developers as a required part of any future phased development. NAMA to agree funding with developers to complete important infrastructure to service existing developments and enhance the development potential of vacant lands. Dublin City Council Roads and Traffic Division to take in charge the street network, manage and maintain into the future the street network.	Extent of new streets, footpaths and cycle ways (in metres and kilometre distance) successfully completed to required standards and open to the public for improved access and mobility. Extent of the road, footpath and cycle way networks taken in charge by divisions of Dublin City Council.	Completing the internal street network for improved access for new communities is a priority for this LAP. Next First Phase developments will be required to complete key sections of the internal street network for improved North-South and East-West movement. Delivering pedestrian and cycle routes as part of the Green Route are also priorities for the next phases. Proceeding to development on subsequent phases will only be permitted where improvements in completing streets, footpath and cycle ways has been achieved in previous phases. Early implementation (1-2 years) of improvements and continual progress in completing an integrated street and green route network is required over the six year LAP timeframe.
MTP2	To promote co-ordination with Fingal County Council in the implementation of the trans-boundary road projects including completion of the Main Street into the Baldoyle-Stapolin LAP for public transport, walking and cycling priority, works to the junction of the R107/R139 and Drumnigh Cross re-alignment.	Three trans boundary road projects are identified in this LAP. Completing the Main Street over the rail line to connect into the Baldoyle –Stapolin LAP lands is a key element in the movement and transport strategy. Completing this street however requires development commencing on the Fingal side and significant capital investment. It is recognised as a later phase completion. However, in the short to medium term, pedestrian and cyclist facilities should be accommodated across the rail line in tandem with next Phases 1 and 2 of the LAP. Completion of the R107/R139 junction by pass as part of a re-alignment of the R107 in the Fingal area to improve access to development lands in the Fingal area requires significant capital investment and is a longer term implementation project. Interim proposals for improving capacity at this junction to accommodate developments in the LAP area will be examined and where feasible implemented within the DCC area within the six years of the LAP timeframe and will be required to realise the development potential of DCC lands designated as a KDC (Phase 5) at the R107/R139 junction. Improvements to Drumnigh Cross are required within the Fingal area and will be promoted by DCC to be integrated successfully with Hole in the Wall Road and completed in the medium term horizon of the LAP (within years 3-6) to improve local access, mobility and safe movement through the LAP area.	Landowners /developers will be required to complete important street infrastructure (over rail street connection for example) as key elements of future phased development. The Roads and Traffic Divisions of both Dublin City Council and Fingal County Council will need to co-ordinate on progress and delivery of these projects. Funding provision will be a significant issue for completing these works. The NTA will be a stakeholder to promote and assist implementation of important transport projects (in particular road projects that promote improved access to public transport and improve accessibility of commercial, community and public transport services to their catchment populations. The NRA area a stakeholder for consultation in relation to strategic road projects such as the N32/R107 Re-alignment. Providers of public transport are stakeholders (Irish Rail for matters relating to street, pedestrian or cyclist access across the rail line and Dublin Bus for providing bus services along completed streets).	Commencement of project work Completion and opening of new roads	These projects require significant capital investment (both public and private) and are not realistic for delivery in the short term. It will be important to promote and prepare for the implementation of these works in the short to medium term of the LAP timeframe. Implementation and completion of these works are envisaged as longer term having regard to limitations on public and private finance at the time of publishing the LAP.



Policy Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescale
MTP3	To promote increased cycling and pedestrian activity by the development of cycle and pedestrian network of routes that connect with local parks, community facilities, employment areas, retail areas and public transport facilities.	Phase 1-2: Continued improvement in local access and mobility as part of any next phase development is required. In particular, the completion and opening of routes for cyclists and pedestrian movement is key to enhancing local accessibility. Sections of the internal street network, sections of the Green Route, cross rail linkages into the Baldoyle-Stapelin LAP area and opening of a linear park along the River Mayne are important priorities with next phase developments. Phases 3-5: As next phase developments are incrementally developed, each phase must deliver extended opportunities to integrate pedestrian and cyclist movement within each phase and connect routes with the wider, integrated pedestrian and cycleway network throughout the LAP area.	Landowners /developers will be required to complete street infrastructure that integrates pedestrian and cyclist routes with next phase developments. Sections of the Green Route, which incorporates parks and connecting routes for cyclists and pedestrians, shall also be required in tandem with next phase developments. The Roads and Traffic Divisions of Dublin City Council to take in charge pedestrian and cyclist routes that are part of the street network where design and construction meet required standards. The Parks Division of Dublin City Council to take in charge pedestrian and cyclist routes through public parks where design and construction meet required standards. The relevant divisions of both DCC and Fingal County Council Councils to co-ordinate where routes integrate across the administrative boundary. The NTA will be a stakeholder to promote and assist implementation of important cyclist and pedestrian routes that connect communities to local services, public transport and promote walkable neighbourhoods. NAMA to agree funding with developers to develop pedestrian and cyclist infrastructure which improves accessibility, connections to services, encourages passing movement and promotes recreation and amenity facilities for existing and future developments.	Extent of new footpaths and cycle ways (in metres and kilometre distance) successfully completed to required standards and open to the public for improved access and mobility. Extent of footpaths and cycle lanes taken in charge by divisions of Dublin City Council	Improving local access and mobility through walking and cycling routes is a priority for early implementation with next phase developments (1-3 years of the LAP timeframe). In particular, developing the open space network, Green Route, linear park along the Mayne and achieving cross rail connections are important priorities. In the medium to long terms, an overall integrated and connected walking and cycling route network through the LAP lands will be required. Each incremental phase of development requires augmentation and opening of sections of this network.
ESP1	For the interim economic strategy, it is a policy of this LAP to promote catalysts for economic activity that include short term uses.	In tandem with next phase development, Dublin City Council will actively encourage economic focus on existing developed areas where vacancy occurs and vacant sites to stimulate activity in the LAP area.	Dublin City Council, through its divisions, will encourage and assist where possible interim economic uses. Through the Economic Development Unit and Dublin City Enterprise Boards, DCC will actively promote the location and assist business start up and occupancy of vacant units. Landowners and estate agents to market the location, promote its opportunities and infrastructure investment made to date and create incentives to encourage the market to invest in the LAP area. State agencies with a remit in enterprise and business generation shall be engaged and consulted by DCC to promote the location for business investment. NAMA to agree funding with developers that facilitate interim economic activities and uptake of vacant units and land which could potentially benefit the longer term commercial environment of the LAP area. The Government at a national level to provide the fiscal incentives and stimulus needed to encourage market investment and uptake in vacant units and land.	The extent of new business start ups and occupancy of vacant units. The number and character of new businesses starting up within the LAP area. The extent of vacant land put to productive use for economic value. The amount of employment generated within the LAP area from new business activities.	Within the short term, it is important that an economic uptake is achieved within vacant units and that productive use of vacant lands, where sites are suitably accessible and located, is achieved. This is promoted in tandem with next phase developments (1-3 years of the LAP time frame).



Policy Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescale
ESP2	For the long term economic strategy, it is a policy of the LAP to promote progress in delivering key drivers for sustainable economic growth including successful movement, high quality urban design, high quality visual impact, high quality natural environment, access to high quality life long housing and access to social and community infrastructure.	The promotion of commercial and business uptake in the area, opening accessible catchments and encouraging passing movement for custom is integrated with the development of a high quality, well serviced and well connected neighbourhood. As commercial uses are proposed in future developments, integrating these locations with the uses and infrastructure as identified in the policy is required. The long term economic vibrancy of the LAP area is strengthened if in the short to medium term, the pursuit of Policy ESP1 is achieved.	As outlined above for Policy ESP1	As outlined above for Policy ESP1. Further indicators for this policy will include: The extent of new commercial floor space/units built under next phase developments. The extent of new commercial floor space/units successfully occupied. The extent of the internal street network completed and open to improve access to commercial locations. The achievement of over rail connections to the Baldoyle-Stapelin LAP to connect commercial locations with a wider neighbourhood catchment. The extent of residential development completed and occupied to provide a local threshold of population to make local businesses viable.	Over the medium to longer term, the creative ideas and investments made to encourage interim economic stimulus, should become embedded and lead to long term successful operation of business and occupancy of units in the LAP area. The completion of infrastructure (street network in particular) to improve accessibility in tandem with short-medium term phased development is important to promote the long term viability of commercial locations.
ESP3	To assist the implementation of regional and city economic strategies so that the local area is well positioned to perform and contribute to modern economic growth of the city and the region.	On going through all phases of development.	Dublin City Council to co-ordinate with the Regional Planning Authority and state agencies in the promotion of the LAP area as a strategic opportunity for economic investment	The extent of new businesses that establish within the LAP area. Extent of new employment generated within the LAP area.	Interim economic measures and the completion of access infrastructure are key to promoting the longer term economic performance of the LAP area.
ESP4	To promote the location as a strategically located resource for future sustainable economic growth in the city and region.	On going through all phases of development.	As outlined for Policy ESP3	As outlined for Policy ESP3	As outlined for Policy ESP3
Environment and Open Space Amenity Strategy EOSP1	To realise the potential of a high quality environment as a key driver in economic development, community development, bio diversity enhancement, improved sustainable movement and enhanced quality of life for the local area.	Each phase of development should contribute improvements to the landscape, open space and amenity provisions of the area in recognition that a high quality environment will assist in attracting long term residents and investors. In order to provide incentives for the market to uptake existing vacant units or land, improvements in the visual character of the LAP area, in particular vacant sites and vacant units, needs to be improved as a short term priority.	Landowners/ developers to provide high quality landscaping and complete high quality areas of public open space as part of the next phase developments. Dublin City Council to require, as part of the Development Management Process, landscaping schemes and management plans for the visual improvement and maintenance of vacant lands as part of next phase development applications. NAMA to agree funding with developers in recognition of the dividends that a high quality environment will contribute to the successful uptake of residential and commercial units in the LAP area.	Extent of brownfield character vacant sites reinstated with greenery and visual improvement. The area of new parkland and landscaped open space created and made accessible for amenity purposes in tandem with next phase developments. The extent of new public parks successfully completed and taken in charge, subject to meeting required design and construction standards, by the Parks Division of DCC.	Improving the environmental quality and visual presentation of the LAP area is a priority. Actions to achieve this in the short term will be sought. Improvements in the environmental quality of the LAP area and provision of open space amenity, in particular such elements as the Green Route, to be provided incrementally with each phase of development. In the long term, a completed network of high quality open space and amenity areas, connected through walking and cycling, shall be a positive and defining feature of the LAP area.



Policy Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescale
EOSP 2	To protect and maximise the assets of natural heritage and coastal amenity within and adjoining the LAP area and promote the development of green corridors between amenity areas in both Dublin City Council and Fingal County Council areas.	The next phase of developments shall include continued progress in developing sections of the Green Route, and the linear park along the river Mayne in particular, to make coastal amenities accessible to existing and future communities. This is a priority for the short-medium term to promote the assets of the LAP location.	The landowners /developers to agree with the local authority the design and provision of key elements of the Green Route and River Mayne linear park. The relevant divisions of both Dublin City Council and Fingal County Council to guide provision, take in charge and successfully maintain and manage linear parks and public open space areas that connect to coastal amenities. The Bio Diversity officers of both councils to guide the design of amenity areas that contributes to the enhancement and protection of riparian corridors and protected natural heritage areas. The development management process in both councils to ensure that new developments in the LAP area have due regard to the environmental protection of designated natural habitats (through SEA and AA processes where required). Waterways Ireland, the OPW and state agencies in the role of heritage protection, tourism and recreational amenity promotion to co-ordinate with Dublin City Council in the successful completion, opening and marketing of green routes that promote access and enjoyment of coastal amenities.	The extent of new amenity areas, cycle ways and footpaths, as part of green routes, completed and accessible to the public. The measures and plans put in place to ensure protection of riparian corridors and designated amenity areas.	Short term priority to achieve further progress in completing and opening the linear park (or at a minimum key sections along it) connecting into Fingal to create access to coastal amenities and public parks in the wider neighbourhood. In the medium to longer term, each incremental phase of development provides the opportunity to integrate extended and new green route connections into an overall neighbourhood network.
EOSP3	To protect the natural habitats and protected status of Baldoyle Estuary by ensuring protection of water quality and habitats along the riparian corridor of the River Mayne and ensure appropriate set back of developments, surface water management and park design along its course.	Throughout all future phases.	Dublin City Council, through its divisions and development management, to ensure that no future development impacts on protected nature conservation sites and to ensure this protection is integrated at the planning, design and construction stages of projects. Co-ordination between DCC, FCC and relevant environmental authorities in control of development, creation of amenity areas and preparation of plans, policies and objectives that promote the protection of designated nature conservation sites. The development management process in both councils to ensure that new developments in the LAP area have due regard to the environmental protection of designated natural habitats (through SEA and AA processes where required).	Water quality status of the River Mayne Measures put in place to ensure protection of designated nature conservation sites.	Throughout the LAP timeframe.
Infrastructure and Services Strategy					
ISP1	It is the policy of the Council that infrastructure delivery shall facilitate and enhance the development of the North Fringe LAP area to achieve its potential as a Key Developing Area of the City, as identified in the Dublin City Development Plan.	Throughout all phases of the LAP with emphasis on having infrastructure completed and in place in earlier phasing to assist the implementation of future phases.	Co-ordination between the divisions of Dublin City Council, the landowners/developers and utility companies.	Extent on infrastructure completed and operational.	Throughout the timeframe of the LAP with an emphasis on completing essential infrastructure in the shorter term timeframe.
ISP2	To actively seek the funding and delivery of key infrastructure including water supply and waste water management to enable development in the North Fringe area.	As outlined for Policy ISP2 above.	As outlined for Policy ISP2 above.	As outlined for Policy ISP2 above.	As outlined for Policy ISP2 above.



Policy Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescale
ISP3	To ensure that development is permitted in tandem with available water supply and only where network capacity is available. New development must include details on water conservation measures and demand management measures.	Throughout all phases of development.	Dublin City Council, through development management, co-ordination of its divisions and co-ordination with developers in the installation and successful completion of services.	Extent of water conservation measures achieved and implemented. Extent of water services infrastructure successfully completed.	Throughout the LAP timeframe.
ISP4	To manage development so that new schemes are permitted only where adequate capacity existing in the waste water network and at the treatment works at Ringsend.	Throughout all phases of development.	Dublin City Council, through the co-ordination of its divisions at a city and inter council divisions at a regional level, and development management.	Extent of new development permitted and completed and its loadings on the waste water drainage network. Improvements to waste water infrastructure.	Throughout the LAP timeframe
ISP5:	To require adherence to Flood Risk Management Policies for all future developments through the development management process in accordance with the guidance set out under Section 14.5.1 LAP Policies for the Local Area Plan for Flood Risk Assessment and Appendix 6 Flood Risk Assessment of the LAP.	Throughout all phases of development.	Dublin City Council, through development management, co-ordination of its divisions and co-ordination with developers in the successful design of schemes and infrastructure.	Extent of measures and design techniques used in developments to comply with flood prevention.	Throughout the LAP timeframe
Sustainability Strategy					
SSP 1	To support sustainable design and sustainable formats of development in the LAP area which will help Dublin City Council achieve its targets in reducing energy consumption and reducing carbon dioxide emissions in accordance with the Dublin City Energy Action Plan.	Throughout each phase of development in the LAP area.	Dublin City Council, through development management, to require development proposals to meet high performance criteria in sustainable design. The developers and designers to achieve highest standards in sustainable design throughout the levels of overall neighbourhood design, scheme design and individual building design. The developers and estate agents to market the achievement of high quality standards in sustainable design in promoting developments in the LAP area. State agencies with a remit and ability to provide fiscal assistance in the development of sustainable design (both for future developments and retrospectively for existing development).	Examples of how we can measure progress under the LAP under sustainability policies include: The BER standards achieved for residential and commercial development. Measure of the extent of sustainable design features incorporated into neighbourhood, scheme and building design. Awards given to scheme /building designs that have achieved high quality standards. Measure of the energy provision (source) and energy consumption of schemes. Measure of recycling of waste and composting achieved. Measure of alternative energy sources incorporated into the sustainable design of neighbourhoods, schemes and buildings. Measure of the extent of trips made by public transport, walking and cycling as opposed to private motor vehicle within the neighbourhood. Measure of the extent of new green spaces, trees and amenity areas planted and created in the local area. Measure of air quality and water quality within the LAP area.	Throughout each phase of the LAP. These sustainability policies are relevant to existing development, short term actions and long term development.



SSP2	To implement the principles of the Framework for Sustainable Dublin as set out under the Dublin City Development Plan 2011-2017 at the local level and incorporate sustainable principles across all strategies for future development (both short term and long term) as identified in the LAP.	Throughout each phase of development in the LAP area.	As outlined for Policy SSP1	As outlined for Policy SSP1	Throughout each phase of the LAP. These sustainability policies are relevant to existing development, short term actions and long term development.
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Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
Movement and Transport Strategy					
MTO1	To develop routes through sites that are likely to remain vacant in the long term, as pedestrian/cyclists routes, eliminate barriers to movement and provide significantly enhanced permeability and through access to adjoining streets that are safe and pleasant to use by all.	Required to accompany next phase development applications as improvements to the management and maintenance of adjoining longer term (and later phased) vacant land banks. It is important that existing developments and the next first phase developments are well connected to communities and the location of services in the LAP area. Such routes should form part of other visual and physical improvement plans on vacant sites.	Landowners/developers to propose improvements to vacant sites as part of next phase development applications and realise the benefits to promoting the area as a location for living and business if local accessibility is improved. NAMA to agree funding with landowners / developers and realise the benefit in turn to promoting activity in the area if barriers caused by long term vacant lands are removed and local accessibility improved. DCC to co-ordinate and proactively engage across its divisions with developers on improving accessibility and addressing the issues caused by large vacant land banks.	Extent of new footpaths and/or cycle ways (in metres or kilometres distance) opened through larger land banks that are likely to remain vacant in the longer term.	Improving accessibility through larger vacant sites that connect communities to services and each other more successfully is an immediate priority for short term implementation (within 1-3 years of the LAP timeframe). Such proposals should accompany next phase development applications.
MTO2	To provide new patterns of pedestrian and cycle movement in both the east-west and north-south directions throughout the area that is coherent, direct, safe and convenient.	Improving local access and mobility, particularly walking and cycling routes, is an important priority to accompany next first phase development and to be included in all future phases for an overall integrated network of walking and cycling routes.	Dublin City Council, to seek provision and completion of these routes as part of the development management process and in sequence with good phasing. The divisions of Dublin City Council, to co-ordinate well with developers in the design, planning and construction of these routes and for their successful completion to take into charge where they are in public areas. Co-ordination with Fingal County Council where such routes integrate with developments in the adjoining local authority. NTA, to support the provision of pedestrian and cycle networks that improves sustainable methods of local travel. NAMA to agree funding with developers on the importance and benefits of good connections to marketing and encouraging successful occupancy of developments. Landowners/developers to incorporate such infrastructure within planning applications and realise the benefits of this infrastructure to service the proposed development.	Extent of new footpaths and/or cycle ways (in metres or kilometres distance) completed, opened and successfully taken in charge.	A priority to implement within the short term timeframe to improve better access between existing development and future development locations. Improvements in such connections should be achieved in tandem with next first phase developments (1-3 years of the LAP timeframe) and continue to be improved on throughout later phases of development.
MTO3	To initiate a Local Smarter Travel Plan within years 1-2 and pursue its implementation taking into account the Sustainable Movement and Transport principles outlined in the LAP.	Such a plan will promote inter modal travel between walking, cycling and public transport, identify the barriers to such movement and propose actions to remove such barriers. It will assist the implementation of sustainable movement objectives in the LAP and should be in place to guide next first phase developments.	Dublin City Council, through its divisions, to prepare a plan and agree a co-ordinated strategy for routes and methods of sustainable local travel. The NTA to support and advise on the preparation of such a plan and assist its implementation. The providers of public transport services, in particular Irish Rail and Dublin Bus, to co-ordinate services, routes and public transport stations that integrate well with local sustainable movement.	Preparation of a Local Smarter Travel Plan Completion of measures as identified within the plan. Extent of new routes (walking and cycling) implemented and improvements achieved in public transport access.	It is important that this plan is in place to guide next phase developments and should be prepared and commence implementation in a short timeframe (1-2 years of the LAP). The plan should assist future phases over the timeframe of the LAP.



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
MT04	To facilitate enhanced patronage and efficient utilisation of public transport and promote walking and cycling through a range of measures including a reduced provision of car parking for commercial development.	Creating a walkable neighbourhood is an important objective for the LAP. Car parking needs to be balanced between adequate levels to accommodate uses without providing a disincentive to use sustainable alternative modes such as walking, cycling and public transport access. Car parking standards sought for next first phase developments and future phases will need to address this balancing, particularly as improvements are made to local accessibility through actions of the LAP.	Dublin City Council, through the development management process, to agree with developers adequate standards of parking that cater for land use needs and still provide incentive to create walkable neighbourhoods. Landowners/developers, to balance the requirements of car parking with the advantages of promoting access and a good environment for walking, cycling and public transport access when designing schemes.	Amount of car parking spaces permitted with new developments. Measure of traffic volumes originating from new developments in the LAP area. Measure of changing traffic patterns compared with pedestrian, cyclist and public transport use patterns.	It is important that parking standards at an appropriate level are taken into consideration for next first phase developments and that appropriate parking levels and management are incorporated into all future phases throughout the LAP timeframe.
MT05	To liaise with Irish Rail and promote greater frequency and enhanced services at Clongriffin Rail Station for commuters as the area continues to grow.	As developments in the LAP area consolidate and expand the level of population and employment in the area, the frequency of public transport services will need to adapt to meet demand. Traffic Mobility Management Plans for next phase applications should assess the role of public transport in moving people successfully and, through consultation with the providers of public transport, assess the feasibility of increased services to support new developments.	Dublin City Council, to co-ordinate with Irish Rail in the provision of rail services to service existing and future developments in the LAP area. NTA to support the co-ordination between phased growth in the LAP area and improvements in the provision of public transport services. Irish Rail, to co-ordinate with the Council and the NTA in its service provision and future proposals. Landowners/developers, to co-ordinate with the providers of public transport in assessing the feasibility of improved service in tandem with phased growth in the LAP area.	Increased frequency in rail services.	As the threshold of development (and demand) increases with future phases, the requirement for public transport services to adapt to service the growing population/local workforce needs to be addressed. Co-ordination between the local authorities, NTA and developers with the public transport operators is required throughout all future phases of development.
MT06	To undertake an area wide traffic management plan including a review of the traffic operations of the R139/R107 Junction and Grange Road/Kilbarrack Road/Raheny Road Junctions.	As developments in the LAP area proceed and the area continues to grow, it is important to assess the interaction of new traffic with the established road network. This junction in particular has been identified through consultations as requiring assessment. This should be undertaken in conjunction with next first phase developments (in the short term) to ensure that any proposals to improve the flow of traffic at the junction are enacted in tandem with local traffic growth.	Dublin City Council Roads and Traffic Division Landowners/developers, to take into consideration the impact of future phased development on the adjoining road network, particularly on junctions already experiencing congestion.	Traffic study completed for local road network. Measures implemented as a result of traffic study analysis and recommendations.	In the short term timeframe (1-2 years), the identification of any improvements needed to the capacity of existing junctions in the local road network should be made to inform traffic analysis of next first phase development and future phases.
MT07	To develop a pedestrian route along the River Mayne and access the potential to connect with amenity lands in Baldoyle Estuary and further amenities along the coastal routes.	This is an important priority to implement at the earliest opportunity in tandem with next phase developments. Pending completion of the street network over the rail line in Clongriffin, successfully opening alternative pedestrian routes, including those that serve an important amenity function, also improve mobility and access between communities.	Dublin City Council and Fingal County Council to co-ordinate on the provision and taking in charge of this route. Developers/landowners to agree with the Council's the provision and opening of this route, to ensure successful design and completion to standards for taking in charge and to realise the benefits for next phase schemes in having successful access for movement between communities. NTA to support the provision of such inter council routes that promote sustainable transport and connection between communities.	Extent of new footpaths completed and opened that connect the LAP areas in both DCC and Fingal County Council Use patterns of such routes when opened.	An important priority for short term progress and implementation (1-2 years of the LAP timeframe) to improve access and mobility between developing communities in both Council areas.
MT08	To seek well integrated design solutions for adequate car parking within the design and layout of schemes with particular attention to visitor parking and car storage.	Throughout all phases of development	Dublin city council, through co-ordination of its divisions and the development management process, to seek residential car parking proposals that addresses the reality of car storage, visitor parking and maintaining attractive well ordered streetscapes. Landowners/ developers to ensure that the design and layout of schemes takes into consideration requirements for car storage and visitor parking in a well designed manner. Management Companies, to provide details at the planning stages of future car parking management as part of development proposals that includes provision of adequate car storage and visitor parking, for areas not to be taken in charge or to await future taking in charge.	Extent of car parking spaces provided # Extent of car parking allocated to visitor spaces and available for such use. Extent of streets and parking areas successfully taken in charge by the local authority.	Throughout the LAP timeframe



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescale
MTO9	Implementation of the Movement and Transport Strategy for the LAP will be considered in the context of the wider Northern Fringe region's development and transportation infrastructure requirements across both Dublin City Council and Fingal County Council. Consultation between both authorities, the NRA and NTA through the Trans-boundary Transportation Strategy Steering Group, including the identification of trans-boundary transportation priorities, will guide the phasing and implementation of development and phasing and implementation of transport infrastructure over the timescale of the LAP.	Throughout all phases of future development with particular emphasis on improving connections to public transport with early phases and matching the infrastructure requirement for medium and long term incremental growth in the LAP area.	Dublin City Council, through the co-ordination of its divisions and development management process. Co-ordination between DCC, the NTA, NRA and public transport providers in the periodic assessment of traffic management in the LAP and wider area and for the provision of required infrastructure at appropriate stages. Co-ordination between DCC and FCC, informed by the recommendations of the NTA, on the provision of road and public transport infrastructure in the wider area context. Consultation between both authorities, the NRA and NTA through the Trans-boundary Transportation Strategy Steering Group. Landowners/developers to comply with orderly phasing and delivery of critical movement infrastructure in line with phasing requirements. Support from NAMA on the provision of such infrastructure to improve access and connections in the LAP area.	Traffic Impact Analysis completed and updated throughout the LAP timeframe. Measures progressed to deliver street infrastructure in the LAP area. The extent of streets completed, opened and taken in charge. Compliance with phasing requirements in the provision of infrastructure.	Throughout the LAP timeframe with emphasis in the short to medium term for improving connections to public transport services.
MTO10	That the design of all streets fully comply with the design standards and requirements of the Roads and Traffic Department of Dublin City Council to facilitate the orderly taking in charge process for all public roads. Requirements of Dublin City Council for street design including public lighting, traffic and pedestrian control signalling, street signage and traffic calming shall be ascertained at the design stages and completed if requested before taking in charge.	Throughout all phases of future development with particular emphasis on improving connections to public transport with early phases and matching the infrastructure requirement for medium and long term incremental growth in the LAP area.	Dublin City Council, through the co-ordination of its divisions, development management process, compliance with design standards and taking in charge process. Landowners/developers to comply with design standards, consult with the relevant divisions of City Council and expedite the completion of street infrastructure to the requirements of the Council for an orderly taking in charge process.	The extent of streets completed, opened and taken in charge.	Throughout the LAP timeframe with emphasis in the short to medium term for improving connections to public transport services.
MTO11	Consultation to be undertaken with existing retail, commercial and other service providers at the junction of the R107/R139 (in particular Northern Cross businesses and Clare Hall Shopping Centre) to ensure that customer access to important local services is not unduly severed during construction and access is fully considered in design and traffic movement options.	For future phases of development that progress the implementation of a by pass of the R107/R139 junction and progress the development of the KDC town centre at this junction.	Dublin City Council, through the co-ordination of its divisions, to ensure that future street design and traffic management take into account existing commercial service providers and their access arrangements. Co-ordination between DCC, FCC, NTA and NRA in the delivery of strategic transport projects, in particular the R107/R139 junction improvements, and consultation through the Trans-boundary Transportation Strategy Steering Group.	The design and progress towards implementation of the R107/R139 junction by pass.	Important for consideration in any design process for the R107/R139 junction by pass and in particular for later phases of development (longer term horizon) when progress
MTO12	To liaise with Dublin Bus and the NTA on the operation of bus services and alignment of bus routes through the area having regard to the location of new housing, community facilities and other services and new street completions (offering the potential for new route options) as they occur in the LAP area.	Throughout all phases of development with an emphasis on expanding bus routes where feasible as the street network advances in completion with each phase.	Dublin City Council in consultation with Dublin Bus and the NTA. Landowners/developers to comply with design standards, consult with the relevant divisions of City Council and expedite the completion of street infrastructure to the requirements of the Council for an orderly taking in charge process.	The extent of streets completed and taken in charge. The extent of streets designated for bus routes and evolving these routes as new streets become completed.	Throughout the LAP timeframe with emphasis in the short to medium term for improving connections to public transport services.



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescales
Urban Form Strategy					
UDO1	To achieve high quality and sustainable densities to consolidate the area, maximise access for residents and employees to public transport and successfully define important locations and routes including the Main Street access and town centres (KDC designated zones).	Throughout all future phases of development with particular emphasis on phases of development that frame the Main Street route and within the KDC locations.	Dublin City Council to ensure that high quality design standards are achieved and assessed through the development management process. The landowner/developer to ensure that experienced design teams are involved in the design, planning and construction stages of future development. NAMA to agree funding with developers that enables high quality urban design principles to be planned and constructed within future developments in the LAP area.	The number of schemes and buildings granted permission that complies with this objective. The number of schemes and buildings completed on site that comply with this objective.	Medium to longer term (3-6 years of the LAP timeframe) taking into consideration the location of next first phase development outside the Main Street and KDC zones initially.
UDO2	To promote the development of family orientated, high quality, adaptable, life long homes within the LAP area through creative design that still delivers a sustainable density to support the provision of services.	Throughout all future phases of development with particular emphasis on phases of development that include residential units. These sustainable objectives for high quality life long homes is applicable for all typology types (large apartments in addition to houses).	Dublin City Council to ensure that high quality design and sustainable density standards are achieved through the development management process. The landowner/developer to ensure that experienced design teams are involved in the design, planning and construction stages of future development. NAMA to agree funding with developers that enables high quality sustainable residential designs and densities to be planned and constructed within future developments in the LAP area.	The number of new residential units granted under the LAP that provide high quality design and sustainable density standards (including the extent of new permissions to replace previously permitted but not enacted developments) The net residential density achieved for residential developments. The number of new homes completed, constructed and occupied under the LAP.	It is important that the next first phase applications continue to develop a population base within the LAP area to increase activity and support the development of communities and services. All new planning applications for development, including replacement of previously granted but not enacted development, must meet the required high standards. Developments throughout the short-medium and long term timeframes of the LAP will have to conform with this objective. [i]
UDO3	To promote public spaces that provide both passive and active recreation and a connection to those forms of activities in the surrounding area.	Throughout all future phases of development	Dublin City Council, through the development management process, to seek functional high quality public open space as part of developments. Divisions of Dublin City Council, in particular the Parks Department, to guide designs and co-ordinate with developers and their design teams so that public open spaces can be successfully taken in charge for future management and maintenance.	The extent of new public open space areas permitted, constructed and opened to the public. The extent of recreational, amenity and community related uses accommodated in new public open spaces.	Throughout all future phases of development including the provision of open spaces (parts of the Green Route in particular) with next first phase development (short to medium term delivery) and for all subsequent phases
UD04	To ensure high quality streetscapes are achieved through distinctive high quality street furniture, lighting, paving and public artwork that creates a distinctive character associated with the North Fringe.	Throughout all future phases of development	Dublin City Council, through the development management process, to seek high quality streetscape designs as part of future developments. Divisions of Dublin City Council to co-ordinate and agree with developers and designers suitable materials that provide both distinctive quality design and which can be taken in charge in public areas by the council for future management and maintenance. The landowner/developer to incorporate detailed streetscape design within the design, planning and construction stages of development.	The extent of new public realm successfully completed by developers. The extent of new public realm successfully taken in charge by the divisions of Dublin City Council. The extent of new public realm features, for example items of street furniture, tree planting and public art, installed and incorporated into streetscapes.	Throughout all future phases of development including the provision of high quality streetscapes with next first phase development (short to medium term delivery) and for all future phases of development



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescales
UDO5	To design park spaces and all open spaces linkages to be part of the larger green network in particular from Father Collins Park to the surrounding area and along the River Mayne incorporating a dedicated network of cycle paths and pedestrian routes.	The integration of parks, pathways and cycleways as part of a green route throughout the LAP area should proceed as a key feature of next first phase developments (delivered in the short term period). This will help to market developments in the area, provide high levels of amenity, promote good access, connect communities and enhance biodiversity. Each successive phase of development should expand the network.	Dublin City Council, through development management, to seek provision of green route infrastructure as a key element of next phase developments. The divisions of Dublin City Council to co-ordinate and guide the successful design, planning and completion of green route infrastructure. DCC to co-ordinate with Fingal County Council for the successful integration of the park route under the rail line and into the Baldoyle-Stapelin LAP lands. The landowners/developers to include green route infrastructure with next phase developments and realise the benefits to the development by way of increase connections, access, amenities and marketing. NAMA to agree funding with developers that delivers important green route infrastructure. NTA to support developments that provide green route infrastructure, in particular walking and cycling routes that integrate communities and connect communities to public transport and service locations.	Extent of green route infrastructure designed, completed and opened. The use patterns of green infrastructure once opened for access.	The provision of key elements of the green route, including the River Mayne, will be required in the short term timeframe of the LAP and to accompany the next first phase development applications.
UDO6	To achieve creative and unique character through public realm enhancements in all key development sites through development contribution levies and partnership with the divisions of Dublin City Council.	Throughout all future phases of development.	As outlined for Objective UDO4	As outlined for Objective UDO4	As outlined for Objective UDO4
UDO7	The height strategy for the LAP will seek positive integration of new building height with established character. Locations identified for special height character are the designated Key District Centres (in general 5 storeys minimum) and the Main Street Boulevard axis (in general four to five storeys). Heights of 2-6 storeys (including a set back at the top floor of a 5/6 storey building) may be facilitated subject to quality design criteria and set back requirements along the river corridor to complete the urban form of pavilion buildings to complete Marnsfield. One location for a landmark profiled building (10-14 storey office height equivalent) is designated adjacent to Clongriffin Rail Station. In other locations, where 4 storeys residential height is proposed, some flexibility will be allowed on the height equivalent (13m) to achieve design improvements to the façade.	Relevant for those future phases of development that complete the Main Street axis and KDC locations.	Dublin City Council, through the development management process, to require sustainable densities and suitable heights and form for urban design criteria. Landowners/developers to comply with the objective and engage with experienced design teams in the successful design, planning and construction of schemes and buildings along the Main Street route and KDC locations. NAMA to agree funding with developers and realise the importance of sustainable density, creation of a viable threshold of population and mixed uses, consolidation of the urban form and creation of quality architectural landmarks in prime locations in the LAP area.	Extent of new development permitted and constructed in the LAP area along the Main Street and KDC locations that meet this design objective. A measure of the occupancy rates of buildings that define important routes and locations in the LAP area.	Considering the locations relevant to this objective, a medium to longer term (3-6 years within the LAP timeframe) horizon is expected.
UDO8	To seek full compliance within all permitted developments on planning conditions, completion of infrastructure, adherence to phasing policy, taking in charge standards building control and fire regulations and seek more effective mechanisms for Dublin City Council to seek confirmation of full compliance on all planning, design and build stages for future developments in the LAP area.	Throughout all future phases of development	Dublin City Council, through co-ordination of its divisions, the establishment of a building control inspectorate and the development management process. It is noted that such issues are national and relate to legislation. DCC will endeavour to achieve more robust compliance mechanisms through its work and consultation with relevant state agencies for the future control of development through design, planning and construction stages. Landowners/developers and their design teams to co-operate with the Council and relevant agencies in providing complete compliance with all planning and building control legislative requirements and ensure that such compliance is documented, certified and accessible to the public prior to the occupation of any building or scheme.	Compliance achieved and certified for all planning and building control requirements	Throughout the LAP timeframe with urgent priority on resolving planning compliance and building control issues on non compliant developments.



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
UDO9	To seek and assess the satisfactory arrangements for the future management of multiple unit developments as a integral part of a scheme planning proposal to ensure that residential amenities are protected in the management of completed developments in accordance with city policy of encouraging lifetime homes.	Throughout all future phases of development	Dublin City Council, through the development management process, to seek details on the future management and maintenance of schemes. Developers, to incorporate consideration of management and maintenance proposals as part of design and include such details for consideration as part of the planning process.	Number of dwellings under the control of management companies.	Throughout all phases of development.
UDO10	To minimise the adverse impacts of noise and promote good health and a good quality of life through the effective management of noise within the Clongriffin-Belmayne Local Plan Area.	Throughout all future phases of development.	Dublin City Council, through environmental control, to ensure that noise levels do not exceed appropriate levels to disrupt local amenities. Developers and their design teams to ensure that the design of developments incorporate good noise insulation, in particular residential design, and avoid placing new uses within schemes that would generate a noise disturbance.	Noise level monitoring in the LAP area. Measures integrated with design to reduce noise levels at sensitive receptors (in particular new homes).	Throughout all phases of development.
UDO11	To preserve and maintain good air quality in the plan area in accordance with national and EU policy directives on air quality and where appropriate promote compliance with established targets	Throughout all future phases of development.	Dublin City Council, through environmental control, to ensure that high quality air standards are met in the LAP area. Developers and their design teams to ensure that high quality standards are met in the efficient use of energy of buildings, that CO emissions are reduced and high quality environmental performance is achieved by new buildings and uses to protect air quality. Dublin City Council, through implementation of its policies and development control, to promote sustainable forms of development that lessen the extent of carbon emissions and impacts on air quality.	Air quality measurements in the LAP area.	Throughout all phases of development.
Economic Development Strategy					
ESO1	To improve the physical and visual environment of the LAP area, in particular where vacant sites exist, to provide positive first impressions that market the area for business investment.	Required currently and in tandem with the next first phase developments	Dublin City Council to provide guidance, co-ordination across its own divisions and co-operation with landowners to achieve the implementation of improvements to the physical and visual condition of vacant sites. DCC, through the development management process, to require such improvements as important and related actions on lands adjoining next first phase applications. Landowners/developers to effectively manage and maintain their lands that are likely to remain vacant in the medium-longer term of the LAP timeframe and to realise the benefits of such improvements to market interest in existing and next developments. NAMA to agree funding with developers and realise the benefit and dividends of such improvement works to the market interest in existing and future developments in the LAP area.	Extent of vacant sites physically and visually improved within the LAP timeframe. The uptake in occupancy and on site activity for future phases following the implementation of improvement works on vacant sites.	The physical and visual improvement on sites is an immediate priority, should commence action in the short term and continue to be renewed and implemented as development lands alter character throughout the LAP timeframe.



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescale
ESO2	To seek delivery of important sections of the street network, including interim pedestrian and cyclist routes, to improve local movement between the developing areas in both Dublin City Council and Fingal.	A priority for next Phase 1 developments to improve local access and mobility and to achieve improved accessibility through the LAP area with all future phases of development.	Dublin City Council, through the development management process, to seek the completion and opening of connections as an integral part of next phase developments. DCC, through its divisions, to co-ordinate with developers and ensure the successful design, planning and construction of street, pedestrian and cyclists routes that can be taken in charge. DCC and Fingal County Council to co-ordinate on the completion of routes that connect communities in both administrative areas. The developer/landowner to co-ordinate with the local authority and complete such routes as key elements of next phase developments. The NTA to support the completion of such routes and assist the local authorities through funding where possible for projects that improves accessibility and opens the catchment between communities and services. NAMA to agree funding with developers and realise the added benefit to the market in investing in development that is well connected and integrated with the wider neighbourhood and service locations.	The extent (in metres and kilometres) of new streets, footpaths and cycle ways that are completed and opened for public access in the LAP area. A measure of passing traffic (vehicular, public transport pedestrian and cyclist) through commercial locations in the LAP area before and after the completion of new street infrastructure. The extent of buildings that change status from vacant to occupied as a consequence of increased passing movement through commercial locations.	A priority action to improve local access and mobility in the short term and to seek continued improvement in access and mobility with all future phase developments.
ESO3	To encourage co-operation between stakeholders to help prepare vacant sites for future development in a well ordered phasing sequence and facilitate the creative temporary uses.	It is a priority to achieve improvements and uses on vacant sites that are likely to remain vacant in the medium to long terms as part of proposals accompanying the next Phase 1 developments.	Dublin City Council, to co-ordinate with landowners, co-ordinate with its own divisions and agree successful management plans for the treatment of vacant sites in the LAP area and promote successful pilot projects on its own lands. Landowners to take action on the physical and visual condition of vacant sites and realise the dividends to marketing the area successfully if improvements are made to the condition and use of vacant lands. Landowners should engage with the local authority on such proposals. NAMA to agree funding with landowners and realise the benefits to marketing the area, promoting innovation, increasing activity levels and getting an efficient use out of lands likely to remain vacant in the medium to long terms.	Extent of vacant lands that are improved with physical and visual improvements. The extent of improved boundary treatments and landscaping instated. The extent of vacant land converted to a productive use as interim measure. The extent of vacant buildings converted to active uses. The number of different temporary uses created on vacant sites and buildings as part of proposals for more efficient use of the resource. The number of people/groups benefiting from activities on vacant sites and buildings. The extent of activity generated in other areas of the LAP as a result of activity and interest generated by use of vacant sites and buildings.	A priority for the short term to achieve improved physical, visual and efficient use of vacant lands not likely to develop in the medium to long terms. Successful management proposals for vacant sites will be required and linked to phasing proposals for next developments.
ESO4	To co-ordinate with the Economic Development Unit, Dublin City Enterprise Board and State Agencies including the Department of Social Protection which is creating a new employment agency (NEES) in promoting the LAP area for economic investment and occupancy.	For all phases of development where commercial use buildings and commercial locations are proposed with particular emphasis on encouraging commercial activity in existing completed development to reduce the extent of vacancy.	Dublin City Council, through its Economic Development Unit and role on the Dublin City Enterprise Board and Dublin City Development Board, to assist business development in the LAP area. Landowners/developers and their agents to engage with DCC and enterprise agencies in promoting developments in the LAP area for business /commercial uptake. Relevant state agencies to foster the creation of new business and enterprise and provide incentives for business start ups.	The number of new businesses that open within the LAP area. The number of people employed by new businesses. The extent of commercial floor space that changes from vacant to occupied status.	An effective marketing and support for business/enterprise activity in the LAP area is required currently for existing completed development and shall be promoted for all future phases, in particular for marketing next phase developments (actions in the short term to improve commercial and business viability of the LAP area over the medium and longer term).



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
ESO5	As part of the implementation and review of the LAP, an implementation strategy for addressing the issue of commercial vacancy and progressing initiatives in consultation with key stakeholders, as outlined in the Economic Development Strategy of the LAP, shall be undertaken.	As above for ESO4	As above for ESO4	As above for ESO4	As above for ESO4
ESO6	To co-ordinate with stakeholders, through the economic agencies that work within the city and region, to promote the LAP area for strategic economic investment, particularly in growth sectors.	Throughout all phases of development.	Dublin City Council, in co-ordination with its divisions and role on the Dublin City Enterprise Board, to be pro-active, engage with state agencies that have a remit in enterprise and development and market the LAP area and infrastructure implemented as a strategic opportunity for business and enterprise. State agencies with a remit in business and enterprise development to be aware of the LAP location, its assets, infrastructure and future plans and to co-ordinate with DCC in developing economic growth sectors in the LAP area. Landowners/developers and their agents, to proactively market the LAP location, infrastructure investment made to date and the future opportunities within the area that are positive to attract business investment. A successful management and maintenance of vacant sites is important for this marketing.	The extent of new business start ups created within the LAP area, particularly companies in the growth sectors of the economy. The extent of supporting business that become established. The extent of employment created by new businesses. The commuting patterns of employees (coming from the local area or wider catchment and using public transport or private transport)	Supporting the growth of enterprise and business in the LAP area should be on going. It should be current to attract occupiers to existing vacant units and accompany all future phases over the time frame of the LAP
ESO7	To co-ordinate with stakeholders, in particular the adjoining local authority of Fingal, to promote synergies between the LAP area, existing and future economic zones in close proximity to the LAP area.	Promoting existing development and infrastructure in the LAP area for economic activity and investment shall be on going for all phases of development. The future development of enterprise lands close to the LAP area provides opportunities for synergies with later phases of development in the LAP area	Both Dublin City Council and Fingal County Council for co-ordination between LAP's, enterprise boards and state agencies to promote the wider area and its assets for strategic economic investment. Landowners/developers and their agents to capitalise on the developments and infrastructure put in place to date, market the area as a viable enterprise location and co-ordinate future developments with continued improvement of infrastructure to attract enterprise development into the LAP area. Co-ordination between state bodies and agencies with a remit in developing the city and regional economy to realise the assets of the LAP location, infrastructure put in place to date, future proposals and opportunities for economic investment.	The amount of new businesses and enterprise activities that get established in the LAP area. The extent of vacant units that get occupied with business activity. The amount of employment created by new businesses establishing in the LAP area. The extent of supporting businesses that establish (cafes, shops etc) as a result of increased activity generated by new businesses.	Promoting existing developments for economic investment, in particular occupancy of vacant units is an immediate priority and short term timeframe target. As each successive phase of development proceeds throughout the LAP timeframe, co-ordination with agencies and companies for potential occupiers of commercial floorspace will be encouraged.



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescale
ESO8	To co-ordinate with stakeholders to help to achieve delivery of key transportation infrastructure improvements, in particular public transport, serving the LAP area.	Improving access and local mobility is key to increasing activity levels in the LAP area and creating viable conditions for business to operate (connecting employees, business partners, business transactions, passing custom etc). The next first phase developments will seek to improve local access and in particular seek completion of key sections of the street network. As the area consolidates and develops over successive phases, access infrastructure should also keep improving.	Dublin City Council, through its divisions, to co-ordinate with developers and seek completion of access infrastructure as part of the development management process and in accordance with appropriate phasing. The divisions of the Council need to co-ordinate with developers throughout the design, planning and construction stages so that key street infrastructure can be successfully taken in charge. Dublin City Council and Fingal County Council to co-ordinate on completing street infrastructure that connects developing lands in both Council areas. Landowners/developers to complete important access infrastructure in tandem with developments and ensure completion, to the satisfactory design standards required by the Council, of wider street infrastructure that successfully integrates the development with other locations. NAMA to agree funding with developers that enables key street infrastructure to be completed to benefit next phase and future phase developments. NTA to support a phasing strategy that delivers key sections of movement infrastructure including the completion of the street network, improved pedestrian and cyclist access and improvement in public transport provision. Public transport operators (Irish Rail and Dublin Bus) to co-ordinate with the local authorities on the routes of public transport (as new streets are completed) and increasing public transport services as the area consolidates and grows.	Extent of new streets completed and opened. Extent of new pedestrian routes and cycleways completed and opened. Extent of new bus routes facilitated through the LAP area as street infrastructure is completed. Increases in the frequency and provision of public transport as the population of the area grows. Use patterns of people locally using public transport and new routes.	This is a priority for each phase of development with particular emphasis on completing key street infrastructure in the short term timeframe (1-3 years of the LAP timeframe) and to seek such completion in tandem with next first phase developments.
ESO9	To co-ordinate with stakeholders for the completion of a high quality broadband infrastructure to service commercial and enterprise locations within the LAP area.	Each phase of development should include broadband infrastructure that services both commercial and residential floorspace in the LAP area.	Dublin City Council, to seek provision of this infrastructure through the development management process. Landowners/developers to include such infrastructure as an integral part of the design, planning and construction stages of development and to market the provision of such infrastructure for residential and commercial use. The providers of broadband infrastructure to co-ordinate with developers in the provision of this infrastructure and market its availability within developments.	The extent of broadband infrastructure installed. Use patterns The extent of business activity attracted to occupy commercial floor space on account of this available infrastructure.	Throughout all phases of development.
ESO10	To complete the urban design and spatial vision for the developing area (originally set out in the Action Area Plan in 2000) including the long term completion of two gateway town centre locations which will be attractive for enterprise and business opportunities.	The consolidation and development of KDC locations is a medium to longer term target owing to the current economy. However, next first phase developments and each successive phase of development should continue progress in delivering infrastructure for these locations. Where mixed use developments have been completed to date, encouraging occupancy of vacant units, interim uses on vacant lands and other developments that improve and consolidate completed development should be prioritised.	Dublin City Council, through the development management process, to ensure continued improvement in infrastructure that connects the KDC locations to communities adjoining, encourage initiatives to decrease vacancy and control future developments to ensure suitable density, high quality design and incremental progress in developing the KDC locations. Landowners/developers, to include proposals within phasing that continue to progress the long term completion of KDC locations, improve infrastructure for access and progress interim proposals that improve visual presentation, active uses and marketing of KDC locations.	Extent of development completed within KDC locations. Extent of floor space occupied within KDC locations. Extent of interim measures (visual improvements, temporary uses) accommodated in KDC locations. Progress in delivering infrastructure within KDC locations.	Throughout each phase of development with particular emphasis on the short term delivery of improvements in access, occupancy of vacant units, temporary land uses and other measures that improves vitality in the KDC locations.



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
Environment and Open Space Amenity Strategy EOSO1	To achieve best practice and innovations in SuDS design as part of development schemes including the successful co-ordination of surface water management with ecology and amenity functions of open space and landscaped areas.	Within the next first phase developments and for all future phases in the LAP area.	Dublin City Council, across its divisions and in particular Planning, Drainage, Parks and Roads divisions, to guide and co-ordinate with developers and their design teams through the design, planning, construction and maintenance stages for successful implementation of best practice SuDS design. The relevant divisions of Dublin City Council to co-ordinate and agree design standards and successful future management and maintenance strategies with developers so that SuDS features can be successfully taken in charge. The landowner/developer to realise the multiple benefits to schemes in the implementation of SuDS (from innovation and qualities in design to positive energy and sustainability performance and ease of future management and maintenance) and to hire such expertise in design teams in the design, planning and construction stages of developments.	The extent of SuDS features included in designs that are granted planning and constructed. A measure of water recycled and reduced rates of surface water discharge to sewers due to SuDS techniques. The area of new habitats and/or amenity areas created that incorporate SuDS features. The area of hard surfaces that are designed to include permeable paving and other techniques that improve the control of surface water drainage. The extent of green roofs, garden spaces and other soakaway opportunities incorporated into the design of buildings and schemes.	Throughout all future phases of development commencing with next first phase developments in the short-medium time frames and continuing as a feature of all future phase developments.
EOSO2	To prioritise and seek the early completion of the original network of open spaces throughout the developing area in the LAP.	A priority for next phase developments on site, in particular next Phases 1-2 which can deliver key sections of the green route to improve local access and mobility in addition to providing and connecting public open space amenity. All future phases of development shall continue to integrate new locations for parks and open spaces within an overall integrated network.	Landowners /developers should co-ordinate with Dublin City Council and include parks and open spaces that integrate into an overall green route network as part of next phase developments on site. Landowners shall also consider the management of vacant sites over the medium to longer term and the ability to bring forward accessible elements of the green route network in advance of development on the remainder of the vacant site(s). Dublin City Council, through co-ordination of its divisions, to co-ordinate with landowners /developers at the design, planning and construction stages of public open space for the successful design, opening and taking in charge of these spaces. DCC to co-ordinate with the NTA and NAMA in promoting the completion of an integrated network of parks for the additional benefits of enhanced local access and mobility when integrated as part of a green route network.	Extent of new parks successfully completed to required standards and open to the public. Extent of footpaths and cycle lanes opened to connect new parks. Extent of new public open space areas successfully taken in charge. Measure of activities and usage patterns of public open space areas.	Completing and opening new parks as part of the green route network is a priority for early implementation with next phase developments (1-3 years of the LAP timeframe). Each incremental phase of development requires augmentation and opening of sections of this network.
EOSO3	To co-ordinate with Fingal County Council and other stakeholders on the completion of a phased plan and delivery of a linear park along the course of the River Mayne and enhancement of the biodiversity value of the riparian corridor.	Sections of the linear park are already completed. It is a priority that the next phases of development continue the completion of this route.	The landowners /developers to agree with the local authority the design, completion and opening of the linear park. The relevant divisions of both Dublin City Council and Fingal County Council to guide completion, open to the public take in successfully take in charge the linear park. The Bio Diversity officers of both councils to guide the design of amenity areas that contributes to the enhancement and protection of riparian corridors and protected natural heritage areas. Waterways Ireland, the OPW and state agencies in the role of heritage protection, tourism and recreational amenity promotion to co-ordinate with Dublin City Council in the successful completion, opening and marketing of green routes that promote access and enjoyment of coastal amenities.	The extent of new sections of the linear park that are completed and opened to public access.	Short term priority to achieve further progress in completing and opening sections of the linear park. Throughout each phase of development, progress towards completing an integrated route and connecting recreation and amenity areas in both Councils shall be prioritised for delivery (medium to long term horizon for completing this route).



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescale
EOSO4	To promote connections between existing amenity areas, proposed amenity areas and greenways including potential connections to an extended S2S route.	This objective seeks to widen the potential network of recreational routes and connections between amenities and communities. It is dependant on successfully completing and opening linkages within the LAP area, such as the river Mayne linear park, connecting the route into the Baldoyle-Stapelin LAP area and completing sections of the green route for a successful integrated network. It is therefore a medium to longer term objective following actions under Phases 1-2.	Dublin City Council and Fingal County Council, through their relevant divisions, to co-ordinate on wider area linkages between communities and amenity areas in both local authority areas State agencies with a remit in tourism, recreation, health and amenity promotion to co-ordinate and support both Councils in creating and marketing recreational routes.	The extent (in metres and kilometres) of recreational routes (footpaths, cycle ways and linear parks) created that connect coastal amenities to the residential communities in both DCC and Fingal areas The use patterns of recreational routes.	Connecting coastal amenities to the LAP areas requires action on completing and opening linear parks, pathways, cycle ways and sections of the green route. Considering that many of these actions are promoted early in the phasing sequence (within 1-3 years of the LAP timeframe), an overall integration of routes with coastal amenities such as the S2S route is in the medium to longer term (3-6 years of the LAP timeframe).
EOSO5	To prepare a specific local biodiversity action plan and landscape character assessment study within the life time of the LAP.	To guide the development of open space, the linear park and green route, a local bio-diversity plan would assist the incorporation and protection of habitats. This objective is therefore a short to medium term objective (within 1-3 years of the LAP timeframe) to guide Phase 1 and 2 actions. The preparation of a landscape character assessment study will help identify and protect features of the wider landscape such as views towards Howth and visual connection with the rural areas in Fingal.	Dublin City Council, in particular parks division, to assist the making of a local Biodiversity Action Plan and landscape character assessment study Consultations during preparation of this plan will be important with relevant divisions of Fingal County Council and state bodies such as OPW, Waterways Ireland and the NPWS.	Completion of a local Biodiversity Action Plan and landscape character assessment. Completion of actions identified within the plan. Measures that protect and enhance habitats, features of the landscape and improve local bio diversity measures, particularly measures incorporated within landscaping and park design.	The plan should be prepared early in the LAP timeframe (1-3 years) to guide the protection and development of habitats, protect and enhance key landscape features and enhance bio diversity value in tandem with developing phases of development.
EOSO6	To assess the feasibility of establishing a pilot project (site) for allotments and/or other growing initiatives on vacant sites within the LAP area as a priority action.	This action should be achieved early in the LAP timeframe as a positive pilot will give positive guidance and examples for the management and use of vacant sites elsewhere in the LAP area. Within 1-2 years and in tandem with Phase 1 developments, this objective should be achieved.	Dublin City Council, through its divisions and the North Central Area office, to co-ordinate and establish an allotment and other potential growing projects on Council lands. Landowners/developers to consider the potential benefits to their vacant sites on facilitating similar projects should the pilot prove successful.	The area of vacant land converted to productive use such as allotments or other growing projects. The uptake in membership, subscription and community activity generated through an allotment or similar project.	Within the short term (1-2 years of the LAP timeframe), it is important that a proactive example and lead is taken by DCC in using vacant lands for creative and productive uses. This should happen in tandem with Phase 1 developments. It is an important action to encourage improvements in the condition of vacant sites, encourage community interaction and market the area successfully with a unique project.
EOSO7	To promote improvements of vacant sites for the interim period pending their development within the LAP area and promote progress towards the completion of final stages of Fr Collins Park.	This action should be achieved early in the LAP timeframe to address vacant sites. Actions should be taken over the LAP timeframe to advance the final stage completion of Fr Collins Park.	Dublin City Council, through its divisions, to promote active uses on sites likely to be vacant, particularly for recreation where appropriate, and advance actions that achieve the final completion of Fr Collins Park south of main street.	Extent of vacant lands put to temporary uses, in particular for recreation purposes. Measures taken towards completing the final stages of Fr Collins Park.	Throughout the LAP timeframe.
Community and Social Infrastructure Strategy					
CSO1	To promote well designed, accessible and sustainable urban neighbourhoods throughout the LAP area that are well served by local facilities and public transport.	Throughout all future phases with emphasis on facilitating improvements to existing developed areas in conjunction with the next first phase developments.	Dublin City Council, through the development management process and co-ordination with its divisions at the implementation stages. Landowners/developers to design schemes that create sustainable, well connected neighbourhoods and include appropriate infrastructure.	Mix of uses permitted and completed in developments. Ratio of unit types permitted and completed. A measure of the distance/accessibility of developments to public transport.	Throughout the LAP timeframe with an emphasis on improving connectivity between residential areas, public transport and service locations in the short to medium term timeframe (implement improved street connections 1-3 years of LAP timeframe)
CSO2	To ensure access for all to community and social infrastructure for community integration	For all future phases of development	As outlined above for Objective CSO1	Community facilities audits. Extent of community infrastructure (temporary and permanent) opened in the LAP area. Use patterns of community infrastructure.	Throughout the LAP timeframe
CSO3	To ensure that buildings intended for community related facilities are designed as adaptable flexible spaces that accommodate a range of uses.	For all future phases of development	As outlined above for Objective CSO1 and CSO2	Extent of different uses facilitated within both community accessible buildings (existing and future), on amenity lands and as interim uses on vacant lands.	Throughout the LAP timeframe.



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescale
CSO4	To assess the feasibility of providing a Dublin City Council Library facility to service the future population within the LAP area, include this feasibility within the next five year city library strategy and consider optimal locations that co-locate such a facility with other community uses.	This is a medium to longer term priority taking into account the need for the area to consolidate a population base to make a new library service viable and for public finances to be available to operate a new library facility. In the interim, promoting improved access to existing libraries in the wider neighbourhood and delivering services such as the mobile library service will be important measures.	Dublin City Council, through its divisions including the Library Services, to continue to assess the developing population levels of the LAP area, the city's library strategy and public financing towards provision of a future library in the LAP area.	Identification of a future library service for this area within the city's library strategy. The extent of service provided by the mobile library service. Extent of improved connections within the LAP area that promotes better access to neighbourhood wide community services including existing libraries.	The provision of a new permanent library service is a medium to long term implementation owing to public funding. However, evolving existing services such as the mobile library will continue in the short to medium timeframe of the LAP.
CSO5	To encourage community integration through such examples as creative recreational space, allotments and markets (the concept of "third spaces" for community interaction).	This is important to facilitate in the short term and therefore in conjunction with the next first phase developments, in particular as opportunities for temporary uses.	Dublin City Council, through the development management process and co-ordination of its divisions, to encourage the provision of third places. The divisions of Dublin City Council, in particular community section, to co-ordinate with landowners on opportunities that may exist on centrally located vacant land banks to accommodate interim uses for community benefit. Landowners/ developers, to realise the benefits of interim land uses that engage with communities in the interests of increasing activity levels, marketing the location and promoting community integration.	Extent of interim uses facilitated on vacant sites in central locations that engage with the community.	Such uses will be encouraged as short term timeframe opportunities (within 1-2 years) with continued emphasis throughout all future phases on the need to incorporate uses that promote community interaction.
CSO6	To seek to create safe and useable open spaces with each residential development for play through overlooking and passive surveillance.	For all future phases of development and optimise the opportunities to improve existing completed developments.	Dublin City Council, through the development management process and co-ordination with its divisions at the implementation stages. Landowners/developers, to integrate quality open space designs within scheme proposals.	The area of new open space amenity completed and accessible for residential benefit.	Throughout the LAP timeframe.
CSO7	To make provision for the completion of key routes and access points for all to the permanent primary school site within the LAP lands.	This is a priority for Phase 1 developments, in particular focusing on provision of the green route that would connect the school site to Fr Colin's Park via direct walking/cycling.	Dublin City Council, through the development management process, to seek the priority phasing and completion of key streets (the green route in particular) and to ensure co-ordination between divisions for the successful opening and taking in charge of such routes. DES to integrate the design of the school campus in an integrated manner with access infrastructure and to co-ordinate with the local authority and landowners in connecting the school successfully with green areas, cycle routes and pedestrian paths in particular. NTA to support the local authority in the completion of routes that connect the school to its communities and support sustainable ways of travel to the school. Landowners/developers to co-ordinate next phases of development that provides active frontages to routes that connect with the school location. NAMA to support next phase developments that deliver access infrastructure and amenities close to the school in recognition of the positive catalyst the development of the schools will deliver to increasing activity and completing street design in the centre of the LAP area.	Extent of new streets and sections of the green route completed and opened that connect with the school site.	This is a priority for implementation in the short term timeframe (1-2 years of the LAP) to successfully connect the school site with residential communities and local amenities. Throughout all future phases in the timeframe of the LAP, continued improvement and completion of the street network will improve access to the schools.
CSO8	To promote and encourage a socially inclusive community that cater for all age groups, that accord with the principles of universal design and that offer quality of opportunity and good services to all.	For all future phases of development.	Dublin City Council through the development management process.	The extent of new community facilities. The measures undertaken to improve accessibility to community infrastructure in the wider neighbourhood. Use patterns of community infrastructure.	On going throughout the LAP timeframe.



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
CSO9	To assess the feasibility and support the medium-long term provision of public sports facilities in combination with the completion of Fr Collin's Park south of the Main Street on lands zoned Z9 for recreation and amenity and to facilitate interim use of these lands for recreation and community purposes.	The interim use of lands zoned Z9 for public open space but not actively in use is an opportunity. In tandem with the next first phase developments, maximising the opportunities of that open space areas should be explored. The final phase of developing Fr Collin's Park and providing a sports facility will require public funding and is a medium-to longer term timeframe (in tandem with later phases).	Dublin City Council, through its divisions, to support active and temporary uses on Z9 zoned public open space lands, seek the completion of Fr Collin's Park and support the longer term provision of a sports centre when public finances improve and the population base increases.	Different activities facilitated on Z9 zoned open space in the LAP area. A programme for provision of future permanent sports facilities. Progress in implementing proposed sports facilities during the LAP timeframe.	The feasibility of interim uses on lands zoned Z9 (south of Fr Collins Park) should be undertaken and implemented where feasible in the short term time frame of the LAP (within years 1-3). Providing permanent new sports infrastructure is more likely in the longer term (years 3-6) owing to funding.
CSO10	To encourage the provision of accessible sports, recreation and community facilities as part of a sustainable mix of uses for future development proposals within the LAP area.	Throughout all future phases of development.	Dublin City Council, through co-ordination with its divisions in the planning and management of future sports and community infrastructure. Dublin City Council, through co-ordination with developers by development management, to achieve improvements to local community infrastructure with development proposals.	Extent of community, sports and leisure uses permitted and completed in tandem with developments. The use pattern of new facilities. The extent of improved access to existing community and sports facilities in the wider neighbourhood.	On going throughout all future phases with a priority on improving access to existing facilities in the wider neighbourhood and encouraging uses on vacant sites that have community benefit in the interim period (actions within 1-3 years of the LAP timeframe)
CSO11	To facilitate the development of two co-located primary schools in Belmayne, facilitate ease of access and connectivity to the school location and to reserve specially designated sites, of appropriate size and configuration to fulfil both the school's space requirements and integrate successfully with adjoining development, for educational uses to service the future population of the LAP area.	The provision of permanent primary school campus for the two existing primary schools is a Phase 1 priority for the Belmayne area including the completion, in tandem, of routes that connect the school site successfully with communities and facilities adjoining.	The Department of Education to co-ordinate between the landowners and Dublin City Council in the design of a successful and well connected primary school campus. The Department of Education to progress the design, planning and construction stages of the primary school campus as a priority action in the LAP area. Dublin City Council, through its divisions, to co-ordinate with the Department of Education and assist in the completion and opening of a school campus well connected within its neighbourhood. Landowner/developers, to ensure that infrastructure is included in next phase developments that assist connections to the school campus and that the benefits to progressing other phases is realised if a successful and integrated school campus is delivered in the short term horizon of the LAP. NTA to support successful integration and the opening of linkages between the school campus, its catchment neighbourhood and the location of services. NAMA to agree funding with developers that phases and brings forward infrastructure to connect the school sites successfully within the neighbourhood and realise the benefits of the school development for increasing activity and marketing the location.	Completion status of the school design, planning and construction stages. The opening dates of the school buildings, enrolment and catchment area. Extent of street infrastructure, pedestrian and cyclist connections completed and brought forward in adjacent phases of development to successfully connect the school site within its neighbourhood.	This is a priority project to advance at the next first phase of development and ensure completion and opening of the school and access routes to it over the short-medium term (1-3 years of the LAP timeframe).
CSO12	To encourage the provision of health care services within the LAP area in accessible locations to cater for the needs of the existing and future population of the growing neighbourhood and to co-ordinate with the HSE, through the implementation and review process of the LAP, on the future planning for such facilities under HSE investment plans. The Council will support and promote the Clongriffin-Belmayne LAP area as a location suitable for the provision of a primary care centre.	The provision of community services, including health care services, early in the phasing sequence of development was an important objective of the original plans permitted in this area. It is important to engage with stakeholders to advance the delivery of services within completed developments for the growing community throughout all phases of development.	State agencies, including the HSE, to co-ordinate with Dublin City Council on its proposals to expand and invest in new services in areas of population growth and ensure that opportunities for new, serviced and accessible locations are taken to locate such services. Dublin City Council, through its divisions and development management process, to achieve improvements in the physical infrastructure and development of the area which will increase accessibility and increase the population base to support the viability of new community services, including health services, in the developing area.	The extent of new community facilities, in particular health services (HSE supported centres, private practice services, pharmacies, GP services etc) that become established in the developing area.	Such services should be provided in tandem with population growth in the new area and advanced, where feasible and in agreement with the responsible stakeholders, in the short to medium time horizon and throughout all future phases of development.
CSO13	Commercial facilities such as local supermarkets, restaurants, cafes and public houses are encouraged in the town centre and main street locations to provide opportunities for local employment, for the community to meet, interact and socialise	Throughout all phases of development with a particular emphasis on achieving occupancy in early phases (phase 1 in particular) of completed units for cafes, shops, restaurants etc.	Dublin City Council, through its divisions (such as the EDU and development department) and the development management process, to support uses that provide commercial services and opportunities for the growing community to socialise and interact (such as cafes, restaurants, public houses, local supermarket etc)	The extent of new shops, cafes, restaurants etc that open in the developing area.	Throughout the LAP timeframe with an emphasis on promoting occupancy of existing vacant units with such services in the short to medium term



	and to assist community development.		The landowner /developer and their financiers and estate agents to engage with the business community and potential operators of such services to encourage uptake in completed commercial units.		
Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
Culture and Tourism					
CTO1	To support the development and sustainable location of cultural and tourism related facilities within the area, in particular the flagship Fr Colin's Park and greenway connections to the coast, that is accessible by all.	Throughout all phases of the LAP	Dublin City Council, through its divisions, to co-ordinate on guiding the implementation of tourist and cultural infrastructure within the LAP area and provide guidance through forward planning and development management. Tourism and culture agencies to co-ordinate with Dublin City Council on the opportunities that exist to improve tourist and cultural infrastructure within the local area and in particular to co-ordinate on ways to help market the assets that exist in the local area (proximity to coastal amenities for example). Developers to integrate proposals that enhance the tourism and cultural offer within the local area and consider the benefits of these facilities to breathe vitality and interest within new developments.	The extent of tourism and cultural infrastructure planned and completed in the area.	Throughout the LAP timeframe with an emphasis on promoting access to coastal amenities as a tourism opportunity in the short term timeframe.
CTO2	To facilitate the provision of fit-for-purpose, sustainable cultural infrastructure incorporated into developments.	Throughout all phases of the LAP	Dublin City Council, through the development management process and co-ordination with its culture and amenity divisions. Landowners/developers to research and identify potential occupiers of cultural space that can be incorporated into development projects.	New cultural spaces permitted and completed within the LAP area. Used patterns of cultural facilities.	Throughout the LAP timeframe.
CTO3	To ensure that a cultural impact assessment accompanies all larger planning applications which identifies the contribution(s) the proposed development will make to culture and tourism in the area.	Throughout all phases of the LAP	Dublin City Council, through the development management process and co-ordination with its culture and amenity divisions. Landowners/developers to provide cultural impact assessments with larger planning applications and consider the benefits to both the scheme and communities adjoining of integrating culture and tourism opportunities.	The extent of facilities permitted and completed within the LAP area. Use patterns of such facilities.	Throughout the LAP timeframe.
CTO4	To promote the priorities of the Dublin Cultural Strategy 2009-2017 through the support for established and emerging artists, opportunities to participate in cultural events, support for sustainable cultural infrastructure, recognise its vitality and viability	Throughout all phases of the LAP	Dublin City Council, through co-ordination with its divisions and with external agencies in the assistance and promotion of arts and culture in the LAP area.	A measure of the extent of cultural spaces, number of events and uptake in cultural opportunities within the LAP area. u	Throughout the LAP timeframe
CTO5	To ensure the provision of local cultural spaces, performance and entertainment spaces, while protecting the existing amenities of the area.	Throughout all phases of the LAP	Dublin City Council, through co-ordination of its divisions, advising on development proposals and facilitation of cultural events in the LAP area.	The design and provision of spaces where cultural events and performances can be facilitated. The extent of cultural events held within the LAP area.	Throughout the LAP timeframe.
CTO6	To encourage the alternative use of vacant commercial space to allow use for creativity and cultural use on a temporary basis	Particular emphasis on Phase 1 development and the interim use of lands not likely to be completed with developments until later phases.	Dublin City Council, through co-ordination with its divisions and with external agencies in the assistance and promotion of arts and culture in the LAP area. Landowners/developers to consider the opportunities that exist for enlivening a development by assisting and	Extent of vacant space converted to active cultural uses.	Important for implementation in the short to medium term timeframe of the LAP (1-3 years) and throughout the LAP timeframe



			encouraging cultural use of vacant lands and floorspace, particularly in prominent locations such as Main Street, for interim periods.		
Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescale
Built Heritage Strategy					
BHO1	To protect and enhance the character of built heritage within and in close proximity to the LAP lands.	Throughout all phases of the LAP.	Dublin City Council, through its divisions, implementation of heritage strategies and development management. Co-ordination between Dublin City Council and agencies with a remit in the promotion and protection of heritage.	Extent of measures taken to protect heritage and promote awareness. Funding spent on heritage projects in the LAP area.	Throughout the LAP timeframe.
BHO2	To preserve and enhance the setting and character of Grange Abbey and ensure future development has regard to the historical value of heritage sites.	Relevant for future works in particular that may improve Z9 zoned public open space in close proximity to this historic site.	As outlined for BHO1	As outlined for BHO1	As outlined for BHO1
BHO3	To promote the in-situ preservation of archaeology as the preferred option where development would have an impact on zones of archaeological interest.	Throughout all phases of development where sites of archaeological interest are recorded.	Dublin City Council, through its divisions and in particular heritage and archaeology and through development management. Co-ordination between Dublin City Council and agencies with a remit in the promotion and protection of archaeology.	Measures taken to protect and record local archaeological heritage.	Throughout the LAP timeframe.
BHO4	To assess the feasibility of a local heritage trail in conjunction with Fingal County Council to promote awareness, appreciation and potential tourism benefits from local heritage features in the locality between both Council areas.	To promote such a trail, and its potential synergy with amenity routes, throughout each phase of development.	Co-ordination between the divisions of Dublin City Council and Fingal County Council, in particular heritage.	Extent of heritage trails created.	The feasibility of such a trail to promote the assets of the wider locality should be progressed within the short term timeframe of the LAP with a medium-longer term potential implementation of an integrated heritage trail between both Councils.
BHO5	To encourage good integration, in particular walking and cycling, between the LAP area and grounds of Belcamp College in Fingal County Council and value the significant architectural heritage of these grounds as an asset for communities in both council areas within future proposals.	The lands of Belcamp College are within Fingal and the future development of those lands is to be subject of a LAP. This objective is therefore related to later phases with respect to integrating walking and cycling routes from the DCC area within the LAP area in Fingal.	Co-ordination between the divisions of Dublin City Council and Fingal County Council, in particular heritage.	Extent of walking routes/cycle routes that integrate amenity and heritage features in the LAP lands of DCC and FCC.	As the Belcamp College grounds are outside the LAP area and subject to their own forward planning, this is a longer term horizon implementation. The feasibility and merits of such links will however be promoted over the short term of the LAP to progress such local heritage links.
BHO6	Name proposals for new streets and/or public spaces should relate as best possible to the local history and historic townland names of the local area to create special identity, character and heritage awareness within the developing communities.	Throughout all phases of development where naming proposals are made for new developments and public spaces.	Co-ordination between the divisions of Dublin City Council and its Councilors. The landowner/developer and designers to be cognisant of local heritage in design proposals and naming proposals for schemes and future public spaces.	The extent of new schemes, streets and public spaces completed and named that reference local history and cultural heritage.	Throughout the LAP timeframe.
Infrastructure and Services Strategy					
ISO1	To protect existing and future infrastructure through the protection of wayleaves and co-ordination of developments with the requirements of infrastructure service providers.	Throughout all future phases of development	Dublin City Council, through the development management process, to protect designated way-leaves. The providers of utilities and infrastructure services to co-ordinate with Dublin City Council in up to date mapping of installed services. Developers to consider way-leaves as part of development design and co-ordinate with relevant bodies when developing in close proximity to infrastructure services.	Achieved set backs from designated service way-leaves.	Throughout the timeframe of the LAP.



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
ISO2	To seek the rehabilitation of the Mayne River to good water status, its restoration as a natural amenity and protection of the riparian corridor through the LAP area.	Throughout all future phases with particular emphasis on improving the quality of the River Mayne and its amenity potential from Phase 1 onwards.	Dublin City Council, its divisions and co-ordination with other agencies including the ERBD, OPW, Waterways Ireland and the adjoining authority of Fingal	Measure of water quality periodically within the River Mayne. Extent of improvements undertaken in surface water management and amenity corridors along the Mayne. Survey of the bio diversity character of the River Mayne and its riparian corridor	Throughout the LAP timeframe with a priority to improve the quality of the River Mayne by implementing measures within the short term timeframe and in tandem with next first phase developments.
ISO3	To seek the achievement of good water quality in line with the Water Framework Directive requirements and the Eastern River Basin District Management Plan for all water courses in the LAP area including the River Mayne.	As outlined for ISO2	As outlined for ISO2	As outlined for ISO2	As outlined for ISO2
ISO4	All planning applications shall be required to submit a surface water drainage plan which will include proposals for the management of surface water within sites, and runoff rates from sites, protecting the water quality of the River Mayne and retrofitting best practice SuDS techniques on existing sites where possible	Throughout all future phases of development	Dublin City Council, through the co-ordination of its divisions and consultation with agencies such as the ERBD, to approve with developers and their design teams the integration of acceptable surface water drainage systems within developments in the LAP area and to assist through effective design criteria the implementation of best practice. Developers to ensure that engineering design teams are co-ordinated with the divisions of Dublin City Council on the installation of optimal and best practice surface water drainage systems.	As outlined for ISO2	As outlined for ISO2
ISO5	To encourage provision of suitable high quality strategic telecommunications including fibre optic broadband links and utilities (gas and electricity) infrastructure is provided for within the LAP area.	Throughout all future phases of the LAP	Dublin City Council, through forward planning and development management processes, to ensure that new developments are serviced by modern infrastructure. The providers of infrastructure services to co-ordinate with Dublin City Council on the provision of infrastructure and future network improvement/extension plans. Developers to co-ordinate with the providers of infrastructure services and integrate modern infrastructure in new developments	Extent of infrastructure networks in the LAP area. Extensions/improvements to infrastructure networks. Measure of residential and commercial units connect and being supplied with infrastructure services in the LAP area.	Throughout the LAP timeframe
ISO6	To require all proposed developments to carry out a detailed Flood Risk Assessment in accordance with the Departmental Guidelines on Flood Risk Management.	Throughout all phases of the LAP	Dublin City Council, through the development management process, co-ordination of its divisions and co-ordination with agencies to seek FRA with development applications. Developers to engage with their design teams in the carrying out of Flood Risk Assessment	Flood Risk Assessments completed for developments. Measures implemented following FRA analysis.	Throughout the LAP timeframe
ISO7	All new developments shall be required to comply with the standards set out in the Greater Dublin Strategic Drainage Study (GSDS).	Throughout all future phases of development	As outlined for ISO4	As outlined for ISO4	Throughout the LAP timeframe
ISO8	Dublin City Council will engage in consultations with the Greater Dublin Drainage Initiative to ensure that the optional locations emerging for the proposed Regional Wastewater Plant in North Dublin including any EIS and any environmental assessment done do not negatively impact on Dublin City Council neighbourhoods, including the implementation of policies and	Throughout all future phases of development	Dublin City Council, in consultation with Fingal County Council and in consultation with the Greater Dublin Drainage Initiative. The consultation, planning and environmental impact processes (and stakeholders central to these processes) on any option chosen for a regional waste water treatment plant in the local area.	The option chosen for the regional WWT plant when made and its planning/environmental assessment outcomes. Any mitigation measures identified through the planning and environmental process on the design and site location of the chosen option.	Throughout the LAP timeframe



	objectives of the Clongriffin-Beimayne (North Fringe) LAP.				
Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
Sustainability Strategy					
SSO1	To seek best practice in sustainable design and incorporation of green technology for all future development proposals in the LAP area across the levels of the individual buildings, the overall scheme and overall neighbourhood.	Throughout all future phases of development in the LAP area.	Dublin City Council to seek innovative sustainable designs through development management. The relevant state agencies to ensure that compliance with BER and other sustainable design provisions are achieved and incentives provided where possible. The landowner/developer to hire the expertise of designers and design teams in the design, planning and construction stages of a development.	The number of new buildings permitted and/or constructed through the LAP that achieve: High BER standards High performance ratings in energy efficiency and sustainable design. Awards/standards for sustainable design. An audit of sustainable design features incorporated into the layout and design of neighbourhoods, schemes and individual buildings.	For all future phases of development over the short-medium and long terms of the LAP timeframe.
SSO2	To encourage the development of exemplary projects within the LAP area that demonstrate best practice in energy efficiency (both residential and commercial) and sustainable design.	Throughout all phases of future development	Dublin City Council, through development management, to seek best practice in sustainable design. Landowners/developers, to ensure that best practice in sustainable design is included with future development applications.	Building Energy Rating performance Sustainable design techniques achieved within schemes. Awards given for innovation in design.	Throughout the LAP timeframe
SSO3	To prioritise actions under the LAP through an effective phasing programme that help to complete the development of sustainable walkable neighbourhoods with particular emphasis on, promotion of public transport, promotion of sustainable movement, promotion of consolidating areas of development with sustainable densities and enhancement of the environment and open space	Throughout all future phases of development.	Dublin City Council, through the development management process and co-ordination between its divisions in providing infrastructure that supports sustainable neighbourhoods. Landowners/developers to ensure that proposed developments are designed to the principles of sustainable neighbourhoods and realise the benefits to marketing and attracting long term investment in such quality schemes. NTA to support developments that achieve sustainable densities and achieve integration of sustainable travel modes. NAMA to support developments that deliver sustainable neighbourhoods and recognise the value to a scheme in having high quality infrastructure and services to attract investment.	Measure of densities achieved in residential development. Extent of improved connections to public transport achieved. Ratio of different land uses permitted and completed in the LAP area.	Throughout all future phases and the timeframe of the LAP with particular emphasis on implementing actions that help to make existing neighbourhoods more sustainable
SSO4	To facilitate the provision of employment uses in close proximity to residential areas to increase the opportunity for working close to the home (and thereby reducing the extent of work related commuter journeys).	Throughout future phases of development, in particular those phases that consolidate the KDC designated zones with mixed use residential and commercial developments at later phases (Phase 4).	Dublin City Council through development management to co-ordinate the integration of employment locations with access quality residential homes and public transport. Developers to incorporate good access to public transport in the design of mixed use development and prepare traffic mobility management plans that promote the use of public transport in the movement of employees. Operators of public transport services to co-ordinate with DCC on the provision and improved service of public transport.	The ratio of residential to commercial development permitted and completed in the LAP area. The amount of employment created by new commercial uses in the LAP area. The travel patterns of local residents to places of work.	Integration of employment generating uses with residential uses and public transport is a key requirement for completing town centre development (in the medium to longer term timeframe of the LAP).
SSO5	To ensure that the phasing, implementation and monitoring strategy of the LAP will contribute to indicator projects for Dublin City including the Sustainability Indicators Framework that measures progress and assists policy making towards improving the quality of the environment and creating a highly sustainable city.	Throughout all phases of the LAP	Dublin City Council and co-ordination through its divisions, with external agencies and developers in the measurement and analysis of progress in the LAP area.	Examples of indicators that could be explored and used as a means of measuring progress under the LAP is outlined in the sections above.	Throughout the LAP timeframe with particular emphasis on using indicators for regular reviews (annual review of the LAP performance for example)

APPENDIX 2 :

Appendix 2: Progress in Implementation of Design Principles under the North Fringe Action Area Plan 2000

Key Structuring Principles of the North Fringe Action Area Plan

The table below summarises the Key Structuring Principles with comments on progress to date.

Key Structuring Principles	Progress to date
Maximise access to public transport	Mostly achieved through development of the rail station and the frequent bus service from the city centre to Clongriffin. The principle is impacted by the slow down in progress to develop residential and mixed services in close proximity to public transport hubs. Blockages in permeable connection across the North Fringe lands and from adjoining areas (both vehicular and pedestrian/cyclist) impacts on convenient access to new transport facilities. The incomplete nature of the new street network means that the bus service for example does not run through Belmayne and some residential locations such as Marrsfield are disconnected from direct access to public transport services (such as a direct walking route to the train station)
Maximise potential linkages	This is not achieved to its full potential. The incompleteness of the main street through Belmayne and Clongriffin via Priory Hall disconnects both ends of the development. Similarly the incompleteness of the Parkside Boulevard and Northern Parkway disconnects people from the northern end of the development. The lack of a successful connection towards Baldoyle across the rail line (a pedestrian only solution is in place) restricts free movement between the Fingal and DCC sides of development and severs retail/commercial uses at Clongriffin from a wider catchment. Pedestrian and cyclist connections are impacted by failure to deliver through routes and large vacant

	parcels. The slow progress in delivering the Malahide Road junction re-alignment and Hole in the Wall Road re-alignment at Drumnigh Cross impacts on congestion and has not removed issues of through traffic.
Optimise densities to support efficient public transport system and viable and vibrant mixed use.	This had commenced with development of Station Square and partial frontage to the main street at Clongriffin. A high density mixed use model and high quality public realm accompanied Station Square. The economic downturn has halted progress in completing frontages to the main street and has led to vacancy and low levels of activity adjacent to key public transport. Belmayne Town Centre has not materialised. This centre would incorporate a bus interchange at the western end of the main street.
Optimise opportunities for place making	The main components to create a distinctive sense of place have commenced with the particular positive development of Fr. Collins Park which has a city wide profile as an innovative and unique park. The quality of the public realm at Station Square, the distinctive design and successful integration of a Park and Ride and cycle parking facility and landscaped stepped entrance to the station platform have contributed to a quality sense of place. Residential squares enclosing residential parks in Belmayne and Beapark create attractive and distinctive local landmarks. Vacancy and inactivity on sites that are bounded with extensive hoarding are however eroding the quality and visual impressions of the area. Slow progress at Belmayne Town Centre has failed to create a landmark /special profile at a prominent location at the west end of the plan area.

Principal Elements of the Spatial Strategy in the North Fringe Action Area Plan

The following table provides a summary of the Principle Elements of the Spatial Strategy with comments on progress to date. These principles accompany the diagram from Section 3.4 of the original Action Area Plan.

Principal Elements of the Spatial Structure	Progress to date
1: An activity spine in the form of a boulevard axis extending from the Malahide Road to the proposed railway station, as the primary community focus.	The main street is the proposed boulevard axis. Its implementation has commenced but it is not completed as a through route connecting the Malahide Road to the rail station as set out in the original plan. Sections of this road have been laid but they remain closed, adjoined by vacant sites and screened by hoarding. Where parts of the main street have been completed, commercial units at street level are vacant.
2: A series of green links running north to south terminating in recreational or other community facilities with high space requirements	A series of green links has not occurred owing to large vacant and inaccessible sites that segregate developments. Successful local parks have been incorporated into developments at Belmayne and Beapark. However free movement between recreational areas throughout the plan area is restricted by blocked access routes, hoarded sites and slow down in on site development. Many of these green areas are incorporated into planning permissions which have not yet been developed.
3: A redesigned and significantly enhanced central park (Fr Collins Park) with improved sports and recreational facilities.	This has been achieved and it is a major landmark and focal point for the local area. The park includes passive and active recreation facilities including sports pitches, changing rooms, children's play grounds, a running/cycling path and skate board park. The public realm landscape features including lakes and a waterfall and the wind turbines provide a high quality and special identity for the park. A sports centre is planned close to Fr Collins Park. Its delivery has not occurred.
4: Strong links back to existing developments at Clarehall Estate and Donaghmede Shopping Centre	The links exist through the existing road network. The strength of these links needs improvement however and they are weakened by vacant sites and inactive frontages (an example is the approach into Belmayne from the new roundabout entrance at Clarehall). The pedestrian and cyclist environment, landscaping, lighting and development of active frontages within the plan area are important elements to encourage these links.



5: A new perimeter road defining the northern development limit.	This route (the Parkside Boulevard and Northern Parkway) is implemented in part but through connections are blocked, in particular at the Hole in the Wall Road and adjoining the Marsfield Development. The integration of this route with a branch road connection to the re-aligned R107 is planned and is integral to alleviating congestion at the Malahide Road/N32 junction and improving access into the plan area. The temporary primary schools are located at the north boundary of the plan area. The incompletion of connecting roads is impacting on the ease of access to the school location.
6: The landscape features of the Mayne River and its associated tree belt protected as an ecological habitat and linear amenity area	The only developments that have occurred on the DCC boundary side of the River Mayne are the temporary schools and the Marsfield residential development. The creation of a linear park as an amenity feature and ecological habitat is only partially implemented on the east side of the plan area (to the rear of the Marsfield development).
7: A series of residential squares linked by a network of pedestrian/cycle routes	This is partially implemented within the layout of developments that have been completed, in particular Belymayne. The halt in progress on adjoining sites blocks the development of an integrated network of routes and residential squares throughout the plan area.
8: Malahide Road re-alignment option	This is an important engineering project which would improve vehicular access into the North Fringe and alleviate congestion at the Malahide /N32 junction. It is also important to successfully deliver a traffic calmed town centre site at Belymayne. Plans are in place but there is no progress to date with these works.



Diagram from Section 3.4 of the North Fringe Action Area Plan (2000)

Urban Design Proposals under the North Fringe Action Area Plan

The following table provides a summary of the thirteen Urban Design Proposals under the original Action Area Plan with a comment on progress to date. These principles accompany the diagram from Section 3.5 of the original Action Area Plan.

Urban Design Proposals	Progress to date.
1: Boulevard Axis	Partial completion only.
2: Malahide Road Junction	Not commenced.
3: Community focus	Not completed (vacant units on the west side and vacant sites on the east side of the intended square)
4: New square around existing sports centre	Not implemented in this form. The location and design of Priory Hall, location of the Trinity Sports Centre and layout of Fr. Collins Park at this junction do not create a square.
5: Station Square	This is implemented. The form of the square is different to that of the diagram in the original Action Area Plan. A high quality public realm has been delivered. Activity onto the square has not occurred however owing to vacant units on the north side (proposed location of a supermarket) and vacant sites on the west side and north side of the main street. The opening of the rail station is a significant gain.
6: Public concourse across railway	This has not occurred. A pedestrian stairwell and lift access to development lands on the

	Baldoyle/Fingal side is in place to facilitate access to the rail station.
7: Landscaped link routes	Progress in creating these linked routes is halted by lack of development and vacant sites adjoining completed developments to date.
8: Residential squares	Partially implemented where developments have been completed. A network of linked residential squares is halted due to vacant sites and non implementation of permissions granted.
9: Gateway buildings	Gateway buildings into the North Fringe plan area from the Malahide Road have not occurred owing to the halt in developments.
10: Suggested locations for schools and other institutional uses	Temporary school buildings exist. The site for permanent school buildings is set aside but progress on delivery is slow. Demand for permanent school facilities and increased accommodation is high owing to the successful enrolment of pupils in the primary schools to date.
11: Pedestrian/cycle network linking schools and residential development	This is not achieved owing to the lack of through connection moving east to west across the plan area, in particular the absence of a completed Parkside Boulevard and Northern Parkway route.
12: Development linked back to improvements of existing public realm eg. Donaghmede Shopping Centre.	This is not achieved in a strong way owing to lack of progress and thus activity that would connect the pedestrian /cyclist between character areas within the plan area and adjoining community.
13: Malahide Road realignment option	This is not yet achieved.



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

APPENDIX 3 :

Appendix 3: Housing Quality Assessment and Design Statement for Tall Buildings

SECTION 1

HOUSING QUALITY ASSESSMENT (HQA)

Housing Quality Assessment of standards is required by planning applications for residential development in the city as stated in the City Development Plan. It is therefore considered that if an individual intends to lodge a planning application for a development comprising 10 or more residential units in the LAP area, the submission of a HQA report would be required as part of the application.

HOW TO PREPARE A HOUSING QUALITY ASSESSMENT

To prepare a HQA, all persons must have regard to the provisions of the Dublin City Development Plan 2011-2017. The HQA should be well structured and concise. The report shall provide both quantitative & qualitative standards. The wider local area should also be taken into consideration including urban qualities such as the existing urban setting, physical & social amenities, community facilities and infrastructure. The Planning Authority recommends that the following three inter-related issues be taking into consideration when preparing the HQA:

- The unit (Apartment & House)
- The scheme (All residential developments)
- The environment outside the apartment block, the neighbourhood and the social & other infrastructure.

WHAT'S IN THE CHECKLIST

The checklist for HQA contains a summary of criteria identified in the Dublin City Development Plan. The checklist is categorised under three inter-related sections; the unit, the scheme & the neighbourhood. The checklist should be used in initial design stages of a scheme, in pre-planning consultations and in the documentation submitted with an application. The checklist is not intended to be an onerous additional requirement but merely a statement regarding the 'quality control' process that should be inherent in the design process. It is the objective of the checklist to prompt, inform and guide individuals in providing a Housing Quality Assessment Report, which would provide successful residential developments that not only respond to people's needs but also provides a framework within which communities can grow.

The Unit:

Quantitative Standards/ Schedule of Areas:

The number of units	
The percentage mix of units	
The number of bedspaces	
Overall floor area of units	
Floor to ceiling heights of units	
The number of kitchens/bathrooms with windows	
Quantum of public open space	
Quantum of semi-private open space	
Quantum of private open space	

Qualitative Standards/ unit type reviews:

General description of unit type:	Give a brief description of how the unit accommodates a family (e.g. 2 adults and 1 or 2 children)
Orientation	State whether the unit is dual or single aspect and the orientation of any single aspect unit.
Private open space	Give an indication of the size of balconies/ open space, the orientation and an indication of which rooms they are accessed off.
Semi-private open space:	Indicate how direct access to semi-private open space is attained from the units.
Quantum and location of storage provision	Provide a breakdown of storage provision within a unit and/or the block.
Provision for drying clothes	Give an indication if provision for drying clothes is made within the dwelling unit having regard to good design and energy efficiency solutions.
Details of the design and layout in terms of noise reduction	Give an indication of how the design and layout has been adopted to minimise noise transfer from dwelling to dwelling. Noise transfer from common spaces/corridors should also be examined.
Mixed use schemes	Give an indication of how the design and layout has been adopted to minimise noise transfer from the commercial units to the residential units and how provision has been made for: • Ventilation • Storage and collection of refuse • Servicing

Crèche	In schemes which are required to provide a crèche give an indication of how the crèche interacts with the residential element in terms of: • Details of open space • Boundary treatments • Access arrangements
Entrance Lobbies	Give an indication of: • The number of lobbies • The location • The extent of the lobbies/halls • The proposed materials
Access Arrangements	State whether the dwelling units are accessed from: • Own-door. • Central core (if accessed from central core indicate the number of units accessed from each core) • Deck access. (If deck access is proposed give an indication of how privacy shall be maintained.)
Common Areas	Give an indication of how the design and layout would provide for: • Attractive & sustainable common areas • Encourage social interaction • Exhibit a sense of space • Easy access • Legibility

The Scheme:

Provision of semi-private/public open space	State the: • Area • Orientation of the open space • Submit landscape plan
Children's play area	Give an indication of the size, the orientation and the type of equipment provided.
Secure parking for bicycles	Give an indication of the location of bicycle parking, the quantum of spaces and how secure it is.
Car parking	Give an indication of the following: • The number of spaces provided • Whether these spaces are at surface level or in underground car park. • If a basement car park is being provided, details of the design of the entrance gates/screening and any other proposals to minimise impact on the streetscape. • Access/entrance arrangements to underground car parks, both vehicular and pedestrian.



	including details of automatic gates and whether they are to be controlled by card, proximity reader etc. - Access arrangements to car parks for people with disabilities. - Design solutions for underground car parks to provide security. - If providing surface car parking, details of permeable surfaces and soft landscaping and details of visual surveillance for residents' vehicles. - If providing shared surface, privacy strips should be provided for to the front of the units
Energy efficiency of building and sustainable solutions	Give an indication of the energy efficiency of the building block and outline any sustainable solutions that are proposed to be incorporated in the development such as: - Insulation - Green roofs should be standard in apartment schemes and could be used for amenity once there was no overlooking or impact on the residential amenity of adjoining residential properties. - Soft landscaping - Permeable surfaces - Solar panels - Rain water harvesting
Provision of refuse storage, recycling and composting areas	State the area, location and how direct access is attained from the residential units to the refuse store. The developer shall give indications of how the design of the scheme would provide for a successful waste management service that: - Is secure and provides controlled access - Provides recycling facilities - Provides for management of smell and rodent control - Provides for a wash-down facility
Architectural quality and finishes	Design concepts of schemes should exhibit a visual quality that presents an aesthetically pleasing building form. For developments more than 100 units, an Urban Design Statement should be submitted as stated in section 17.9.1 of the City Development Plan 2011-2017 If a tall building is proposed another design statement demonstrating the following should be provided (see section 2): - Structure study - Architectural design statement - Movement statement

	- Impact assessment - Building services strategy
Soft Landscaping	Give an indication of existing trees and vegetation by providing a full survey. Provide protection measures for the trees where possible. The top soil excavated should be reused within the site. Developers should contact and liaise with the parks section of Dublin City Council
Management & maintenance of the Scheme	Provide detailed information of how all of the common parts and services within the scheme, not belonging to or the responsibility of a single person is to be managed Give an indication of how all the common parts would be maintained and repaired on a permanent basis. Give an indication of how the scheme would ensure adequate access to provide for services, enforce standards and monitor physical conditions. In larger schemes the possibility of employing an onsite caretaker, concierge or janitor for the building complex should be investigated.
Services	Fire Safety - The developer should give detailed information of how fire safety measures would be achieved within the scheme and in compliance with the Fire Authority - The developer should demonstrate how the fire safety systems within the development would be maintained. - Give a clear indication of how to avoid noise pollution in the case of faulty alarm systems. - The possibility of providing a fire register in which all matters relating to fire safety would be recorded and can be easily be inspected by interested parties including the fire authority within a week of formal application to do so should be investigated. Security - Give an indication of how security within the scheme would be provided and maintained - Providing proper enforceable security on all external doors including those to car parks (e.g. keypads on all external doors)

	- Alarms, access to electricity meters, gas meters, water etc should be secure and not generally accessible. - Lighting should be designed to cover all external doors, rear gardens, car parks, and courtyards. All lighting should be controlled by photoelectric cell. The use of low consumption lamps is recommended with units positioned to reduce glare and light pollution. Drainage - Give an indication of how the scheme incorporates Sustainable Drainage Systems. - Provision of Stormwater Management Plan. - A detailed drainage design should be provided to ensure a satisfactory development. - Give an assessment of the site in relation to flood risk (i.e. submit a Flood Risk Assessment Report). Waste Management - Give an indication of material source and materials/proportion of reuse/recycled materials to be used by submitting a Waste Management Plan. Waterworks - Give an indication of how the scheme would provide a satisfactory supply of water. - Pipes to be laid in accordance with the Dublin City Council's Specification for the Laying of Distribution Watermains. Broadband/Satellite TV - Consideration should be given at the design stage of the scheme for the integration of telecommunication apparatus relating to broadband and satellite TV.
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The Neighbourhood (For larger schemes)

New developments should promote or reinforce local distinctiveness without stifling innovation. The best schemes are usually those that recognise the individuality of a place, and either tailor standard solutions or create particular and original architecture for that site. When submitting proposals for large-scale residential, (i.e. 200 units and above) and/or mixed use schemes (i.e. 20,000m² and above) the overall look and feel of the development should be considered in relation to neighbouring buildings and the local area more generally.

Applicants will be required to submit as part of their planning application the following supplementary written information.

- Community infrastructure audit
- School capacity audit
- Transport assessment
- Phasing and implementation program

Developments should provide a framework within which communities can grow. Appropriate community facilities and services, such as open spaces, crèches, day-care and health services, local pubs and other places for residents, are important in this framework. Large developments or schemes in urban areas should include facilities that help meet the needs of the area while smaller schemes should try and integrate positively with the existing community setting. In providing the above statements, the applicants should demonstrate the following:

- Proximity to community facilities such as school, parks, children play areas, shops, pub or cafes.
- Mobility management, travel planning and general access to public transport
- Existing quality and character of the public domain and how the proposed development can contribute to its enhancement.
- How the proposed residential scheme enhances or contributes to the surrounding area.
- The developer shall have regards to the Urban Design Manual: A best practice guide published by the Department of Environment, Heritage and Local Government.

SECTION 2: DESIGN STATEMENT FOR TALL BUILDINGS

To justify a tall building Dublin City Council would require that sufficient evidence in relation to the impact on Clongriffin-Belmayne's (North Fringe's) image, the benefits to the public, contribution to regeneration, sustainability, transport and service infrastructure is submitted. The following requirements have been derived from the understanding and localising of section 17.6.1 of the City Development Plan relating to urban design statement for high buildings.

- a. A **structure study** that shows the benefits and impact on the local and wider urban context for a local landmark on the proposed site, including justifications, the impact on character, the benefits to the public, its contribution to regeneration, sustainability and transport.
- b. An **architectural design statement** that addresses design principles, design concept, scale and massing, density, finish materials, details, lighting (day and night time), treatment of roof top, ground floor treatment, public realm strategy.
- c. An **impact assessment study** to illustrate the impact on the context, especially on conservation areas and significant views. This can be produced through accurate visual modelling of proposals – photomontages or three-dimensional computer models (buildings fully rendered) – from relevant assessment points defined by the council. Proposals should be shown in daylight and night-time conditions. The micro-climate impact of the development on the surrounding environment (streets, public spaces and existing development) should be tested in regards to wind funnelling, overshadowing and sun-reflection. Impacts on privacy and overlooking of existing properties should be tested.
- d. A **movement statement** (traffic impact assessment including car parking, pedestrian movement and public transport needs).
- e. A **building services strategy** including building systems and enclosure, energy consumption and efficiency, lighting (day and night time), and telecommunications.

APPENDIX 4 :

Appendix 4: Framework for Action, Economic Indicators and Examples of Economic Initiatives in Dublin City

Section 1: Framework for Action under the Economic Development Action Plan for the Dublin Region



Section 2: Dublin City Indicators

The Dublin City Indicators project is a mechanism to monitor the performance and assist the implementation of the Economic Development Action Plan for the Dublin City Region. It will help identify areas of strength and weakness and help to inform policy making.

The Dublin City Indicators will also enable the performance of Dublin to be compared internationally. In this way, policies can be amended taking into account observed trends so that Dublin can position itself as a sustainable and viable City Region, a leader in the fields of technology and innovation and providing a high quality of life for its residents, workers and visitors.¹

National Economy

- The latest National Quarterly Accounts for Q1 2010 show that Ireland is technically out of recession. GDP increased 2.7% on the quarter. The increase in GDP has been largely driven by growth in exports.
- Personal expenditure of goods and services was down by just 6% on the year (CSO Quarterly Accounts 2010). Following the steep fall in 2008, levels are now back to those seen in 2005/2006. The retail and hospitality sectors have been especially impacted as a result of the decline in consumer spending.

Employment and Labour Force

- During the period 2000-2007, the number of persons in employment in the Dublin City Region grew by 81,700 persons. The successive two years saw the number in employment decrease by c 76,400 of 12%.
- The numbers unemployed in the Dublin City Region more than doubled between 2007 and 2009. The Dublin City Region unemployment rate went from a low of 2.6% in 2000 to 10.8% in 2009.
- Nationally, almost 29% of those in employment had third level qualifications. The Dublin City Region's position as a knowledge hub is evidenced by the fact that almost 50% of those employed and living in the region have third level qualifications or above.
- The Place of Work Census Anonymised Records (POWCAR) data demonstrates that in 2006, 37% of all jobs in the State were located in the Dublin City Region. The administrative

area of Dublin City accounted for one in five jobs (21%) nationally.

- The total number of people employed in Dublin City Council is estimated at 396,417.

Property/Construction

- At the peak of the property boom in 2006, Ireland was building 21 housing units per 1000 of its population, when the European average was 5.6. In 2009, Irish completions amounted to 5.8 units per 1000.
- In relation to commercial and retail property, Dublin has moved from being one of the most expensive cities in Europe to one that is much more affordable within the space of two years.
- Commercial office rents have decreased by up to 40% from their peak levels across the city centre.
- Dublin is now a good value city location for commercial office rents positioned behind other competitor cities. According to the CBRE, prime office rents in Dublin have declined from an average of 673 Euro per sq.m pa in 2008 to 376 Euro per sq.m pa in Q2 2010 (a decline of 44%).

Foreign Direct Investment

The dominance of software and IT, financial and business services is apparent for the Dublin City Region accounting for over 56% of all FDI announcements from 2007-2009.

The draw of Dublin as an attractive destination for FDI investment in Ireland is clear. The 2007-2009 figures show that over 50% of total national FDI investment is locating in the Dublin City Region.

In 2009, Dublin attracted the fifth highest number of FDI projects across European cities (2010 Financial Times, FDI investment monitor).

Tourism

- International tourism revenue in the Dublin City Region was worth over €1.23 billion in 2009. There was a 12.5% decline in this revenue over 2008-2009.
- Dublin is a key driver of national tourism revenues accounting for 32% of Ireland's total tourism revenue in 2009.

¹Dublin City Indicators: A commentary on Dublin's Performance. Jamie Cudden & Helen O'Leary. Q2 2010. Office of International Relations and Research.



- The European Cities Marketing visitors report on the premier league of cities in Europe places Dublin 9th most popular city in Europe in terms of bed nights.
- 9 out of the 10 top tourist attractions in Ireland were located in the Dublin City Region.

Dublin Internationally Benchmarked

- Dublin is ranked 12th in Europe in terms of brand strength (Saffron Brand Consultants 2009).
- The international exposure of Ireland and Dublin is highlighted in a recent report by Ernst Young on globalisation (2010) where Ireland was ranked the third most globalised country in the world.
- Globalisation and World City Networks ranks Dublin at the 19th most connected city and is ranked in the top tier of globally connected cities.
- Dublin continues to be recognised as one of the most liveable cities in the world. In the Mercer 2010 ranking, Dublin was ranked in the top quartile (joint 26th position).
- In a 2009 survey (Cushman and Wakefield European Cities Monitor), Dublin is now the 18th city overall as the best city to do business in.
- Ireland is ranked 7th in the 2008 EU innovation index just above the EU average. There has been little change in Ireland's score in this index since 2005.
- The proportion of households with a broadband connection at 54% in 2009 is still a long way compared to a country like Finland (74%).
- Broadband quality/speed and cost issues have been identified as major challenges in Dublin in relation to its international competitiveness.
- The cities that Dublin can learn from include Copenhagen which is the "greenest" major city in Europe, followed by Stockholm, Oslo, Vienna and Amsterdam.

Section 3: Examples of Economic Initiatives in Dublin City

Dublin City Funding Information Service

The City Council run a funding information service to help the business, community and social enterprise sector find funding to achieve their vision. It is a free on line search facility providing information on application procedures to funding opportunities across European, government, local, lottery and charitable sources.

Dublin City 4 Business is the portal for assistance and knowledge for local businesses and provides information and contacts for such areas as grants, loans, tax relief, venture capital, awards for ICT, business development, tourism and heritage and training.

Dublin City 4 Social Enterprise is a second valuable portal for entrepreneurs working in the area of social enterprise. These are profit making businesses set up to tackle a social or environmental need with the aim to generate profit to help achieve social or environmental goals. Information on such areas as social and community development, legal advice, environmental projects, education and training, health, capital projects and youth work are some examples of where assistance can be provided.

Creative Dublin Alliance

The Economic Development Unit of Dublin City Council provide co-ordination and management for a forum of key stakeholders in the economic development of the city and the region called the Creative Dublin Alliance. The Alliance was established collaboratively between the four Dublin local authorities.

The Alliance brings together a network of contacts in the sectors of Local Government, Commerce, Industry, Education, State Agencies and the Not for Profit sector. The role of the Alliance is to identify challenges and issues of citywide significance, to give advice and to recommend actions using collaboration and shared knowledge between the different sectors. The objectives of the Alliance include:

- Create a clear vision that unifies the strengths and future potential of Dublin City Region.
- Build a Dublin Region that is supportive of its people by encouraging innovation and enterprise.
- Continue to grow an internationally renowned higher education and research sector.

- Communicate, show and engage people in a variety of entrepreneurial initiatives that are occurring in the Dublin City Region.
- Encourage an open, merit based, tolerant and inclusive society that promotes well being.
- Develop a high quality information, communications and transport network.

The Alliance is a resource for the Council as an advisory forum in the implementation of its plans and projects, particularly in providing access to research. It is also a resource for the wider public for access to research and to engage with a forum of stakeholders and projects in the development of enterprise, creativity and innovation.

Examples of projects accessible through the Alliance include DUBLINKED (on line access to data sets from across many sectors in the city region which may benefit research and development and enterprise ideas), Dublin City Indicators and Benchmarking and Your Dublin Your Voice (a citizen engagement initiative).

The web site for the Creative Dublin Alliance was launched in November 2011 and provides access and information on these and many other projects and initiatives.

The Green Way (An tSli Glas)

The Green Way (An tSli Ghlas) is an ambitious plan to create a green economic corridor in north Dublin involving an alliance of businesses, academic institutions and local authorities. The initiative is designed to position Ireland as a centre of innovation and enterprise which will link business to investors and develop trade partnerships with other major international green corridors.

Its partners include Ballymun Regeneration Limited, the Dublin Airport Authority, Dublin City University, Dublin Institute of Technology, Fingal County Council, Dublin City Council and North Dublin Chamber. The initiative was conceived in response to the 2009 Report of the Governments High Level Action Group on Green Enterprise that recommended that Ireland needed to develop one or more green zones in order to create an environment that can support the development of green enterprise and be used to market Ireland overseas.

Among the specific initiatives planned or underway are a designated Wetlab space for clean technology industries, a DIT Dublin Energy Lab with Ballymun Regeneration providing training and re-skilling of



building trade workers for cleantech industries and the regeneration of the airport central area as a hub for cleantech foreign direct investment.

Clean technology includes recycling, renewable energy, information technology, green transport, electric motors, green chemistry, lighting and any appliances that are now more energy efficient.

Example of Urban Food Production Policy

The economic value of urban food production and the potential optimisation of vacant lands for this activity are areas of policy research being pursued at a regional and city level in Dublin.

Objective RE 06 of the Development Plan for example states the objective of the City Council to assess how the economic and employment generating capacity of the locally traded services sector (including the feasibility of a Food Tourism Strategy and the potential for street food vending) could be enhanced.

A good example of current evolving policy for urban agriculture is London.

The City of London has identified many building sites that the recession has left vacant, that could be turned to other uses such as food growing.

In 2010, the London Assembly produced a report entitled "Cultivating the Capital: Food growing and the planning system in London."

Amongst the recommendations were:

- Adopt a proposed policy that supports street markets and farmers markets in public spaces.
- Encourage the temporary use of vacant public and private land for urban agriculture (policies for this should be included in Local Development Frameworks). This should include spaces for growing food in housing developments.
- Assess sites owned by the Authority for their potential to be used for short or long term urban agriculture including commercial and community growing opportunities.

The report states that almost any site, irrespective of size, can be used for food growing operations (the soil on site or if not suitable due to urban activity, food growing can be on raised beds, builders bags and skips filled with quality soil etc.). These solutions are relevant to both

community and commercial growing and provide the opportunity to extend production if local demand exists and allow for mobility should the project have to be moved, e.g. if the site is needed for another use or if larger site becomes available.

In addition to the focus on vacant lands, policies are also looking at incorporating food growing within new developments as part of a schemes overall soft landscaping strategy. In a mixed use or commercial scheme a commercial growing operation could be accommodated with the opportunity for both providing produce for local businesses such as restaurants and for selling produce to local residents.

City Farms are also emerging as viable land uses and attractions within the city of London with particular opportunities presented by longer term vacant sites. They offer educational, recreational, community development and business/economic opportunities. One of the largest and longest established farms, the 32 acre Mudchute Park and Farm, was established on former derelict lands ear marked for development. It now employs over 60 people.

Appendix 5: Taking in Charge Standards, Open Space Design Guidance and SUDS Guidance

Section 1: Guidelines for Open Space Development and Taking In Charge

How open space areas are managed and maintained after their provision is an important consideration at the design stage, particularly to ensure that public open space can be taken into charge by Dublin City Council successfully.

It is also important that topsoil is recognised as an important on site resource for biodiversity and landscaping. Considering the extent of lands still to be completed for development in the LAP area, a successful open space strategy is dependant on high quality soil being retained and appropriately stored on site for future landscaping purposes.

The Culture, Recreation and Amenity Department of Dublin City Council have produced a set of guidelines called "Guidelines for Open Space Development and Taking in Charge" which provides important information for landscape designers of new public open space.

Some of the important guidance provided, which will benefit open space provision in the LAP area, includes the following:

- Tree surveys should be carried out by a qualified Arboriculturist.
- Landscape works are to be completed before occupation of the development or initial phase of development.
- A detailed survey should be made of existing hedgerows, trees and other natural site characteristics to evaluate their potential for protection and augmentation within landscape proposals.
- Based on the survey information, works proposed to existing hedgerows and trees must be agreed with DCC. Vegetation supporting nests may only be altered between the period of 1st September to the 1st February each year in the interest of protecting wildlife.
- A two stage consultation with the Parks Department is advised. The first should set out the existing site survey and analysis with the concept plan prior to an application being lodged. The second consultation should include the detailed design (at planning stage).
- For any public open space/streetscape to be taken in charge by the Council, landscape submissions shall consider:
 - Landscape plan at an approved scale.
 - Location plan with areas intended to be taken in charge.
 - Sections/Elevations.
 - Images.
 - Specialist opinions.
 - Landscape maintenance specification.
- The principle of sustainable urban drainage systems (suds) should be adopted in the treatment of surface water drainage.
- In general the developer will be responsible for the maintenance of the public open space for an 18 month period after the completion of works. At the end of the maintenance period the Council and landscape consultant will inspect the open space prior to taking in charge.
- As a general rule, areas designated for public open space purposes should be fenced off prior to the commencement of any development works on site and should not be used as site compounds etc.
- All development works should ideally be carried out during summer months under the supervision of the landscape consultant. In general all gradients in grassed areas shall not be greater than 1:4.
- Any excess top soil to be removed from the site is subject to agreement with the Council. The developer shall store any top soil to be used in future public open space in accordance with the requirements of the Council. Existing topsoil is to be viewed as a resource to be valued and managed in accordance with the Council's Biodiversity Action Plan.
- The Council may require testing of material to be used as topsoil on any future public open spaces, at the cost to the developer, to ensure quality control. Any importation of topsoil will be subject to national legislation and the Council shall be informed of the source of any imported material.
- All areas to be grassed on public open space should be provided with an adequate layer of good quality top soil. A minimum depth of 150mm freely draining soil is required. The finished level of the topsoil shall remain 50mm above adjoining roads and footpaths to allow for settlement.
- All areas to be planted for trees and shrubs shall be provided with a minimum of 300mm depth of topsoil with a minimum depth of 300mm subsoil underneath.
- For street trees, a 600mm depth of topsoil, at a radius of 1m from the base of the tree, should be provided at all street tree planting positions. Street trees should not be planted under or within three meters of street lights.

Section 2: Private and Communal Open Space Design Guidance

Maximising the amenity value of homes and residential schemes is important for quality of life of the residents and in particular to encourage longer term residency. Attracting long term residents to develop the neighbourhood and a strong community, particularly in a new developing area such as Clongriffin-Belmayne, was noted in the public observations as a target for this LAP. Providing good quality amenities for occupants is an important design consideration which will help to encourage a longer term resident base.

The Dublin City Development Plan 2011-2017 provides important guidance for the design of homes and Section 17.9 in particular sets out important quality standards which must be met. Of note for residential developments are the following:

For Apartments

- Where balconies are provided, they should be functional, screened, have a sunny aspect, wheelchair accessible and allow table and chair seating. The primary balcony should be located adjacent to the main living area.
- Communal open space may include sheltered roof gardens and communal landscaped areas at ground or podium level accessible to all the units it serves.
- The design of communal open space should take into account good passive surveillance, children's play, wheelchair access, good sunlight penetration, appropriate maintenance and management arrangements (including factors of storage and water supply).
- Outside the city centre area, combined private and communal open space provision shall be 12-15 sq.m per bedspace at a minimum.

For Houses

- A standard of 15 sq.m private open space per bedspace will normally be applied (note flexibility in this standard which may be allowed for high quality sustainable density layouts in the LAP area under Section 7.7 of the LAP)
- At the rear of dwellings, there should be adequate separation (traditionally 22 mts between two storey houses with first floor opposing windows). This distance can be shorter if the design is such that the privacy of adjacent occupiers is preserved.



- The provision of defensible space behind the public footpath by means of a planting strip is important for housing units that address a street with own door access and ground floor windows. In particular where on street parking is provided, a landscaped strip of 2 meters minimum depth should be provided.
- Rear gardens and private garden space should be screened from public areas, provide safe and secure play areas, be overlooked from a living or kitchen area, have robust boundaries and should not back onto roads or public open spaces.

Playgrounds and Children's Play Spaces

Incorporating opportunities for children's play and activity, inclusive of young children and teenagers, is an important consideration for open space design. In particular a network and sequence of different open space character areas can provide opportunities to provide amenities for different age groups. Providing safe routes between different character amenity areas can be very beneficial to encourage active use.

While all open space areas should have flexible design principles to encourage recreation for all ages, making sure that children and teenagers have access to recreational facilities is important for the development of the community, especially in a new developing community.

Section 17.16 of the Dublin City Development Plan 2011-2017 provides some valuable guidance on playgrounds and play spaces which will be valuable for designers creating open space within the LAP area.

Some guiding principles include:

- Play spaces for small children (under 5's) should be close to residential dwellings, safe from traffic, overlooked with housing and frequented streets and footpaths, have both sunny and shaded parts, and equipped with both natural play elements and play equipment.
- Recreation facilities for older children and teenagers should take into account multi use game areas, teenage shelters, skate parks, meeting places (seating) etc. Such locations should be well positioned within the neighbourhood with good visual prominence and connections to the residential area.

Dublin City Council are creating a Play Plan and accompanying Play Checklist which will provide valuable guidance for designers.

Section 3.0 SUDS Design Guidance

The following general guidance is provided to guide future developments within the LAP area:

Domestic Designs

SUDS measures can have effective outcomes on management of surface water drainage if implemented as part of domestic design. The design of individual houses should take into considerations design features including:

- Roof drainage could incorporate green roofs or drain to a soakaway, permeable paving area or mini detention basin.
- Permeable materials (especially for driveways)
- Cost savings could be made if surface water is recycled for domestic use.

Commercial/Office/Apartment Blocks

Larger schemes will have optimal opportunities to incorporate SUDS measures, particularly where they can be incorporated as part of the site masterplan features. Using the scale of buildings, (roofscapes in particular) can provide good opportunities. Some design considerations would include:

- A 3 stage treatment train, or if there are space restrictions a 2 stage treatment train, would provide an optimal solution.
- Consider a green roof on all or part of the development.
- Consider rainwater harvesting as one stage in the process.

Large Scale Housing Development

The co-ordination of SUDS design measures into an overall integrated system at the masterplanning stage is important and an opportunity to benefit both the scheme and the environment. In particular, the planning and design of roads, open space areas and cumulative impact of roof drainage can be envisaged and co-ordinated.

Some design considerations will include:

- A 3 stage treatment train is optional.
- Roofs and roads could be drained by filter drains, soakaways, swales and detention basins.
- Use of green space and landscaping so that usable amenity space and a drainage function can co-exist.



Some images of SUDS incorporated into residential developments (examples from Finland)

Appendix 6: Flood Risk Assessment

Introduction

The Flood Risk Assessment was prepared and informed by the DoEHLG Guidelines for Planning Authorities (DoEHLG & OPW, 2009) on 'The Planning System and Flood Risk Management' (and Technical Appendices). The Guidelines state that planning authorities are required to introduce flood risk assessment as an integral and leading element of their development plan functions. It sets out that development plans and local area plans, must establish the flood risk assessment requirements for their functional area.

A Strategic Flood Risk Assessment (SFRA) is an area wide assessment of the existing risks of flooding and the impact on those risks arising from proposed spatial planning decisions. The assessment will focus on Stage 1 primarily (Identification of Flood Risk), where, in general the need for a more detailed flood risk assessment is flagged (Stage 2).

The guidelines require the planning system at national, regional and local levels to:

- Avoid developments in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere.
- Adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk, and
- Incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

Stages in the Assessment of Flood Risk

Stage 1 – Flood Risk Identification - to identify whether there may be any flooding or surface water management issues related to the plan area. This stage mainly comprises a comprehensive desk study of available information to establish whether a flood risk issue existing or whether one may exist in the future.

Stage 2 – Initial flood risk assessment – If a flood risk issue is deemed to exist arising from the Stage 1 Flood Risk Identification process, the assessment proceeds to Stage 2 which confirms the sources of flooding, appraises the adequacy of existing information and determines the extent of additional surveys and the degree of

modelling that will be required. Stage 2 must be sufficiently detailed to allow the application of the sequential approach within the flood risk zone.

Stage 3- Detailed Risk Assessment – Where Stages 1 and 2 indicate that a proposed area of possible zoning or development may be subject to a significant flood risk, a Stage 3 Detailed Flood Risk Assessment must be undertaken.

The general approach is to avoid development in areas with a significant risk of flooding, and where development in floodplains cannot be avoided, to take a sequential approach to flood risk management based on avoidance, reduction and mitigation of risk.

As part of stage 2, a Flood Zone Map for the plan area must be prepared drawing on the most up to date available information. This map provides information on three zones of flood risk in the study area. Zone A where there is a high probability of flooding, Zone B where there is a moderate probability of flooding and Zone C where there is a low probability of flooding.

OPW Classification of Flood Zones

Flood Zones are geographical areas within which the likelihood of flooding is in a particular range and they are a key tool in flood risk management within the planning process as well as in flood warning and emergency planning. There are three types or levels of flood zones defined in the DECLG and OPW Guidelines on Flood Risk Management:

- **Zone A – High probability of flooding** – Where the average probability of flooding from rivers and sea is highest (greater than 1% annually or more frequent than 1 in 100 years for river flooding or 0.5% annually or 1 in 200 years respectively for coastal flooding). Most forms of development are deemed to be inappropriate here, only water compatible development including essential infrastructure which cannot be located elsewhere, would normally be allowed
- **Zone B – Moderate probability of flooding** – (Risk between 0.1% annually or 1 in 1,000 years and 1% annually or 1 in 100 years for river flooding, and between 0.1% or 1 in 1,000 years and 0.5% annually or 1 in 200 for coastal flooding) highly vulnerable development including hospitals, residential care homes, Garda, fire and ambulance stations, dwelling houses and primary strategic transport and utilities infrastructure would generally be considered inappropriate unless the requirements of the justification test is met. Less vulnerable development such as retail, commercial and industrial uses,

short term let for caravans, /camping, and secondary strategic transport and utilities infrastructure might be considered appropriate in this zone. Less vulnerable development should only be considered in this zone if adequate lands or sites are not available in Zone C and subject to a flood risk assessment to the appropriate level of detail to demonstrate that flood risk to and from the development can or will be adequately be managed.

- **Zone C – Low probability of flooding** – (Risk is less than 0.1% annually or 1 in 1000 years for both rivers and coastal flooding) Development is appropriate from a flood risk perspective (subject to flood hazard from sources other than rivers and coast meeting normal proper planning considerations).

It is important to note that the above zonal approach and the flood extent maps only cover coastal and fluvial flood risk / flood plains etc. The flood extent maps should not be used to suggest that any areas are free from flood risk, since they do not include the effects of other forms of flooding such as from groundwater, pluvial flood risk, infrastructural/sewer failure and overflows from dams etc.

Existing Environment - Identification of Flood Hazards

The lands of the Clongriffin- Belmayne (North Fringe) cover an area in excess of approximately 200ha. This area includes the recent residential and commercial developments at Clare Hall, Northern Cross, Belmayne, Priory Hall, Marrsfield, Clongriffin and Beaupark. The lands are zoned Z14 in the current Dublin City Development Plan, and were the subject of a non-statutory Framework Plan completed in 2000. A number of significant permissions were granted on these lands subsequent to the 2000 Plan. The current City Development Plan 2011 -2017 identified this area as appropriate for an LAP, with the context of its important role in delivering housing over a period of time to meet the needs of the Core Strategy.

Existing drainage plans and master plans must be adapted, as far as is reasonable possible, to take account of current Guidelines and Statutory requirements.

The main types of flooding are from (i) coastal flooding which arises from the sea or estuaries; (ii) fluvial flooding which arises from rivers or streams, (iii) pluvial or surface flooding which arises directly from rainfall, (iv) groundwater flooding and (vi) sewer/infrastructure failure.



Within the study area there are a number of significant threats from fluvial and/or tidal flooding. However it should be stressed that there are other sources of flooding which are also a risk to the LAP lands, including pluvial, groundwater and sewers. The main source of historic floods is the OPW National Flood Hazard Mapping website www.floodmaps.ie which provides an abundance of historic flood information throughout Ireland. Contact should be made with Dublin City Council's Drainage Division regarding flooding history and capacity of the local drainage network.

The River Mayne runs along the boundary with Fingal County Council. Fingal and Meath have suffered significant flooding over the last 12 years. There were three notable flood events in August 1986 with Hurricane Charlie, November 2000 and November 2002 which all resulted in considerable flood damage. The highest recorded tidal levels in Dublin Bay occurred in February 2002, which resulted in tidal damage to properties along the Fingal and Meath coast. The Fingal and East Meath region differs from other catchments in Ireland. Despite a low annual rainfall, small catchment areas and catchment slope, the region is highly susceptible to extreme flood events, as particularly demonstrated in the recent years. Previous studies have indicated that major flood events in Fingal are often preceded by very wet periods (as occurred in November 2002), resulting in exceptional runoff. Radar plots at Dublin Airport also suggest that some extreme storms can stall over the south western catchments in the region resulting in intense prolonged rainfall.

Flood Zone Map

In preparing a flood zone map for the North Fringe Area, the most suitable and most recent source of information is the Fingal East Meath catchment based flood risk assessment and management study (CFRAMS). Flood Risk Assessment and Management studies are at the core of this new national policy for flood risk management, and are in line with the international best practice and meet the requirements of the EU floods Directive. In 2009, Fingal County Council, the Office of Public Works and Meath County Council appointed Harcrow Barry to carry out the Fingal East Meath CFRAMS or FEM FRAMS. As part of this study the Mayne River and its flood plains were modelled. The modelling has been completed and the draft final report of the FEM-FRAMS was published in October 2011, and is currently on public display. For the latest available flood maps please refer to the website www.fingaleastmeathframs.ie.

It should be noted for clarification purposes that the FEM FRAM maps produced for the Mayne River have different probabilities, compared to those in the OPW Guidelines, which use flood zones A, B and C. The FEM FRAM map for the Mayne River uses different classifications.

Fluvial Flood Map (FEM FRAM)

- 1) *Dark Blue shading – 10% AEP Flood extent (or 1 in 10 chance in any given year). Flood Zone A.*
- 2) *Medium Blue shading – 1% AEP Flood Extent (or 1 in 100 chance in any given year). Flood Zone A.*
- 3) *Light Blue shading – 0.1% AEP Flood Extent (1 in 1000 chance in any given year). Flood Zone B.*

Coastal Flood Map (FEM FRAM)

- 1) *Dark Green shading – 10% AEP Flood extent (or 1 in 10 chance in any given year) Flood Zone A.*
- 2) *Medium Green shading – 0.5% AEP Flood Extent (or 1 in 200 chance in any given year) Flood Zone A.*
- 3) *Light Green shading – 0.1% AEP Flood Extent (1 in 1000 chance in any given year) Flood Zone B.*

For pluvial flood events reference should be made to the OPW National Pluvial Study carried out by HR Wallingford and the Flood Resilient Cities Study carried out by Jacobs for Dublin City Council when it comes available.

Flood Protection Management Options in FEM FRAM Report

A number of recommendations were made in the FEM FRAMS draft report, in appropriate locations, to reduce the risk of flooding. For the purposes of the Flood map however, even though an area may be protected by a flood relief scheme, the areas would still be at residual risk of flooding from overtopping or breach of defences. In the final report (draft) the preferred options for the River Mayne included a fluvial flood warning system, and to develop a combined fluvial and tidal flood warning system. For the areas of potential significant risk which include areas of St. Margaret's, Dublin Airport, Belcamp & Balgriffin areas, the preferred option was to improve channel conveyance.

Settlement Strategy and Flood Risk

It is the strategy of Dublin City Council in accordance with the Guidelines to reduce the potential risk to people, property and the environment caused by flooding, through a hierarchy of avoidance, followed by substitution of lower vulnerability used and, only if avoidance and substitution are not possible, reduction and management of the risks through a variety of techniques. Dublin City Council will continue its policy to steer new developments on greenfield sites to areas with the lowest probability of flooding. Areas with moderate or high risk will require site specific Flood Risk Assessments in any new planning applications, and the subsequent Justification Test.

Conclusions and Recommendations

Until the FEM FRAMS Study is completed and the flood protection and management options are finalised, the FEM FRAM flood extent maps should only be taken as indicative. All planning applications submitted will be required to submit a detailed flood risk assessment addressing risks from all sources of flooding. All new planning Permissions for development will be required to comply with the Greater Dublin Strategic Drainage Study (GDSDS) for surface-water management. This will ensure that there is no increase in flood risk to properties upstream or downstream as a result of future development. In addition, in order to mitigate against the effects of flooding to new development, floor levels should be set to recommended levels.

Applicants are to use best available knowledge for the protection of proposed developments against all types of possible current and future flooding to protect the new development from the 100 year flood event (200 year tidal). Types of flooding to be analysed are fluvial, tidal, pluvial, groundwater and overloading of local drainage network. No development is to increase the flood risk to any neighbouring properties. Extensions of existing planning applications should take the latest available flood risk assessment data into account in their application when re-applying.

Policies for Local Area Plan (as per chapter 14)

The following policies and measures are applicable to all development within the North Fringe LAP.

P1) All planning applications, for proposed development within the LAP area should include a site specific flood risk assessment (FRA)

P1a) Risk to other development

- If the development does not result in increased discharge to foul or surface-water sewers, then it can be confirmed in the FRA that the development does not cause an increased flood risk to other areas. Note that since the publication of the GDSDS, it has been a requirement that surface-water discharge rates are limited to green-field rates for the development, so compliance with this requirement for all pluvial event results is required for all flood risk management guidelines relating to surface-water discharge. This requirement is best achieved by properly incorporating SUDS techniques into the development.



- If the development does result in increased discharge rates to sewers, then the developer may be required either to confirm that there is adequate capacity in the local network to cater for the increased flows without surcharge of the system or to propose a flood management solution to cater for the additional flows.

P1b) Risk to the development itself

- The FRA should address risks from all sources, including but not limited to coastal, fluvial and pluvial sources, possible flooding from sewer surcharging and flooding from groundwater.
 - i) Incorporating storage within the development to cater for surface-water falling within the development for up to the 100-year pluvial (with a minimum climate change factor of 10% applied as appropriate).
 - ii) Designing floor levels. A precautionary approach should be taken of 100 year fluvial level plus 10% increase in rainfall intensity plus 300mm freeboard for fluvial and pluvial levels and 200 year tidal level plus 1m for global warming and freeboard.
 - iii) Designing basements and basement access to prevent ingress of water from groundwater sources or pluvial or fluvial flood events. Reference should be made to the DCC policy on basements as set out in the GSDSDS Regional Drainage policy – Volume 6 – Basements. In particular, internal drainage must discharge from a level that is no deeper than 1.5m below ground level. This may require pumping in some cases. Dublin City Council's Basement Policy leaflet should also be consulted.
 - iv) Designing outfall manholes and connections to sewers such that the risk of flooding from backup from sewers is minimised. This may require the installation of non-return valves.

For small-scale development such as change of use, or small scale refurbishments, existing risks from all sources need to be identified and controlled where possible:

- v) Demountable flood barriers might be proposed at ground floor entrances.

- vi) Existing outfall manholes and connections to sewers should be raised such that the risk of flooding from sewer surcharge is minimised. This may require the installation of non-return valves, or reconstruction of existing outfall manholes.

P2) Permission will not be granted for development where it is deemed that an inappropriate level of flood protection has been provided for.

P3) Provision for safe, dry emergency access/egress routes should be made from all development, both new and existing. These routes should enable pedestrians to safely evacuate properties during flood events.

P4) Consideration should be given to the appropriate use of flood warning and flood evacuation procedures for all development sites at risk from flooding and this should be discussed with the Major Emergency Management Section of Dublin City Council.

Disclaimer

It is important to note that compliance with the requirements of *The Planning System and Flood Risk Management - Guidelines for Planning Authorities*, 2009, and of the Floods Directive 2007 60/EC is a work in progress and is currently based on emerging and incomplete data as well as estimates of the locations and likelihood of flooding. In particular, the assessment and mapping of areas of flood risk awaits both the publication of Preliminary Flood Risk Assessments [PFRAs] and the publication of Catchment-Based Flood Risk Assessment and Management Plans [CFRAMs]. As a result, this guide for Flood Risk Assessment is based on this available information and may require revision as new information becomes available.

Accordingly, all information in relation to flood risk is provided for general policy guidance only. It may be substantially altered in light of future data and analysis. As a result, all landowners and developers are advised that Dublin City Council can accept no responsibility for losses or damages arising due to assessments of the vulnerability to flooding of lands, uses and developments. It remains the principal responsibility of owners, users and developers to take all reasonable measures to assess the vulnerability to flooding of lands in which they have an interest prior to making planning or development decisions.

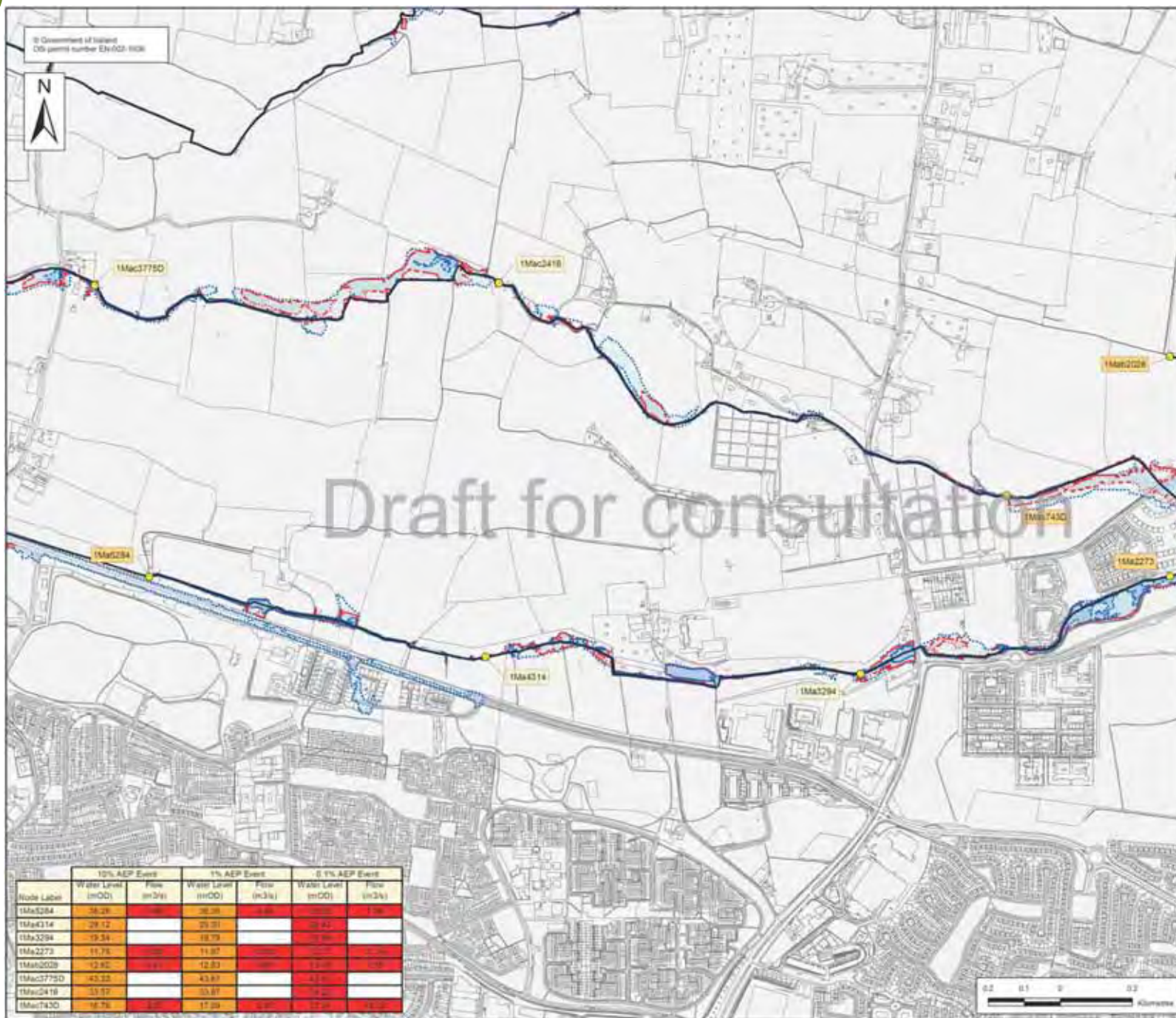
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Fig1 OPW Flood Maps. Source :www.Floodmaps.ie





EXTENT MAP

Legend

-  10 % AEP Flood Extent
 [i] 10 chance in any given year
 1 % AEP Flood Extent
 [i] 1 in 100 chance in any given year
 0.1 % AEP Flood Extent
 [i] 1 in 1000 chance in any given year
 Delimited area
 High Confidence (>20%) (10% AEP)
 Medium Confidence (>40%) (10% AEP)
 Low Confidence (>40%) (10% and 0.1% AEP)
 High Confidence (>20%) (1% AEP)
 Medium Confidence (>40%) (1% AEP)
 Low Confidence (>40%) (1% AEP)
 Modified River Corridor
 Tidal Flood
 Note labels with level data (refer to table)
 Note level with flow & depth data (refer to table)
 High confidence
 Medium confidence
 Low confidence
 refer to table

Journal of Health Politics, Policy and Law

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FEM FRAMS

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MAYNE MODEL FLOOD EXTENT MAP

Map Type	FLOOD EXTENT
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
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92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

Wound Type:	FLOOD EXENT
Dresses:	BURNAL BLOO

Priority:	FEDERAL FLOOD
Map scale:	HIGH PRIORITY

High	High PRIORITY
Low	CURRENT

Country	Year	Rate
France	1990	1.0
France	1991	1.0
France	1992	1.0
France	1993	1.0
France	1994	1.0
France	1995	1.0
France	1996	1.0
France	1997	1.0
France	1998	1.0
France	1999	1.0
France	2000	1.0
France	2001	1.0
France	2002	1.0
France	2003	1.0
France	2004	1.0
France	2005	1.0
France	2006	1.0
France	2007	1.0
France	2008	1.0
France	2009	1.0
France	2010	1.0
France	2011	1.0
France	2012	1.0
France	2013	1.0
France	2014	1.0
France	2015	1.0
France	2016	1.0
France	2017	1.0
France	2018	1.0
France	2019	1.0
France	2020	1.0
France	2021	1.0
France	2022	1.0
France	2023	1.0
France	2024	1.0
France	2025	1.0
France	2026	1.0
France	2027	1.0
France	2028	1.0
France	2029	1.0
France	2030	1.0
France	2031	1.0
France	2032	1.0
France	2033	1.0
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France	2035	1.0
France	2036	1.0
France	2037	1.0
France	2038	1.0
France	2039	1.0
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France	2089	1.0
France	2090	1.0
France	2091	1.0
France	2092	1.0
France	2093	1.0
France	2094	1.0
France	2095	1.0
France	2096	1.0
France	2097	1.0
France	2098	1.0
France	2099	1.0
France	2100	1.0

Figure No.	Name Map	Scale
Figure 1	Location Map	1:50,000

Checked By:	Sergei Pashkov	1
Approved By:	Olga Pashkova	2

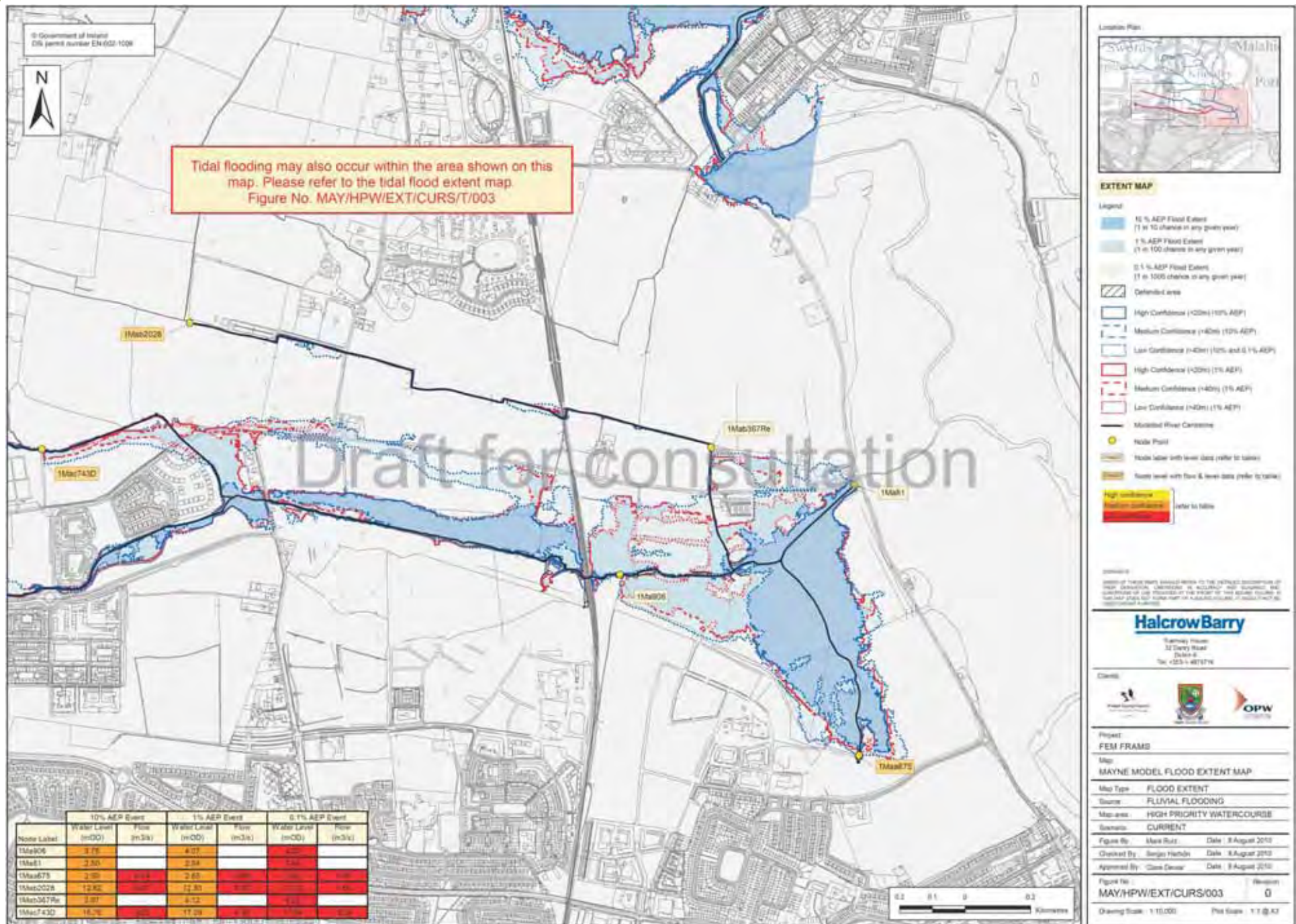
Applicant No.	Case Officer	
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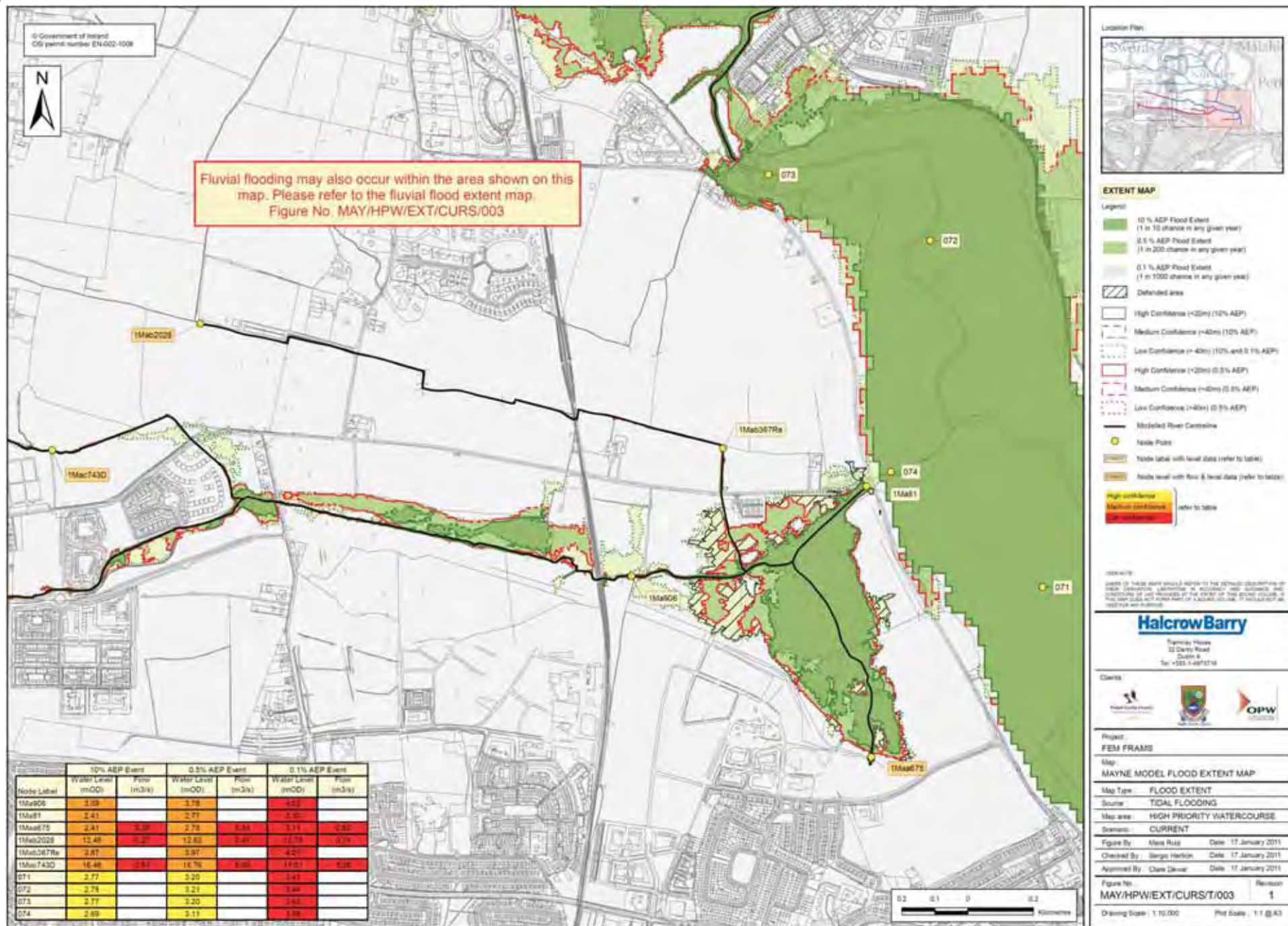
Figure 10.

MAY/HPW/EXT/CURS/D

Drawing Scale: 1/16"=1'-0"

Model Label	12% AEP Event		1% AEP Event		0.1% AEP Event	
	Water Level (mOD)	Free (m3/s)	Water Level (mOD)	Free (m3/s)	Water Level (mOD)	Free (m3/s)
1Mac3284	58.29	0.00	58.38	0.00	58.42	1.36
1Mac314	59.12	0.00	59.31	0.00	59.42	0.00
1Mac3284	59.54	0.00	59.79	0.00	59.86	0.00
1Mac2273	61.76	0.00	61.87	0.00	61.90	0.00
1Mac2028	62.82	0.00	62.83	0.00	62.89	0.00
1Mac3775D	63.32	0.00	63.67	0.00	63.71	0.00
1Mac2418	53.57	0.00	53.87	0.00	53.91	0.00
1Mac1430	66.76	0.00	67.29	0.00	67.31	0.00





APPENDIX 7 :

Appendix 7: Historical Map

Surveyed 1837

Revised 1936-37



APPENDIX 8 :

Appendix 8: The Eastern River Basin District Project and Local Area Plans

The Water Framework Directive (Directive 2000/60/EEC) established a framework for Community action in the field of water policy with the specific aim of improving water quality to a minimum of "Good Ecological Status." Good ecological status is described in Statutory Instrument SI 272 of 2009, the European Communities Environmental Objectives (Surface Waters) Regulations, 2009. The status of a water body is measured in terms of the physico-chemical quality of the water, the ecology of the river and its hydro-morphology. The timeline by which good ecological status must be achieved is 2015, unless the Member State can show that it is not possible, in which case the date to achieve good ecological status can be extended to either 2021 or 2027. There are very strict criteria in place when applying for an extension.

On the 6th July 2010, John Gormley, then Minister for the Environment, Heritage and Local Government, signed into law the River Basin Management Plan (RBMP) and its associated Programme of Measures (POM). The RBMP and POM set out the agreed policies and programmes that must be adhered to or implemented in order to achieve good ecological status. Any future plans, programmes or developments must take into consideration the requirements of the Water Framework Directive and must not conflict with the River Basin Management Plan or Programme of Measures.

While the principal goal of the Water Framework Directive is to achieve good ecological status in all water bodies, there is also a requirement that no water body deteriorate in status. Deterioration in the status of a water body constitutes a failure to comply with the requirements of the Water Framework Directive, leaving that Member State liable to prosecution and the imposition of penalties by the European Court of Justice. Naturally, a failure to achieve good status also constitutes a failure to comply with the requirements of the Water Framework Directive, leaving that Member State similarly liable to prosecution and penalties.

A Local Area Plan must consider the River Basin Management Plan, which is legally binding, and ensure that there is no conflict between the two. In fact, a Local Area Plan is an opportunity to assist in the implementation of the Programme of Measures, particularly those measures that relate to the Planning process (e.g. implementation of SUDS and other environmental policies). It is necessary that a plan, programme or development does not cause deterioration in the status of a water body. Therefore, there is requirement that a Planner, Programmer or Developer demonstrate, by carrying out appropriate studies, that the status of a water body will not deteriorate as a result of

a plan, programme or development. Where possible, measures to assist in improving the status of a water body should be included in a Local Area Plan that impacts on that water body.

