



# Naas Road Lands Local Area Plan



Adopted January 2013





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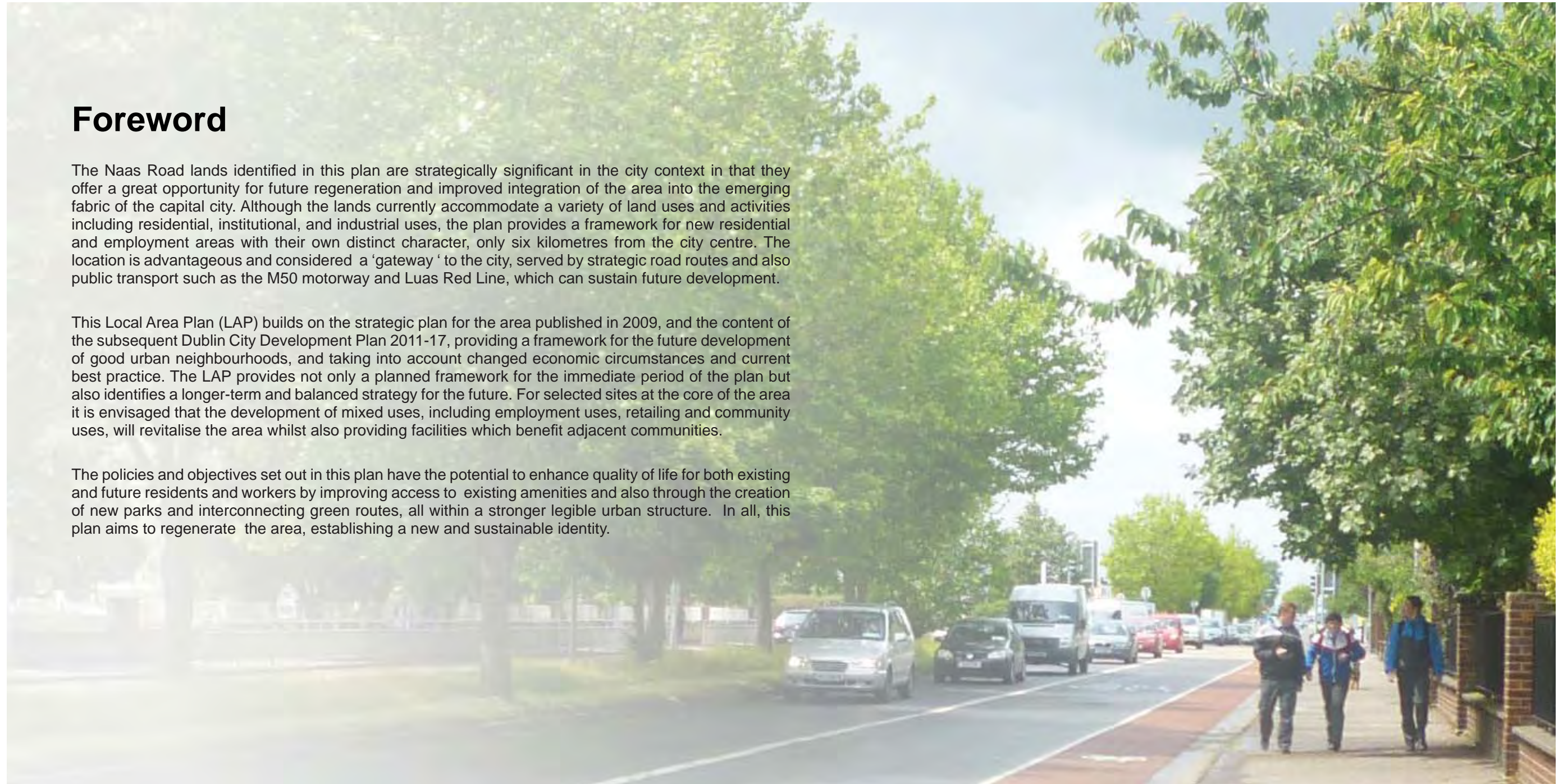


## Foreword

The Naas Road lands identified in this plan are strategically significant in the city context in that they offer a great opportunity for future regeneration and improved integration of the area into the emerging fabric of the capital city. Although the lands currently accommodate a variety of land uses and activities including residential, institutional, and industrial uses, the plan provides a framework for new residential and employment areas with their own distinct character, only six kilometres from the city centre. The location is advantageous and considered a 'gateway' to the city, served by strategic road routes and also public transport such as the M50 motorway and Luas Red Line, which can sustain future development.

This Local Area Plan (LAP) builds on the strategic plan for the area published in 2009, and the content of the subsequent Dublin City Development Plan 2011-17, providing a framework for the future development of good urban neighbourhoods, and taking into account changed economic circumstances and current best practice. The LAP provides not only a planned framework for the immediate period of the plan but also identifies a longer-term and balanced strategy for the future. For selected sites at the core of the area it is envisaged that the development of mixed uses, including employment uses, retailing and community uses, will revitalise the area whilst also providing facilities which benefit adjacent communities.

The policies and objectives set out in this plan have the potential to enhance quality of life for both existing and future residents and workers by improving access to existing amenities and also through the creation of new parks and interconnecting green routes, all within a stronger legible urban structure. In all, this plan aims to regenerate the area, establishing a new and sustainable identity.





# Chapter 1: Introduction & Policy Context

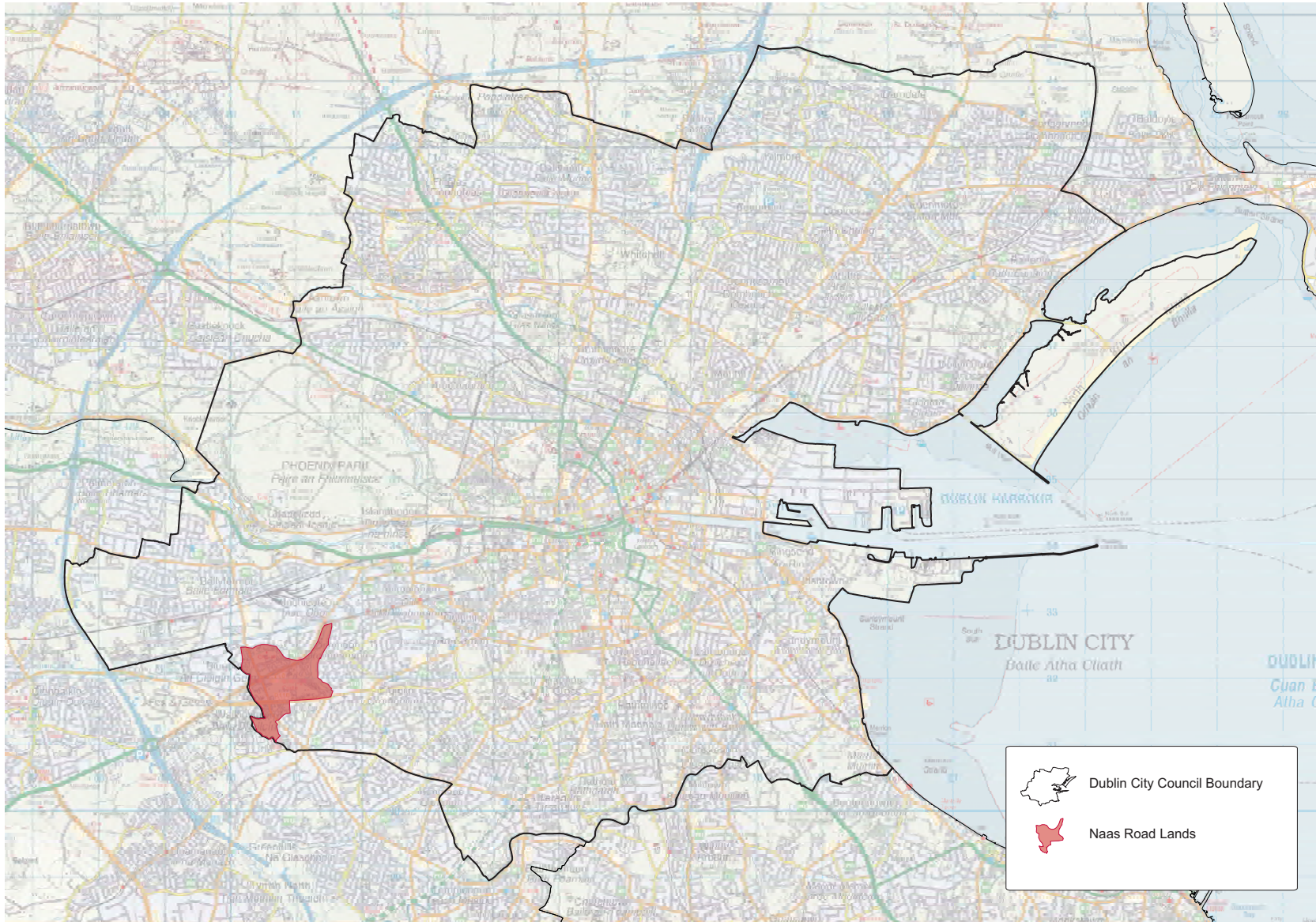
## 1.1 Introduction

The Naas Road lands have been identified in the Dublin City Development Plan 2011 – 2017 as an area for which a Local Area Plan will be prepared. The identification of this area for an LAP reflects the need to plan and manage the future development of this area in an integrated manner. With a number of major brownfield sites in the area which are likely to be the subject of development permissions during the lifetime of the development plan, these changes and redevelopments should all contribute positively to create a successful, sustainable and attractive area in which to live and work. The LAP is the most appropriate tool to achieve this.

The Naas Road Lands plan area occupies a strategic location on a gateway point into the city from the west and includes good public transportation links to the wider metropolitan area including Dublin city centre and Dublin airport. The Luas red line runs through the plan area, connecting it with the city centre to the east and Tallaght / Saggart to the west.

The Kildare mainline railway line, a short distance to the north, provides national connectivity. The plan area is also located in close proximity to the M50 orbital motorway, providing access to outlying areas of Dublin city and beyond.

Map 1.1 Naas Road Lands LAP Area Location





1.1.1 Extent of the Plan Area

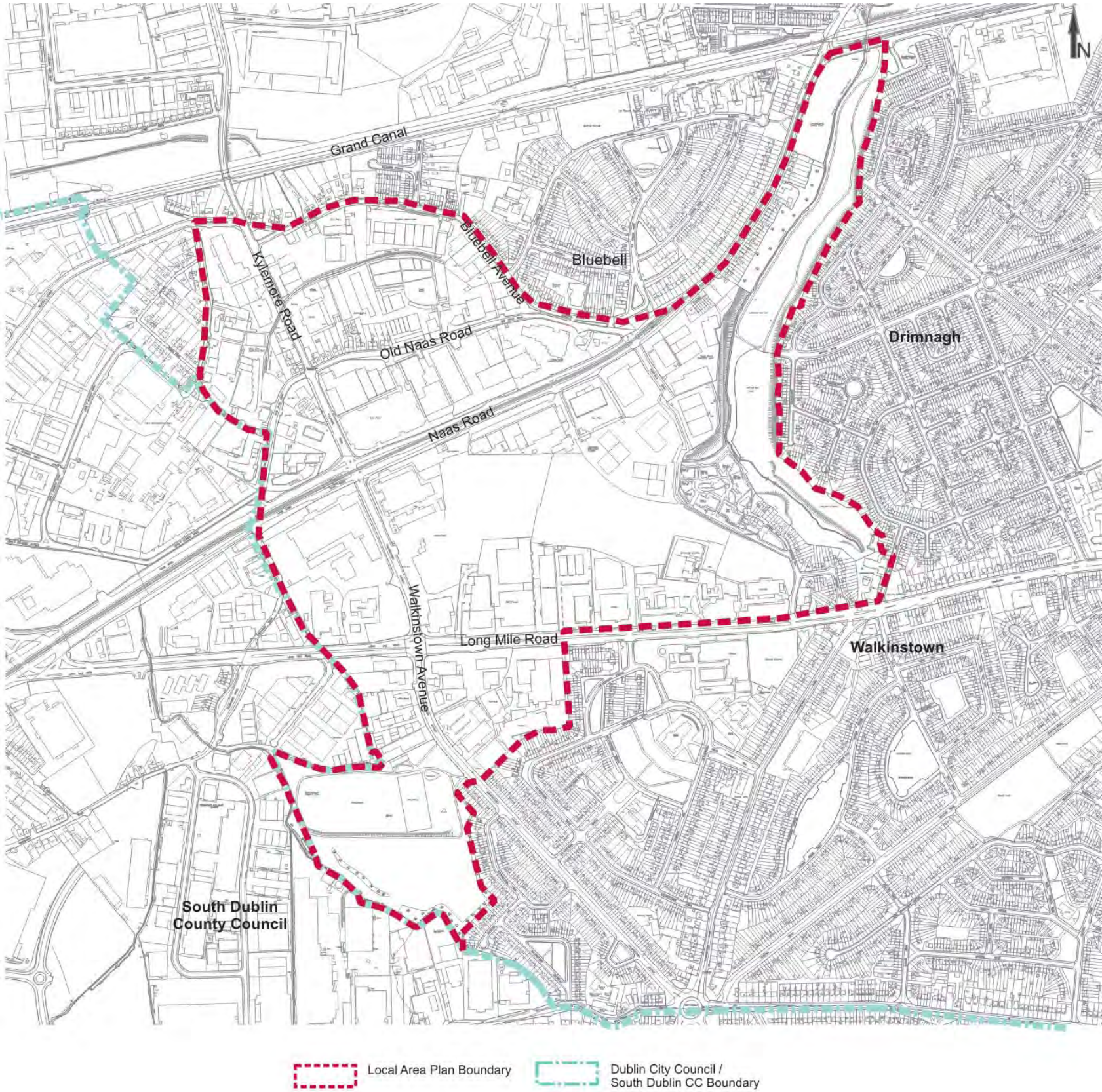
The plan area, comprising approximately 100 hectares, is located some 6km south-west of Dublin's city centre and immediately east of the administrative area of South Dublin County Council.

It is centred on the junctions of the Naas Road, Kylemore Road, Long Mile Road and Walkinstown Avenue and positioned between the residential settlements of the existing city to the east and the residential, industrial / commercial uses to the west towards the M50. It shares boundaries with the communities of Bluebell, Drimnagh and Walkinstown as well as urban areas in the adjoining area governed by South Dublin County Council.

The area is strategically located close to the towns of Clondalkin, Ballyfermot and Walkinstown and is connected to the national motorway network .



Map 1.2 Naas Road Lands LAP Area





### 1.1.2 Rationale for a Local Area Plan

A previous plan for the area titled 'The Naas Road Strategic Lands Plan' was adopted by Council in 2009. There have been significant changes since the strategic plan was devised, relating mainly to the adoption of a new development plan for the city in 2010, and the onset of challenging economic circumstances. The new development plan contains a core strategy which sets out over-arching principles relevant to the Naas Road lands area, whilst the changed economic circumstances will have implications for the delivery of key plan objectives such as strategic infrastructure and community facilities.

Key reasons for revising and updating the 2009 Naas Road strategic plan are set out below :

- *Dublin City Development Plan 2011-2017*

The development plan core strategy designates the Naas Road Area as a major growth area called a 'Key Developing Area' and within it is a designated 'key district centre', or top tier urban centre outside Dublin city centre. It also includes new quality of life initiatives such as the Strategic green network and the compact sustainable neighbourhood. A revisit of the strategic plan will enable these principles to be included along with a strong emphasis on quality of life aspects such as neighbourhoods that support thriving communities, recreational spaces, new linkages and biodiversity.

- *New Opportunity to Look at Interim Uses*

The local area plan process also presents a fresh opportunity to consider appropriate interim uses in the short term given the current economic downturn. Whilst the focus of the new plan will remain on achieving appropriate long-term uses, it is worthwhile to consider suitable temporary uses as an interim solution given the extent of vacant land/buildings in the plan area and in recognition of the fact that temporary uses can revitalise the local area.

- *Delivery of the Plan Strategy*

The strategic plan identified a number of 'big moves' such as road treatment strategies, a pedestrian podium and the under grounding of overhead power lines, as well as a range of new community facilities such as a library resource centre, a theatre community hall, indoor recreational facilities and all-weather playing pitches. To deliver these large scale capital projects, the former plan refers to a number of funding options, all of which rely heavily on development contributions, tax incentives and national funding. In the current economic circumstances, it will be necessary to give greater attention to possible phasing mechanisms in order to achieve the overall urban structure and an interim approach to secure the delivery of large scale capital projects. It will also be necessary to consider viable mechanisms for delivering community facilities with a greater emphasis on the optimum use of such facilities. The LAP is timely in that it can re-assess and give consideration to alternative funding mechanisms and phasing options.

### 1.2 Local Area Plan Preparation Process

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

(i) Pre-draft stage of research and consultation; (ii) Preparation of a draft plan, (iii) Putting the plan on public display and (iv) Considering the draft plan, making amendments and adopting the finalised LAP.

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

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

Preparing the LAP began with initial research and discussion with elected City Councillors. A workshop was held on 25<sup>th</sup> May 2011 with Councillors of the South Central Area Committee in advance of the publication of the pre-draft consultation issues paper. The pre-draft issues paper was put on public display for a six-week period from the 23<sup>rd</sup> June to 4<sup>th</sup> August 2011 with public notification by way of a newspaper notice.

The pre draft issues paper was available for viewing at a number of locations throughout the city including the Civic Offices on Wood Quay, the South Central Area Offices on Marrowbone Lane, the public libraries in Ballyfermot and Walkinstown as well as the following City Council Area Offices in the vicinity of the plan area: Ballyfermot, Crumlin and Kilmainham. In addition, members of staff were available locally on two occasions in the Sheldon Park Hotel, Kylemore Road to assist with any queries in relation to the plan.

In total 13 submissions were received. The key issues emerging from the submissions can be categorised into the following broad themes i.e. (1) retail (2) key district centre (KDC) location, (3) movement and transport, (4) land use strategy, (5) educational facilities, (6) phasing, (7) key sites / site specific issues, (8) infrastructure utilities, (9) infrastructure services, (10) flood risk assessment, (11) built heritage, (12) SEA and AA.

#### Stage 2 : Draft LAP Preparation Phase

The submissions made earlier, along with national, regional and Council policy all have inputted into the content of the draft LAP presented. The text is also informed by other important processes, such as Flood Risk Assessment, Strategic Environmental Assessment and Appropriate Assessment.

#### Stage 3: Public Notice and LAP Public Display

This consultation stage on the draft LAP ran for over 6 weeks, during which time comments and observations were invited in relation to the draft plan. The draft LAP was put on display in the Civic Offices Wood Quay, Ballyfermot Area Office and Walkinstown Library during this period. It was also available for viewing in the Crumlin Area Office

An advertisement was placed in a national newspaper announcing the preparation of a Local Area Plan and details on where it could be viewed as well as details on making a submission on same. A series of public communication seminars were organised as follows ( See table )

Wednesday	8 <sup>th</sup> August	16:00 – 19:00	Ballyfermot Area Office, Ballyfermot Community Civic Centre, Ballyfermot Road, Dublin 10
Tuesday	14 <sup>th</sup> August	17:00 – 20:00	Bluebell Youth and Community Centre, Bluebell Road, Dublin 12
Wednesday	5 <sup>th</sup> September	16:00 – 19:00	Walkinstown Library, Percy French Road, Dublin 12

A copy of the draft plan was also sent to bodies prescribed under the Planning and Development Act such as the Department of Education & Skills (DES) and the Department of Environment, Community and Local Government (DoECLG). Once this consultation period was completed, a Manager's Report was prepared on the submissions received and presented to the Council.

#### Stage 4: Preparation of Manager's Report on Submissions/ Observations

A Manager's Report was prepared on the submissions and observations received during the public display period of the LAP. The report was submitted to the elected members of the city council for their consideration. The elected members had 6 weeks to consider the report and adopt / amend the plan. Significant changes were placed on public display for 4 weeks from the 9<sup>th</sup> November to the 7<sup>th</sup> of December 2012.

#### Stage 5 : Making the Adopted Plan

A managers report further to receipt of submissions was considered by the City Council at a meeting on January 14<sup>th</sup> 2013. At this meeting the elected members, by resolution, decided to make the LAP. In recognition of the importance in seeking delivery of the plan, the LAP includes a section dedicated to its implementation. A number of the policies and objectives contained in the plan require coordination, both between various Council departments and also with other agencies, public and private. The LAP focuses on achieving an integrated approach to managing change.

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

#### Public Consultation

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

1. Elected Members of the City Council (Councillors)
2. Members of the public
3. Departments within the City Council
4. Residents' associations, community groups, non-governmental agencies, etc.
5. Prescribed bodies, e.g. the Department of Environment, Community and Local Government (DoECLG), Department of Education and Skills (DES) etc.
6. For this plan a number of special dedicated consultation events have, taken place during the plan preparation process.



### 1.3 Statutory Context for the LAP

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

Urban consolidation is a key component in the achievement of sustainable development economic competitiveness, community well being, environmental protection and also to achieve full economic value from investment in public infrastructure.

This LAP is informed and in keeping with the hierarchy of national, regional and city planning policy, the key provisions of which are detailed below. The purpose of this LAP is to translate national and regional policy to the local level, in accordance with the provisions of the Dublin City Development Plan 2011-2017.

#### 1.3.1 National and Regional Plans

The Naas Road Lands LAP has been prepared to ensure consistency with the guidance, strategies and policies at national and regional level, as well as the development plan core strategy and its policies and objectives. This approach ensures that the LAP takes cognisance of and represents an appropriate fit with the higher level plans. It will also result in a hierarchy of plans from national to the local level relevant to the Naas Road Lands area.

The plans and policy documents which have informed the preparation of this LAP include the National Spatial Strategy 2002-2020 (NSS), the Regional Planning Guidelines for the Greater Dublin Area 2010-2022 (RPGs), the Government's Smarter Travel - A Sustainable Transport Future 2009-2020, the National Development Plan 2007 - 2013, the National Climate Change Strategy 2007-2012 and the Dublin City Development Plan 2011-2017. The national and regional level policies have all been integrated into the City Development Plan which in turn directs and guides the strategy for the Naas Road LAP.

As with all of the relevant Guidelines issued by the Department of Environment, Community & Local Government, the LAP fully takes into account the most recent Guidelines published 'Guidelines for Planning Authorities – Retail Planning' published in April 2012.

- **National Spatial Strategy 2002 - 2020**  
**"National & Regional Plans"**

The National Spatial Strategy (NSS) recognises that Dublin, as the capital city, plays a vital national role and that the performance of its economy is essential to the success and competitiveness of the national economy. In order to sustain this role as the engine of the economy, it advocates the physical consolidation of Dublin, supported by effective land-use and transportation policies, as an essential requirement for a competitive Dublin.

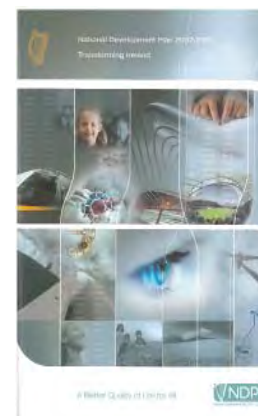


The NSS places particular emphasis on the physical consolidation of the metropolitan area, which incorporates the entire functional area of Dublin City Council. There is also an emphasis on supporting the city's capacity for employment and innovation and achieving intensification without compromising amenity or environmental quality. This emphasis is particularly relevant in the context of the local area plan, having regard to the substantial employment generating capacity and the potential for enhancement of the physical environment of the Naas Road area.

- **National Development Plan 2007-2013**

The National Development Plan 2007-2013 (NDP) sets out a regionalised development strategy supported by a multi-annual investment commitment in the key areas of education and training, infrastructural development, the productive sector and the promotion of social inclusion.

The NDP supports a strong and competitive Greater Dublin Area so that it continues to drive its own development and that of the state through improved and greater public transport mobility, development of more compact and sustainable communities and high quality international transportation connections.



- **Regional Planning Guidelines**  
**Greater Dublin Area 2010 - 2022**

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

The RPG settlement hierarchy seeks to prioritise and focus investment and growth to achieve integration in services, infrastructure, transport, economic activity and new housing.

This approach reflects the prioritisation of public transport infrastructure, reducing the need to travel and a reduction in green house gas emissions as set out in a number of government policy documents such as Transport 21, Smarter Travel and National Climate Change Strategy.



There is a clear link between the NSS, the RPG and the Dublin City Development Plan, as well the plans and policies which complement and support their implementation such as the National Development Plan. The development plan core strategy in turn informs this LAP for the Naas Road lands.

- **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 is avoided as this would undermine sustainability driven policies aimed at revitalising town centres.

At the core of the strategy is the revised retail hierarchy for the GDA. The hierarchy and policy of the strategy reconfirms the role of Dublin city centre as the prime retailing centre for the Greater Dublin Area. This hierarchy reinforces 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 one district centre.





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

The government launched ‘Smarter Travel – A Sustainable Transport Future’ in 2009.

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



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

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

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

The National Transport Authority has published a draft strategic transport strategy for Greater Dublin Area (GDA) for the period up to 2030. The goal of the strategy is to support the GDA in meeting its potential as a competitive, sustainable city region with a good quality of life for all.

The strategy represents the top level of transport plans within the regional hierarchy that will include an implementation plan and a strategic traffic management plan.



The strategy identifies key transport principles that are important to quality of life, particularly:

- a strong focus on pedestrian and cycling movement for local trips,
- exploring the ability of public transport to cater for the mass movement of people while using a fraction of the fuel and street space required for cars,
- balancing the demand for car travel with other modes so that walking and cycling are the dominant modes and public transport is dominant for longer trips,
- favouring and incentivising cleaner, quieter and safer vehicles for delivering goods in urban areas,
- provision of lively central areas which focus retail at ground floor levels and offices and residential above, so streets are vibrant,
- intensification and consolidation of towns and cities by building on brownfield and vacant land or reusing underutilised lands,
- enhancing the unique culture of the GDA, and recognising local culture and natural amenity,
- increasing connectivity and permeability, to make walking and cycling more appealing,
- ensuring that streets and public spaces are well built, well designed and can be well managed.

These principles are incorporated into the approach adopted in shaping this LAP, as it seeks to support sustainable transport and improve quality of life and the urban experience within the Naas Road lands plan area. The LAP supports the delivery of, and is consistent with, the strategy.

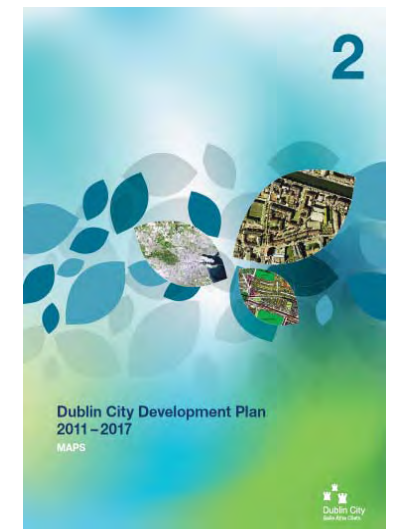
### 1.3.2 Dublin City Council Development Plan 2011-2017

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

- a compact, quality, green, connected city
- real economic recovery, creative networks and a smart innovative city,
- to create sustainable neighbourhoods and communities.

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

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



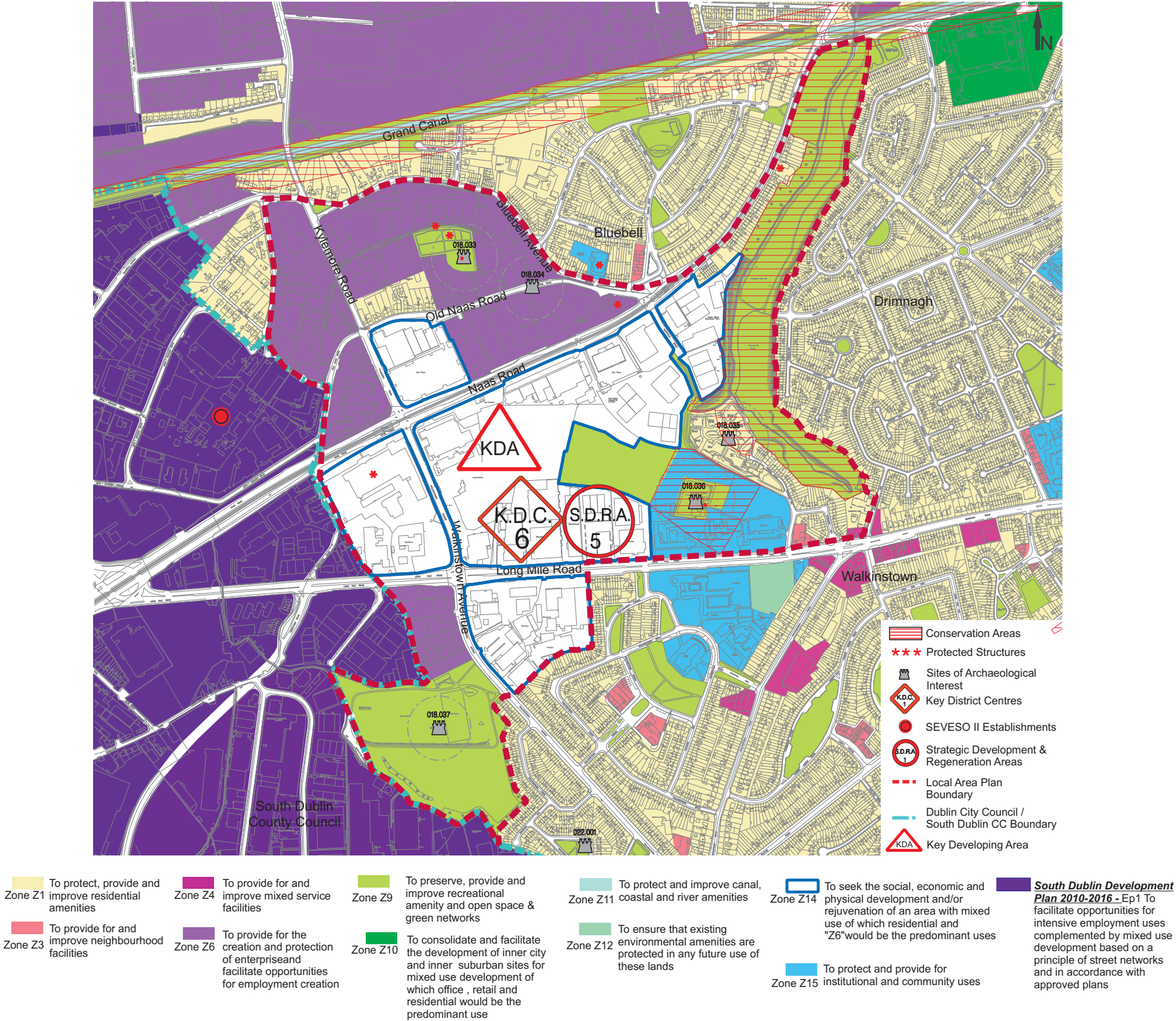


Zoning

Under the city development plan the 100 hectares of the local plan area is mostly zoned Z14 (38%) – ‘to seek the social, economic and physical development or rejuvenation of an area with mixed use of which residential and “Z6” would be the predominant uses’ and Z6 (23%) – ‘to provide for the creation and protection or enterprise and facilitate opportunities for employment creation’.

A relatively large section (29%) of the plan area is zoned Z9 – ‘to preserve, provide and improve recreational amenity and open space, while smaller portions in the north and the east of the plan area are zoned Z1, Z15,Z3 ,Z4, and Z11 .

Map 1.3 Development Plan Zonings and Objectives.





## – Key Developing Areas and Key District Centres;

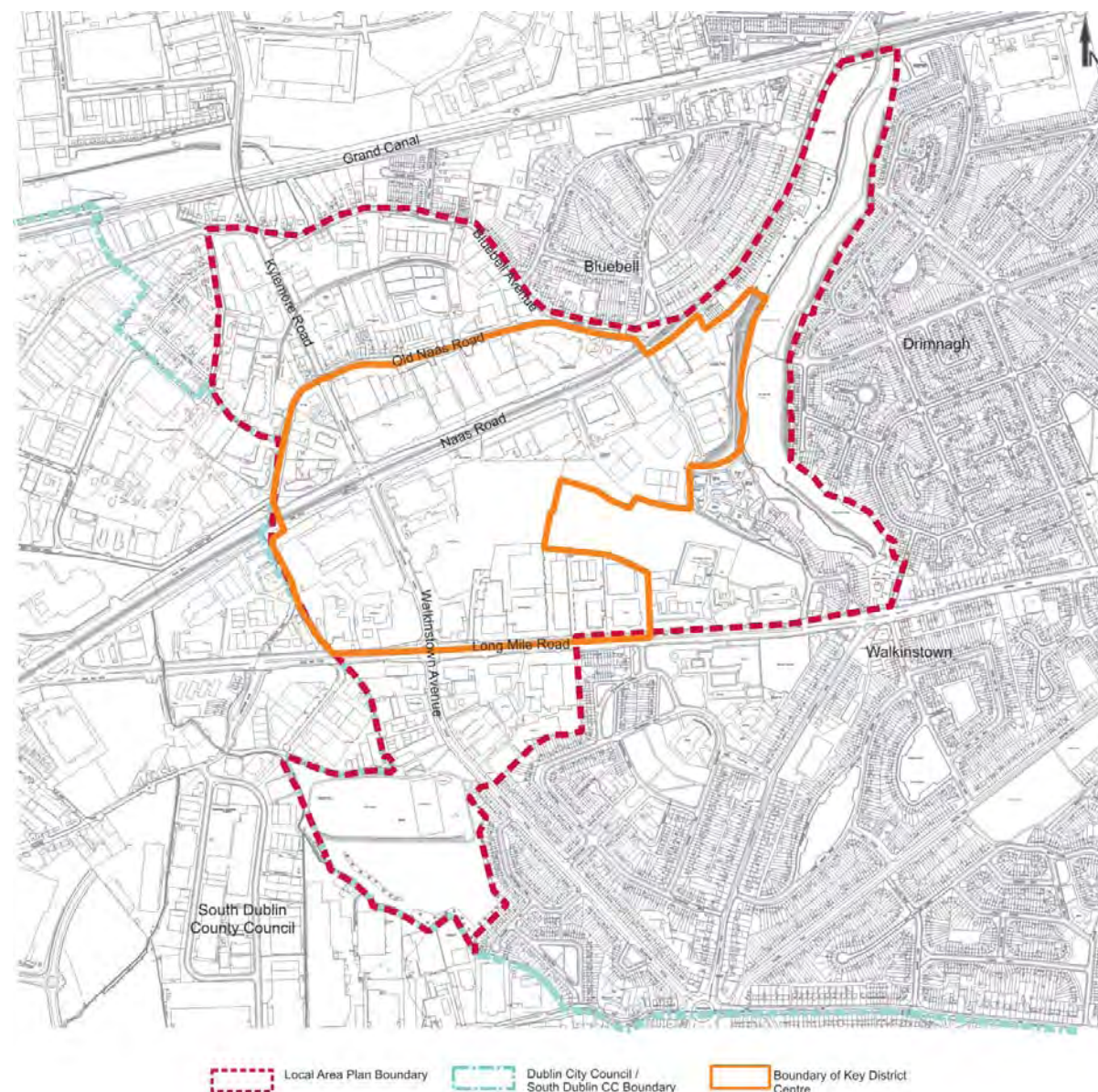
The development plan seeks to achieve integration of services, infrastructure, public transport, economic activity and new residential development identified in the key development area's (KDA) and key district centres (KDC). The development plan core strategy designates a key district centre at the hub of the Naas Road key development area.

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

The development plan core strategy sets out the relative share of housing growth and identifies the employment / commercial capacity of each KDA. For the Naas Road KDA, the capacity is estimated at circa 2,100 housing units and circa 63 Ha of zoned commercial / employment lands, indicating significant employment capacity of mixed-use development.

KDCs are the top-tier of urban centres outside the city centre. Each of the KDCs provides a comprehensive range of commercial and community services to the surrounding populations. The development plan has designated a new KDC at the Naas Road, in recognition of the potential of these lands to act as a strong social and commercial hub for the surrounding area.

Map 1.4 KDC Area in Context



## Naas Road Strategic Development and Regeneration Area (SDRA);

The development plan seeks to realise the full potential of the SDRAs. These are significant, largely brownfield areas, with the potential to deliver significant quantum of mixed uses and create synergies to regenerate their respective areas. To this end guiding principles have been set out in the development plan specifically for the Naas Road lands;

1. *Link the plan area with the surrounding environment to assist in enhancing a living community in and around the area*
2. *Create connectivity throughout the plan area – removing barriers to movement and opening up attractive links between key areas*
3. *Use existing and proposed infrastructure to establish a strong and interactive relationship with Dublin city and the wider environment*
4. *Establish new and appropriate landuses that assist in creating relationships between one another, and support a growing mixed use community*
5. *Seek innovative design responses for key sites (collectively and individually) that respond to the environmental, social, cultural and economic issues and demands facing the plan area*
6. *Provide publicly accessible open spaces and green infrastructure which contribute to the amenities of the area and the green network*

**The Retail Strategy for Dublin City** promotes an upper tier of retail locations designated as KDCs. Designation of the Naas Road KDC is on the basis of the anticipated quantum of new development in this emerging new developing area and having regard also to the provisions for new residential development for adjoining lands as set out in a framework plan prepared by South Dublin County Council.

The designation accords with principles of accessibility and sustainability as set out in the regional and city retail strategies, having regard to the relative under-provision of convenience and comparison retail in the plan area.

**The Strategic Green Network** is an important quality of life aspect of the development plan core strategy. The concept relates to a green infrastructure network that connects green spaces and other natural features such as rivers and canals to different parts of the city and also links to areas within the city region. It involves integrating open spaces, green corridors for cycling and walking, areas of high biodiversity value and recreational areas. The strategic green network is to be delivered through both local area plans and through the development management process.

**The Development Plan Core Strategy** promotes three new innovation corridors radiating from the city-centre, including the Naas Road Rail Innovation Corridor which runs westwards from Heuston, and includes the Digital Hub, St. James Hospital, Parkwest / Cherry Orchard, the Naas Road Developing Area and extending into the wider metropolitan area to incorporate new urban centres such as Adamstown. (These corridors were identified in the Economic Development Action Plan for the Dublin City Region 2010 as prepared by the four local authorities in the region).



## – Six Themes

The development plan identifies six over-arching themes which it sees as integral to the sustainable growth and development of the city. The application of the themes at all levels, from plan-making to urban projects and development management will help to deliver a better quality of life for all. The six themes constitute inter-related and essential elements of a sustainable approach to the future development of the city and have been utilised in the formulation of this local area plan.

The city's six over-arching themes for the future development of Dublin are as follows:

1. Economic – Developing Dublin city as the heart of the Dublin region and the engine of the Irish economy with a network of thriving spatial and sectoral clusters, a focus for creative talent and creative assets.
2. Social – Developing Dublin city as a compact city with a network of sustainable neighbourhoods which have a range of facilities and a choice of tenure and house types, promoting social inclusion and integration of all ethnic communities.
3. Cultural – Making provision for cultural facilities and protection of our built heritage throughout the city and increasing our awareness of our cultural heritage and built heritage promoting safe and active streets through design of buildings and the public realm.
4. Urban Form and Spatial – Creating a connected and legible city based on active streets and quality public spaces with a distinctive sense of place.
5. Movement – Helping to build an integrated transport network and encouraging the provision of greater choice of transport. Planning and zoning objectives will be brought together to increase the opportunities to live and work close to transport hubs and corridors.
6. Environmental – Providing for an overall framework involving key principles, strategies and objectives to drive a vision of 'Sustainable Dublin' over the next 25 to 30 years, making sure that buildings can adapt to changing needs and encouraging better waste management strategies.

## – Height Strategy

The Development Plan, in providing guiding principles on building height, sets 'low rise' as a constraint for this area pending the adoption of an LAP. This limits proposals to 4 storeys for both residential and office use.

Through the LAP process however, the Development Plan recognises scope for the delivery of a limited number of mid-rise buildings to complement proposals for a new key district centre and supporting a mix of uses.

The junction of Naas Road, Walkinstown Road, and Kylemore Road is identified as a significant node with potential for a small cluster of mid-rise buildings in a coherent pattern. In this instance 'mid rise' is defined in the city development plan as up to 16 storeys of residential use or 12 storeys of offices.

### 1.3.3 Other Relevant Plans

#### (i) Naas Road Lands Strategic Plan (2009):

This is a non-statutory plan adopted in May 2009 and is used by Dublin City Council for development management and guidance purposes pending the adoption of the statutory Naas Road Lands Local Area Plan. The aim of the plan is to facilitate and coordinate the redevelopment of lands within the Naas Road study area and to ensure that new development interacts positively with the local and city-wide environment; redefining the relationship of the plan lands to their immediate surrounding communities and physical environment.

#### (ii) Drimnagh Integrated Area Plan (2009)

This is also a non-statutory plan used by Dublin City Council for development management and guidance purposes.

The summary objectives of the plan are to:

- (i) develop a sense of place and identity for Drimnagh;
- (ii) to strengthen the urban structure and create legibility;
- (iii) improve permeability;
- (iv) enhance green spaces and amenity;
- (v) provide for better links with Drimnagh Castle;
- (vi) create a diverse mixed-use community;
- (vii) create guidelines for the redevelopment of identified sites;
- (viii) propose community gain opportunities and
- (ix) make proposals for the reorganisation of social services.

In 2010, Drimnagh Smarter Travel was officially launched with funding approved by the Department of Transport, Tourism and Sport for Dublin City Council to implement 3 initial projects i.e.

- (1). Walking routes through Lansdowne Valley Park and along the Grand Canal,
- (2). Signage & improved lighting, and
- (3). New bicycle parking at key locations.

#### (iii) South Dublin Development Framework 2010:

The Naas Road Development Framework Study was noted by elected members of the Lucan-Clondakin and Tallaght Area Committees of South Dublin County Council on the 19<sup>th</sup> May 2010 and 26<sup>th</sup> April 2010, respectively.

The key elements of the framework are:

- (i) the maintenance of the green belt between Clondakin and Tallaght,
- (ii) the consolidation of the majority of redevelopment east of the M50,
- (iii) a new Luas stop between Red Cow and Kylemore and
- (iv) the creation of a green corridor and new road links east of the M50, particularly from the existing Nangor Road/Long Mile Road junction in a citybound direction.

#### (iv) Dublin City Canals Study Report 2010:

This study commissioned by Dublin City Council, Fáilte Ireland and the Dublin Docklands Development Authority and completed in 2010, aimed to identify the recreational, tourism and commercial potential of the Royal and Grand Canals. The project sought to examine existing activities on the canals, identify achievable projects, and establish the necessary investment and maintenance framework for the canals.

It identified opportunities to:

1. Enhance the quality of lands surrounding the towpath
2. Create more linkages to surrounding businesses and communities
3. Improve public safety and road crossings
4. Promote the canal as a recreational space, and
5. Develop links to Luas and Parkwest



# Chapter 2 Site Context and Analysis

## 2.1 Current Environment

### 2.1.1 Description of the Area and Adjoining Lands

The plan area occupies approximately 100 hectares characterised mainly by industrial/commercial landuses and community land-uses. Many industrial uses are land-extensive and occupy very large impermeable sites. Amenities in the area include the Grand Canal, Lansdowne Valley Park, Drimnagh Castle and Walkinstown Park, yet some of these are poorly integrated with the surroundings.

The Grand Canal lies to the north of the LAP boundary, acting as a physical and visual boundary with continuous development, mainly industrial and residential, on either side. Industrial areas include Kylemore Industrial Estate, Royal Liver Assurance Business Park, Jamestown Industrial Estate, and Goldenbridge Industrial Estate. The canal has been enhanced in recent years and it is now possible to walk and cycle along its banks from the 3<sup>rd</sup> to the 12<sup>th</sup> lock as part of the developing strategic green network. Lansdowne Valley Park and Drimnagh Castle create a buffer between residential and industrial development, although at present these are somewhat under-utilised as amenity areas.

The western boundary of the plan area is also the administrative boundary between South Dublin County Council and Dublin City Council and therefore adjoining uses must be considered.

### Residential Communities in the Plan Environs

**Bluebell:** Comprises a mix of houses and flats constructed by the local authority in the 1950s/1960s. The houses are two-storey while the flats vary from two-storey blocks incorporated among the houses to four medium-rise blocks between Bluebell Road and the Grand Canal.

**Ballyfermot:** Comprises predominantly two-storey terraced houses typical of the 1940s, 1950s and 1960s. It extends westward from Inchicore to Palmerstown with the River Liffey and Chapelizod forming the boundary to the north and the Grand Canal to the south.

**Crumlin:** This area was developed mainly in the 1930s and 1940s to provide local authority housing for inner city families. It is a large area, extending several miles southwest of the Grand Canal, with the main village centre to the west close to the boundary with South Dublin. There is some private housing, mainly at the northern and western edges, which also dates mainly from the 1930s. The local authority housing, much of which is now in private ownership, is two-storey terraced housing typical of the period, and is laid out around a number of green spaces in garden city style. The area includes local and national services such as Crumlin Shopping Centre and Crumlin Hospital.

**Drimnagh:** Comprises mainly two-storey terraced housing, part privately built and part local authority built, developed mainly in the 1940s and 1950s. Drimnagh Village is located along the Crumlin-Drimnagh Road. There is no major retail centre, but the area adjoins Crumlin Shopping Centre.

**Inchicore:** Lies west of Kilmainham between the railway line and the canal. The area has a mix of housing types and tenures including former local authority houses built in the 1920s/1930s, artisan dwellings, period houses and modern apartment and townhouse developments. Houses are generally two-storey, with apartment blocks rising to four and five storeys in the newer developments.

Map 2.1 Existing Communities



**Walkinstown:** Lies to the southwest of the area, west of Drimnagh and Crumlin. Part of the area is located in South Dublin, with the Walkinstown Roundabout and Cromwellsfort Road forming the boundary. The area is predominantly residential with some industry at the north western end adjoining the light industrial belt around the Naas Road. The bulk of the housing stock dates from the mid-twentieth century.

**Parkwest:** Located to the north-west of the plan area, this is a recently established residential and business park developed in a campus-style layout.

### 2.1.2 Current Land Uses

#### Overview

The dominant form of development in the area is industrial, light industrial and commercial. There is some residential development, including older housing stock along the Old Naas Road and at Walkinstown, and recent multi-storey apartment developments adjoining Lansdowne Valley. There are a number of churches and schools in the wider area.

#### • Employment Uses

The main economic activities within this area relate to car trading and car distribution, retail warehousing, and also some offices. There are also some industrial estates, businesses parks and retail parks within this zone such as Naas Road Business Park, Denhu Business Complex and Royal Liver Retail Park. The industrial and commercial buildings are generally large warehouse-type structures, or low rise buildings set within industrial and business parks such as at the Naas Road, and Carriglea.

#### • Seveso Sites

There are presently three ‘Seveso Sites’ in the vicinity of the plan area, all of which lie within the administrative area of South Dublin County Council.

The sites are as follows:

- 1.Irish Distillers Robinhood Road, Clondalkin, Dublin 22
- 2.BOC, Bluebell Industrial Estate, Dublin 12,
3. Kayfoam Woolfson, Bluebell Industrial Estate,

#### • Residential Uses

The plan area contains approximately 500 residential units (circa 120 houses and 380 apartments). These consist of small residential areas of older housing and some limited apartment development built to higher densities over the past decade. There are approximately 1300 residents in the plan area at present. The main residential areas are in the areas of Slieve Bloom Park, fronting the Naas Road at Bluebell, and also at the Old Naas Road. More recently a number of apartment developments have been completed on sites off the Long Mile Road.

#### • Amenity and Open Spaces

The area contains extensive open space areas and a good level of tree planting. A number of the industrial plots contain mature trees, whilst there has also been landscaping and tree-planting along the Luas route .

Walkinstown Park and Lansdowne Valley Park contain walking routes, but these have restricted pedestrian and cycleway permeability to the wider area.



2.1.3 Population and Demographic Profile

The plan area is located within the Dublin City Administrative Area of Dublin South Central and primarily straddles the Electoral Divisions (EDs) of 'Walkinstown A' and 'Inchicore B', while the Lansdowne Valley Park and Lansdowne Valley residential development lie within the EDs of 'Crumlin A' and 'Crumlin F'.

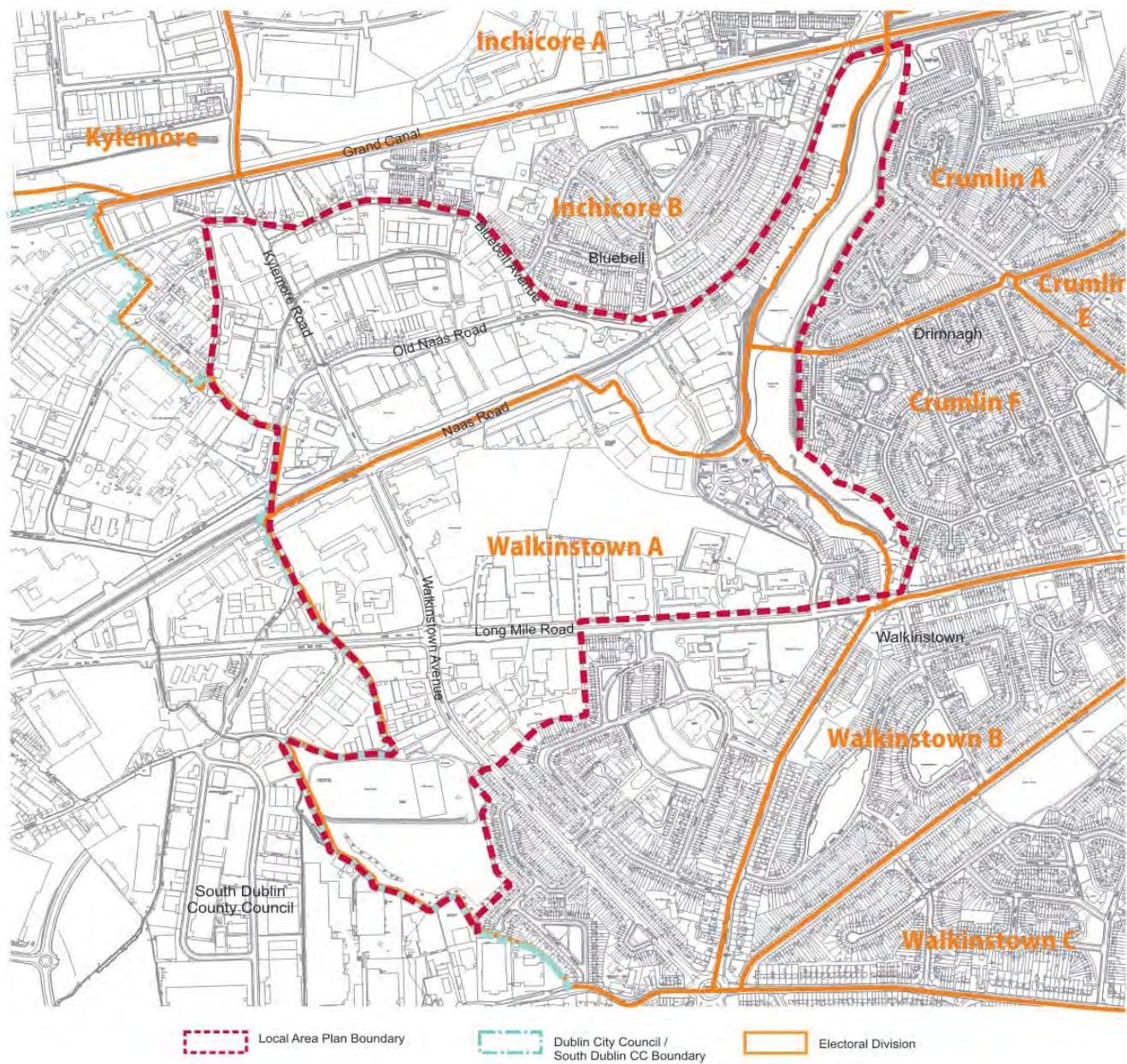
Part of the plan area is included in the Canal Communities Rapid and Partnership area. The preliminary census data for 2011 indicates a 28% (557 persons) increase in the Electoral Division (ED) of 'Walkinstown A', a decrease of 2.3% in 'Crumlin F', a 4.8% decrease in Crumlin and a 6.9% increase in population in 'Inchicore B'. The notable increase in population in the ED of 'Walkinstown A' is as a result of the introduction in 2006 / 2007 of a new development at Lansdowne Gate consisting of approximately 280 residential units.

The communities in the surrounding areas have an age profile weighted towards an older population group with an above average concentration of individuals over 65 years and a below average proportion under 19 years of age.

The latest census figures available also show a higher percentage of people unemployed compared to the national rate and also a significantly higher proportion of people with lower educational attainment. Educational attainment on average is low in the area, with almost one in three residents not having completed any formal education or having only completed primary education, compared to one in five for the city as a whole. This also reflects in part the age profile of the area. Male workers are primarily engaged in manufacturing and female workers in clerical work.



Map 2.2 Electoral Districts





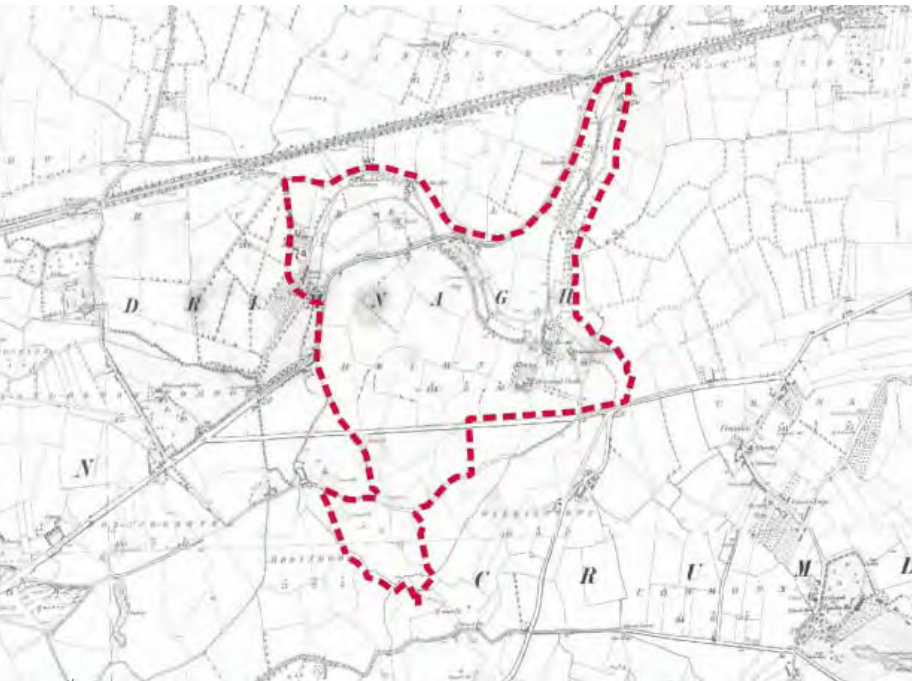
2.1.4 Historical Development of the Area

The earliest recognisable settlement is the 13<sup>th</sup> Century Anglo-Norman Drimnagh Castle, (protected structure and conservation area) strategically placed at an access point into the city and adjacent to a water source (Camac river). The castle is an outstanding example of an old feudal stronghold and is the only Irish castle still to be surrounded by a flooded moat.

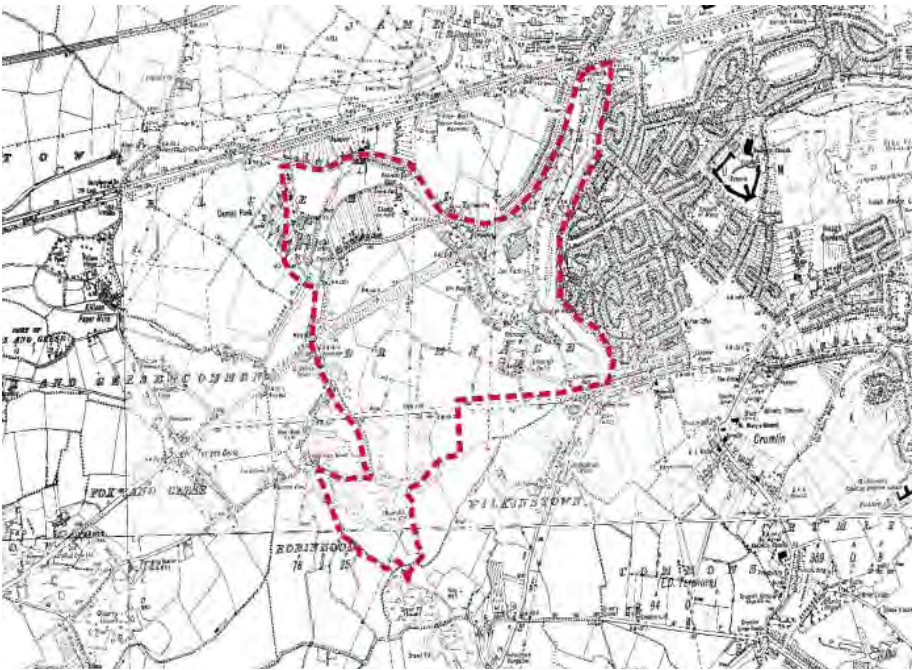
Ordnance Survey mapping from the mid-19<sup>th</sup> Century shows the area in agricultural use surrounded by small villages including Walkinstown and Crumlin and to the north the Grand Canal (1790) and the Kildare Rail Line which formed strong connections between Dublin and the rest of Ireland. By the mid 20<sup>th</sup> Century, Dublin City had expanded rapidly, reaching the Cammock river valley (now Lansdowne Valley Park). Development was mainly two-storey, low density residential, often without a defined centre in areas such as Ballyfermot, Crumlin, Drimnagh and Walkinstown. By the late 20<sup>th</sup> Century the spread of Dublin city had moved beyond the Cammock River Valley and with an increasing demand for extensive sites for large industrial and commercial uses, the Naas Road lands became occupied by vehicle distributor yards, warehousing and industrial estates.

In addition to Drimnagh Castle, there are a number of built heritage features in the plan area, including the medieval church ruins in Bluebell Cemetery (archaeological site) located in a backland setting off the Old Naas Road, Walkinstown Park (archaeological site) ,examples of 20<sup>th</sup> Century architecture such as Naisetra House (protected structure) located along the Naas Road, and the Volkswagen Factory (Protected Structure dating from 1955) on the Naas Road. The Grand Canal Bank and Lansdowne Valley Park are designated as conservation areas under the city development plan.

Map 2.3 Ordnance Survey 1849



Map 2.4 Ordnance Survey 1946



2.1.5 Transport Infrastructure

The plan area benefits from a high level of accessibility in terms of vehicular and public transport access. However, with two main arterial routes to the south and south west of the country (N4 & N7) traversing the area, traffic flow is heavy with a significant element of through traffic.

This results in limited pedestrian realm and poor permeability. However, the area includes sustainable transport modes, with a QBC, Luas and cycle lanes. The area benefits from two Luas stops within the plan area and close proximity to the park and ride facility at the Red Cow motorway interchange. In addition, the Arrow Rail-Line, a suburban commuter service, serves the Parkwest area which lies in close proximity to the north of the plan area.

The mainline-railway from Heuston Station to the western part of the country traverses the plan area but there are currently no stops in the vicinity. A number of frequent bus services provide east to west and north to south connections across plan area and to the city centre.

Transport 21 proposals include extensions to the Luas Line F (Lucan to the City Centre) accessing the industrial lands to the north of the Naas Road in the vicinity of Kylemore Park. Two Luas corridors will therefore be available for the area in the longer term.

2.1.5.1 Other Infrastructure

- Electricity Pylons

110KV / 38KV high voltage lines and supporting pylons run in a north south direction through the area. These are a constraint to future development, and a possible alternative approach is the undergrounding of cables in collaboration with the ESB.



- Water Services

A principal watermain of the area runs diagonally through the area from the Robinhood area to the Naas Road. There is a connection off this watermain where it crosses the Long Mile Road and the area is generally fed from this connection via a network of smaller pipes. This wayleave needs to be protected from development.



- Waste Water Network and Surface Water

Waste water from the area drains to two separate catchments – the Grand Canal Tunnel Catchment and the City Centre Catchment. These discharge to the Regional Waste Water Treatment Plant at Ringsend. Surface water runs both to a combined foul/surface system and also to a separate system in some areas - where it discharges to the river camac.



(See section 4.8 on 'Infrastructure and Water Management' for greater detail on piped services)

- Other Utilities

The area is well served by gas and electricity services.



### 2.1.6 Community Audit

Given the largely industrial nature of the plan area there are relatively few community facilities at present. Lands south of the Naas Road have been zoned for institutional and community uses (Z15) and consist of a concentration of educational and religious uses, including a primary and secondary school (for boys) which is accessed from the Long Mile Road. Just outside of the plan area, and directly opposite the boys' school, is a primary and secondary school (for girls) also accessed off the Long Mile Road. A small area at the junction of Slievebloom Park and the Long Mile Road is designated for neighbourhood facilities (Z3), whilst lands at the junction of Walkinstown Road and Balfe Road are zoned for mixed service facilities (Z4), a small portion of which are within the plan area. Along the western boundary of the plan area, lands zoned for amenity and green networks (Z9) include Lansdowne Valley Park which is 8 hectares in extent and contains pitch and putt facilities.

#### 2.1.6.1 Social Infrastructure Elements

As a baseline study, the focus here is on key social infrastructure elements as defined by the Government's Developing Areas Initiative, 2007: Educational and Childcare Facilities; Community and Social Facilities, Passive Amenity & Open Space and Retail.

A social infrastructure gap analysis has been carried out for this area and has identified the following community infrastructural needs:

1. library / resource centre
2. affordable childcare facilities
3. play spaces
4. all-weather playing pitches
5. indoor recreation / entertainment facilities  
(e.g. 5/6 screen cinema, family recreation centre)
6. canal leisure / recreational facilities
7. theatre / community hall for the arts
8. incubation units
9. affordable living & working units for artists

#### 2.1.6.2 Education and Childcare Facilities

The educational requirements of school-goers are relatively well serviced with a large number of primary and secondary schools in the wider area. Anecdotal evidence suggests that in recent years demand for primary class places can exceed supply, possibly reflecting the higher numbers attaining primary level education in comparison to secondary level. Post-secondary and adult education facilities are readily available with a number of vocational colleges in close proximity as well as two training centres in the plan area (Agri-Aware and Irish Academy of Training).

Name	Location	Distance from Plan Area (km)	Type	Gender	Enrolment
PRIMARY					
Muire na Dea Coirle Infants	Mourne Road Drimnagh	1.8	Infants	Mixed	181
Muire na Dea Coirle Girls	Mourne Road Drimnagh	1.8	Primary	Girls	160
Muire Og, Loreto Convent	Crumlin Road, Crumlin	2.2	Primary	Mixed	229
Our Lady of Assumption Boys NS	Walkinstown	0.1	Primary	Boys	205
Our Lady of Assumption Girls NS	Walkinstown	0.1	Primary	Girls	205
Our Lady of Good Counsel Infant School	Mourne Rd Drimnagh	1.8	Infants	Mixed	181
Our Lady of Good Counsel GNS	Mourne Rd Drimnagh	1.8	Primary	Mixed	160
Our Lady of Good Counsel BNS	Mourne Rd Drimnagh	1.8	Primary	Boys	160
Our Lady of the Wayside NS	Bluebell Road, Bluebell	0.2	Primary	Mixed	112
Our Lady's Hospital School	Hospital Crumlin	1.1	Primary	Mixed	46
Scoil Colm CBS	Armagh Road, Crumlin	2.6	Primary	Boys	151
Drimnagh Castle CBS	Long Mile Road	0	Primary	Boys	423
Scoil Eoin	Armagh Road, Crumlin	2.6	Primary	Mixed	130
Soil Náisiúnta Muire Gan Smal B	Tyrconnell Rd Inchicore	1	Primary	Mixed	299
St. Cillian's	Robinhood Road, Bluebell	0.2	Primary	Mixed	21
St. Damien's NS	Beechfield Close, Walkinstown	1.9	Primary	Mixed	244
St. Agnes	Armagh Road	2.6	Primary	Mixed	281
Scoil Iosagain	Aughvannagh Road, Crumlin	3.7	Primary	Boys	106
Our Lady of Lourdes	Goldenbridge	1.8	Primary	Mixed	260

Source: [www.schools.ie](http://www.schools.ie) and [education.ie](http://education.ie)

Name	Location	Distance from Plan Area (km)	Type	Gender	Enrolment
SECONDARY					
Ardscoil Eanna	Crumlin Rd	1.7	Secondary	Girls	42
Ardscoil Eanna	Crumlin Rd	1.7	Secondary	Boys	46
Mercy Secondary School	Goldenbridge Inchicore	1.8	Secondary	Girls	166
Rosary College	Armagh Road, Crumlin	2.6	Secondary	Mixed	205
Our Lady of Assumption	Long Mile Road	0.1	Secondary	Mixed	360
Our Lady of Mercy	Mourne Road, Drimnagh	1.8	Secondary	Mixed	307
Drimnagh Castle CBS	Long Mile Road Drimnagh	0	Secondary	Boys	671
Kylemore College	Kylemore Road, Ballyfermot	1.5	Secondary courses	Mixed	345
Greenhills College	Limekiln Avenue, Greenhills	3.0	Secondary courses	Mixed	515
St. Paul's	Walkinstown	3.4	Secondary	Girls	762

**Table: Existing Schools in the Plan Area and Environs**

Within the plan area itself there is a boys' secondary and a boys' primary school (Drimnagh Castle CBS) along the Long Mile Road, while directly opposite, and just outside the plan boundary, are a girls' secondary and primary school (Our Lady of Assumption). There is a small primary school directly adjoining the plan area to the west along Robinhood Road. Within an approximate 3 kilometre radius of the LAP area there is total of 10 secondary schools and 19 primary schools.

In terms of childcare, the south central area of the city in general is lacking affordable childcare spaces. The Dublin City Childcare Committee Audit and Needs Analysis (2006) found that this LAP area (EDs of Walkinstown A and Inchicore B) and its surrounds are poorly served by childcare facilities, particularly affordable and high quality facilities for babies as well as after-school care and summer projects. Pre-school services situated in the grounds of national schools in the wider area are understood to be at full capacity, there is no after-school childcare provision in the entire area, and there are very few childcare spaces for babies in the area.



In consultation with the City Childcare Committee it has been found that there are currently two childcare services within the LAP boundaries, located within the recently developed Lansdowne Gate mixed-use scheme on the Long Mile Road and within the Landowne Valley apartment development.

There are three other childcare services just outside the LAP boundary, all privately run :

1. A new sessional service catering for pre-school children in the Bluebell Community Centre. This is not operating at full capacity with 7 spaces available out of a total of 10.
2. A sessional service based in the grounds of the Assumption school. They have a total of 40 spaces with available capacity in the afternoon (20 sessional spaces available)
3. A sessional service with a total of 30 sessional spaces. It is not operating at capacity with 14 sessional spaces filled out of 16 available.

There are 120 sessional pre-school spaces available in these pre-school services just outside of the boundary area, of which 43 spaces (36%) are not currently filled. This suggests an over-provision of sessional pre-school care in the area. There is, however, very little provision in the plan and wider area for babies and no provision for after school spaces in the area. Those services that are close to, or within the boundary of the LAP, do not provide spaces for these age groups.

The Drimnagh IAP refers to a draft report undertaken by the KWCD which found a need for childcare for all ages in the wider area and especially in Crumlin and Drimnagh as did The Childcare Service Audit and Needs Analysis (2006)



### 2.1.6.3 Community/social/cultural facilities

The plan area does not provide a strong focal point for the community due to the fact that it is largely industrial. Just outside of the plan area to the north however there is a new purpose built community facility serving the Bluebell residential community and surrounding districts. This is an integrated facility providing for a range of community needs across all age groups. The facility includes a community hall, changing rooms, community offices and youth facilities serving both the adjacent football pitch and hall. At first floor level there are multi-purpose seminar and meeting rooms.

The wider area has low levels of cultural facilities (such as a theatre or event spaces), yet there is a rich cultural legacy of musicians and playwrights in the wider area and an active involvement of the community in organic arts and cultural activities on a part-time or amateur basis, as emerged during the consultation phases for the Drimnagh IAP and Naas Road Strategic Plan.

In this context, there are local cultural groups in the wider area, including two dance schools, a drama group, a musical society, an arts development charity and a theatre workshop group in Ballyfermot. The arts and development charity, based in Inchicore, specialises in developing initiatives that utilise the arts to promote socially inclusive urban development. The Drimnagh Arts & Recreation Festival, now an annual event, also plays an important role in making culture accessible to local communities.

The provision of 50 artist's studios in the Jamestown Studios at the Factory in Inchicore, provides much needed space for artists in the city. Nonetheless, despite such active involvement and positive initiatives at local level, there appears to be a lack of physical infrastructure and facilities.

#### • Libraries

There is a library service in the area, but it is of a mobile nature and therefore available only on a temporary basis, branch library buildings being in Ballyfermot, Inchicore and Walkinstown. There is also little in terms of cultural infrastructure to support artistic events or cultural initiatives at the local level. There are a number of outdoor active recreational facilities in the plan area .



#### • Healthcare

The wider environs area includes a number of health care facilities with six primary health care centres serving local communities and two national hospitals within a 5km radius (Coombe Hospital and Crumlin Hospital).

In 2011, the Bluebell Inchicore Community Health Forum commissioned a report – *Bluebell and Inchicore: Priority Health Needs, June 2011* – to assess the priority health needs of the local population, to identify the main health concerns in the area and to establish a picture of the barriers that prevent access to healthcare. This report covers the areas of Bluebell, Inchicore and Kilmainham. Part of the Naas Road Lands LAP area falls within the geographical area covered in the report. The report recommended that a strategy be developed for the area which would provide for an opportunity to look at health in a more holistic way and identified a number of needs for the local area. These include the following ;

- An 'Alternative Health Space' in the new Health Centre in Inchicore
- A Health Space in the new youth and community centre in Bluebell
- A supportive space for disabled people to meet
- New and safe play areas that are child focused and monitored for vandalism
- The renovation and making safe of older play areas
- A methadone clinic and alcoholism treatment clinic
- Urgent improvement of local transport, particularly to older and disabled residents
- A GP service in Bluebell and appropriate satellite clinics.

### 2.1.6.4 Passive Amenity & Open Space

The Naas Road Strategic Plan and Drimnagh IAP research preparation revealed a strong sporting tradition in the extended area . Sporting activities such as soccer, hockey, rugby, gaelic games and pitch and putt are all supported yet there is a lack of support infrastructure such as changing rooms and clubhouses. There is also evidence to suggest that sporting clubs experience considerable difficulty in finding suitable grounds to base themselves and that there are insufficient indoor facilities.

Amenities including the Camac river, Lansdowne Valley, Walkinstown Park and Drimnagh Castle are somewhat disconnected from each other, and the major recreational spaces have not reached their full potential as a result. The Drimnagh IAP (2008) recommended that Lansdowne Valley Park and Drimnagh Castle be rejuvenated and utilised to link existing development and proposed development. The Grand Canal is a major amenity asset but generally under-used at present.



2.1.6.5 Local Retail

Retail and convenience shopping facilities are largely restricted to petrol station forecourt shops, two discount food stores (Lidl and Aldi) and a strip of local neighbourhood retail facilities along Long Mile Road, whilst local services are mainly limited to a fast-food outlet, public houses, a hotel and a leisure centre. The Royal Liver Retail Park contains some comparison shopping and retail warehousing.

The Naas Road Lands Strategic Plan and the Drimnagh IAP have revealed a deficit of supermarkets and other retail services, banking and ATM facilities, cafes, wine bars, restaurants, etc in the plan and wider area with residents having to travel outside the area for almost all retail purchases. The Ashleaf centre, Crumlin shopping centre, Superquinn on Walkinstown Road and at Sundrive Road would be the main shopping facilities utilised by residents of the area.

2.2 Character Appraisal

2.2.1 Current character

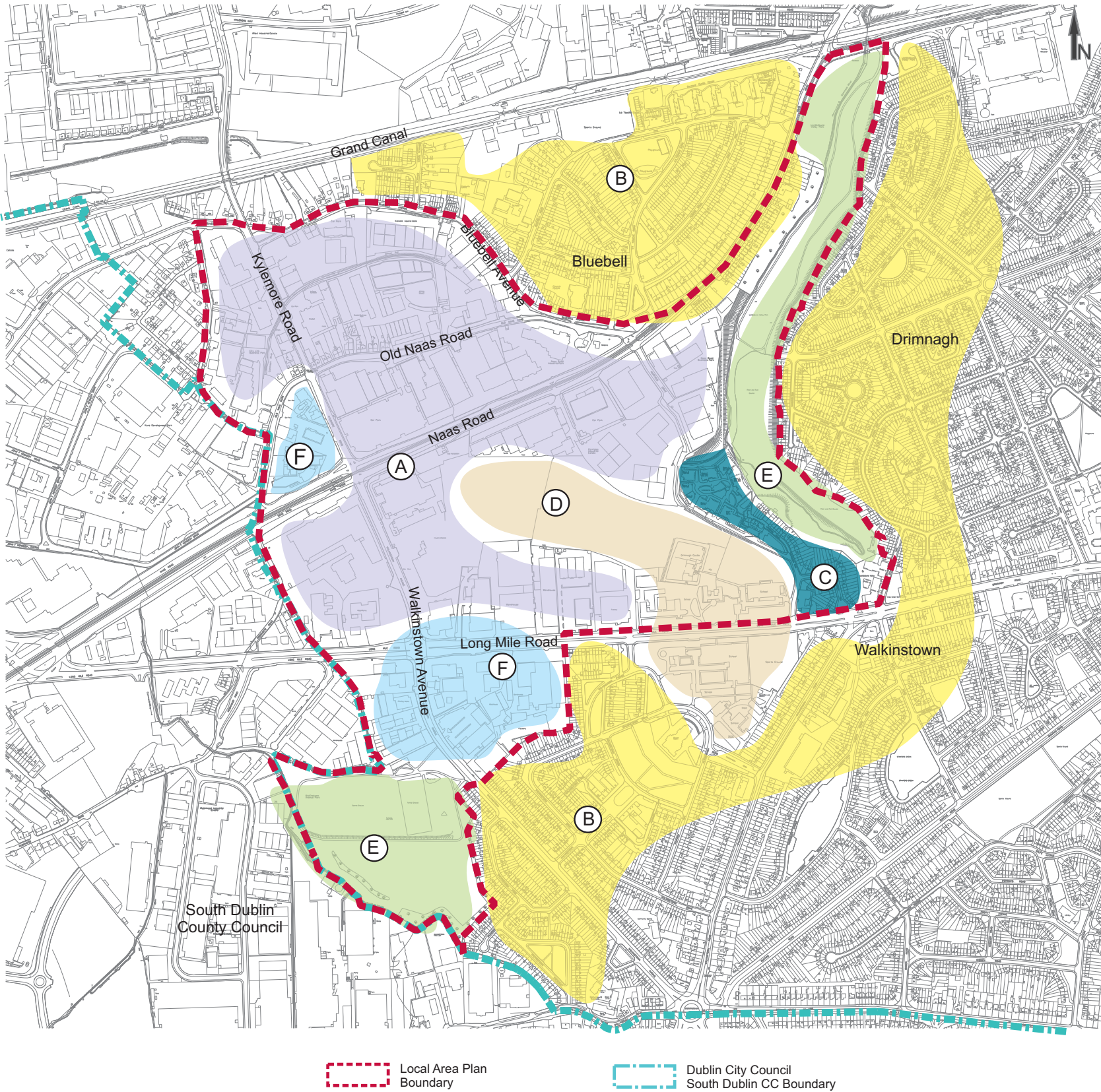
The existing land-use zonings reflect the character of the area in distinguishing between areas which are primarily industrial, residential or open space. The main vehicular routes, particularly the N7 ( Naas Road) and Long Mile Road are heavily trafficked, contribute to the busy character of the area and create demand for industrial and office uses. Whilst Z6 areas are established industrial lands, the more centrally positioned Z14 areas include many land-extensive uses and brownfield sites which may be more suited to redevelopment. A pocket of institutional uses on the Long Mile road sits between the industrial and residential lands, while swathes of amenity open space mark the northeastern and southwestern limits of the area - serving adjoining residential areas at Walkinstown and Drimnagh. The historic development of the area is reflected in protected structures positioned at Naas Road, Bluebell and Drimnagh Castle.

In appraising the character of the Naas Road area in its current form, five distinct types can be defined. These are:

- A- Industrial and car based uses, land extensive and under utilised areas;
- B- Established residential communities, consisting of mainly houses;
- C- Newer residential areas with a mix of apartments;
- D- Community facilities including schools and heritage;
- E- Parkland;
- F- Local Retail, cafes and showrooms.

It is the intent of the LAP that the attractive and vibrant qualities of these areas can be built on and where the quality of the area is poor (such as in A) that a new character for the area can be developed, linking into the stronger character areas adjoining.

Map 2.5 Current Land Use





2.2.2 Key Sites

The strategic development regeneration area (SDRA) policy for Naas Road states to ‘Seek innovative design responses for key sites (collectively & individually) that respond to the environmental, social, cultural and economic issues and demands facing the plan area’. The successful implementation of the LAP depends on the successful comprehensive redevelopment of key sites both in terms of initial design and uses over the long term. These sites are identified as:

- a) Royal Liver Retail Park,
- b) Motor Distributors Ltd site (Volkswagen Factory)
- c) Nissan Plant Site, and
- d) Site at Muirfield Drive/Naas Road

The development of these is pivotal in regenerating the area, and because they have the same zoning, there is an opportunity for co-ordinated delivery of LAP objectives and the creation of a large area with a distinctly urban mixed use character.

Royal Liver Retail Park ; This is characterised by large low level retail warehouse type units positioned around a central surface car parking area which is open to view from public streets.

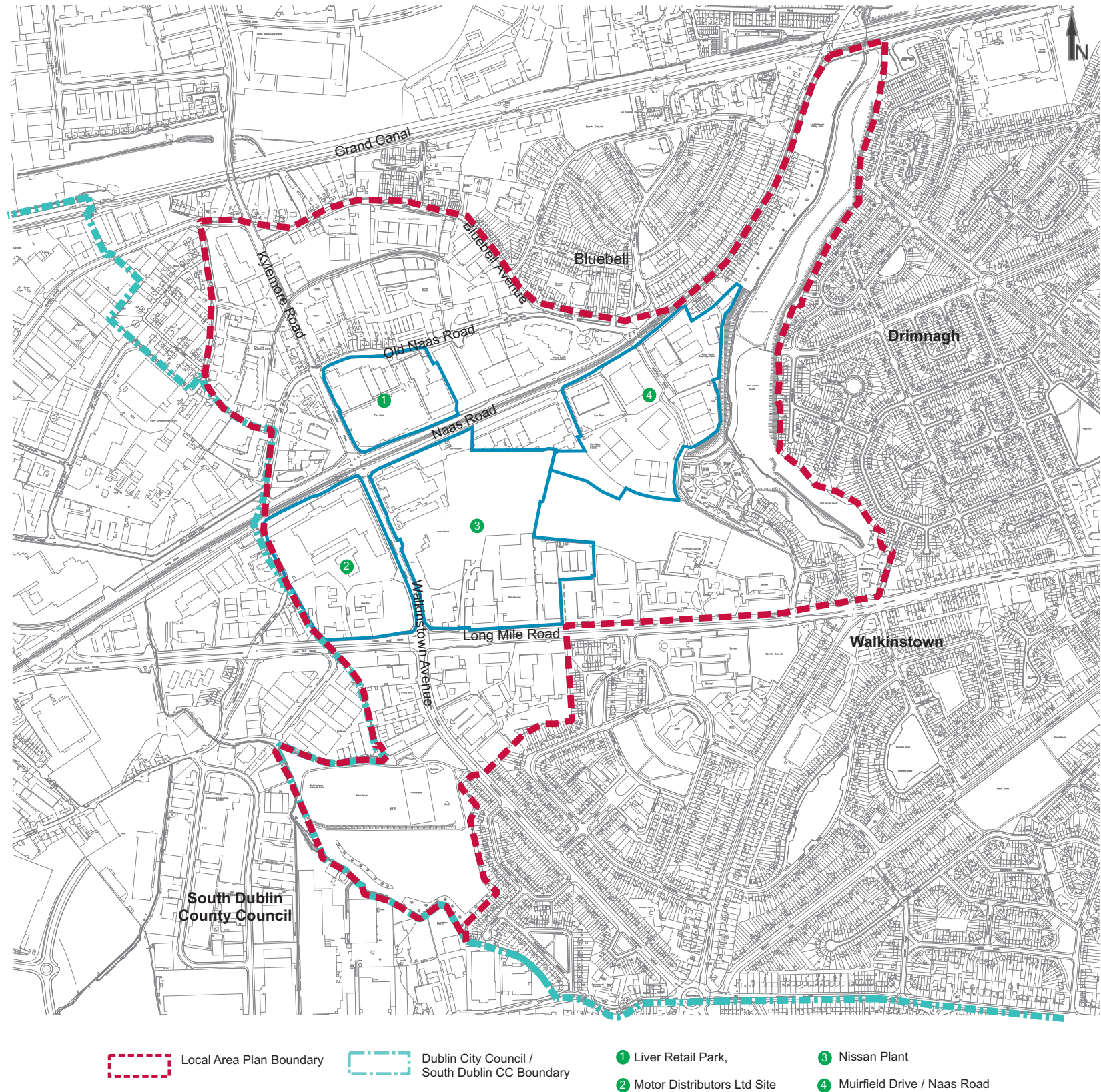
Nissan Site: Car-based industrial in character with large units fronting streets. This site has restricted permeability, and includes a large area of hard surfacing. Buildings in the vicinity of electricity cables which traverse the site are of low height.

Motor Distributors/ Volkswagen Factory; Similar land uses to the above with the exception of a visually distinctive protected structure on the northern side of the site. This is surrounded by attractive mature landscaping.

Muirfield Drive/Naas Road site ; These are industrial lands which include light industrial buildings, large warehouse-type units and offices (particularly onto Naas Road). The Camac river flows along the southwestern boundary through Lansdowne Valley park.



Map 2.6 Key Sites



- Local Area Plan Boundary
- Dublin City Council / South Dublin CC Boundary
- 1 Liver Retail Park,
- 2 Motor Distributors Ltd Site
- 3 Nissan Plant
- 4 Muirfield Drive / Naas Road



# Chapter 3 Vision

The vision for the Naas Road lands is as follows:

**To create a great place to work and live, and create a new urban identity for the Naas Road lands area plan by regenerating existing developed lands as a sustainable mixed use area, capitalising on the area's locational advantages and improving the relationship of the lands to their immediate surroundings through improved linkages, green infrastructure and permeability. As part of this transformation there will be an increase in the range of land-uses, and improvements in the visual environment, resulting in an increase in street level activity and the general revitalisation the area.**

Future development in the Naas Road lands plan area will be guided by the strategic policy objectives of the Dublin City Development Plan 2011 – 2017 as well as building on the core vision and strategic aims of the Naas Road Lands Strategic Plan (2009).

## 3.1 Guiding principles

Guiding principles for this LAP, and supporting the above vision, are as follows:

### Land-Uses:

- Ensure a land use strategy which capitalises on the area's locational advantages in a sustainable manner, and realises the full potential of the plan lands in light of the plan area's designation as a key development area (KDA), key district centre (KDC), a strategic development and regeneration area (SDRA) as well as its location along the Naas Road-Rail innovation corridor.
- Support the sustainable development of the plan area as a strong spatial hub, performing an important regeneration role for the surrounding local communities and providing for a sustainable mix of new employment, residential, retail, leisure, cultural and community uses. A strong retail emphasis shall be focused on the KDC core.
- Promote and facilitate economic development and clustering along the Naas Road – Rail innovation corridor on a coordinated basis with the adjoining local authority, South Dublin County Council

*Note: While the focus of the LAP will remain on long-term uses, it is recognised that in the interim period suitable temporary uses can be beneficial for the area, adding to the vitality of local businesses and communities. Any approach to interim uses will require attention to phasing mechanisms with regard to achieving the longer term aims of this plan.*

### General Design/Layout:

- Create connectivity throughout the plan area and link with the surrounding environment by removing barriers to pedestrian and cyclist movements, opening up attractive links between the plan area and those neighbourhoods surrounding and facilitating gradual integration of the plan area into the existing urban fabric of the city.
- Create more active streets to a planned urban design and that are attractive to businesses and retailing.
- Seek to protect, maintain and enhance the green infrastructure of the area, and use the green infrastructure network as a framework to reduce the size of land blocks and create a new diverse character area.
- Facilitate the plan area's role as a 'gateway to the city', creating an opportunity to strengthen the city's visual identity and signal the entrance to the city .
- Use existing and proposed infrastructure to establish a strong and interactive relationship with Dublin city and the wider environment.

### Detailed Design:

- Seek innovative design responses for key sites (collectively and individually) that respond to the environmental, social, cultural and economic issues and demands facing the plan area. Quality contemporary design and finer urban grain will be encouraged and incorporated into masterplans for key sites.
- Ensure a mix of residential typologies at an appropriate density to ensure the viability of public transport and other supporting social facilities within a high quality living environment and with attractive employment and amenity spaces and provide for a range of accommodation for all age groups and family types.
- Promote high environmental standards and energy performance at a practical level in the plan area through appropriate planning and design of all developments

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





## Chapter 4 : LAP Development Strategy

### 4.1 Introduction

The overall strategy for the Naas Road lands plan area is to redefine the area's identity by regenerating the underutilised lands within the LAP area to create a sustainable, integrated mixed use environment which maximises the LAP area's locational advantages. This regeneration will increase the levels of employment within the area, provide new residential areas close to town and well served by public transport, providing new local services including retail.

It will be characterised by increased street level activity addressing an upgraded visual environment with new land uses and services. It seeks to deliver improved integration with the surrounding communities both by way of increased access to public transport connections and new pedestrian and cycle routes.

A central element in the shaping of the LAP strategy is the creation of new green routes through the area, both as new green boulevards, green cycle and pedestrian connections and also the upgrading of existing roads to increase their attractiveness. This linking of the area through a green infrastructure network will capitalise on the assets that exist within and surrounding the LAP area, including the Lansdowne Valley, the Grand Canal, Bluebell Cemetery and Drimnagh Castle, linking them into this network and framing the regeneration around a sustainable development model.





## 4.2 Land-Use Strategy

**To promote regeneration of this SDRA through the creation of a quality mixed use environment. This shall be focused primarily on Z14 (regeneration) zoned lands and extending to adjoining Z6 (employment) lands.**

This land use strategy for the Naas Road lands aims to build on the objectives of the Naas Road SDRA as set out in the development plan, strengthening the urban character of the area with a variety of land uses but focused mainly on the Z14 area in regard to significant redevelopment of mixed uses. Within this context, site briefs for key sites are detailed in Chapter 5.

Having regard to the current economic climate and the slow pace of redevelopment at present, this strategy takes a medium to long-term timeframe of 5-20 years and possibly beyond. As such it is recognised that not all of the objectives within the LAP will be realised during the lifetime of this plan. The LAP seeks to set out a long term template of connections and urban form which will shape development during the lifetime of the plan and also inform future plans for the area, putting in train a process of regeneration that will bring benefits and renewal to this area of the city.

### 4.2.1 Shaping the LAP Land Use Strategy

In shaping a land use strategy for the LAP, a number of key elements informed the approach taken. The first element in shaping the approach is the development plan – including the core strategy, the policies identified for this area and also the zoning designations. A second key element is the Flood Risk Assessment undertaken for the LAP area, which identified areas of land which are vulnerable to flooding. These areas are, for the lifetime of this LAP, more appropriate for accommodating uses that are flood resilient; until, a strategic long term solution to the flood risk in this area is found.

A third informing element is the current SEVESO uses located within South Dublin County Council to the north east of the LAP Area. These are uses where certain chemicals and/or gases are stored, and the range of uses located within a designated distance of these sites are restricted for health and safety reasons. Until these uses change or relocate, the extent of intensification of uses beside SEVESO locations will be limited.

A fourth element is the Economic Development Action Plan for the Dublin City Region which identifies the Naas Road as lying within one of three economic corridors of the Dublin region.

In considering these in totality, the land use approach for the Naas Road aims to provide a balance of mixed uses, with the commercial heart focused between the Naas Road and Long Mile Road on Walkinstown Avenue, with enterprise uses located north of the Naas Road and along Long Mile Road.

Residential and community uses are proposed within the key sites, avoiding significant areas of residential fronting onto heavily trafficked routes. These residential uses would be approximate to existing community facilities (such as parks and schools) and to surrounding existing communities.

The Strategic Environmental Assessment (SEA) and the Appropriate Assessment (AA) were key elements in informing the plan. These environmental assessments were carried out in tandem with the plan and ensured full integration and consideration of the significant environmental issues during the plan-making process. This represents a further repetition of environmental assessment at local area plan level, given that the higher level city development plan and the regional planning guidelines have also been subject to separate SEA and AA processes.

### 4.2.2 Development Plan Zoning and Designations

The existing zoning of the area by the current City Development Plan includes employment uses (Z6) institutional uses (Z15), residential uses (Z1) and amenity open spaces (Z9). The core area for regeneration is Zoned Z14 which states 'to seek the social, economic and physical development or rejuvenation of an area with mixed use of which residential and 'Z6' would be the predominant uses.' These lands include key sites for which briefs are prepared in this plan.

Within the Z14 lands lies the KDA, with the KDC forming the hub. This zoning directly informs the land uses sought to reflect the role of KDC's as top-tier urban centres outside the city centre. Land uses in the Z4 zoning category can be considered for the KDC area in accordance with the development plan "Z14" zoning objectives. This allows for a variety of mixed service facilities including higher order services such as district level shopping facilities.

### 4.2.3 Land Use Strategy

This land use strategy seeks the following:

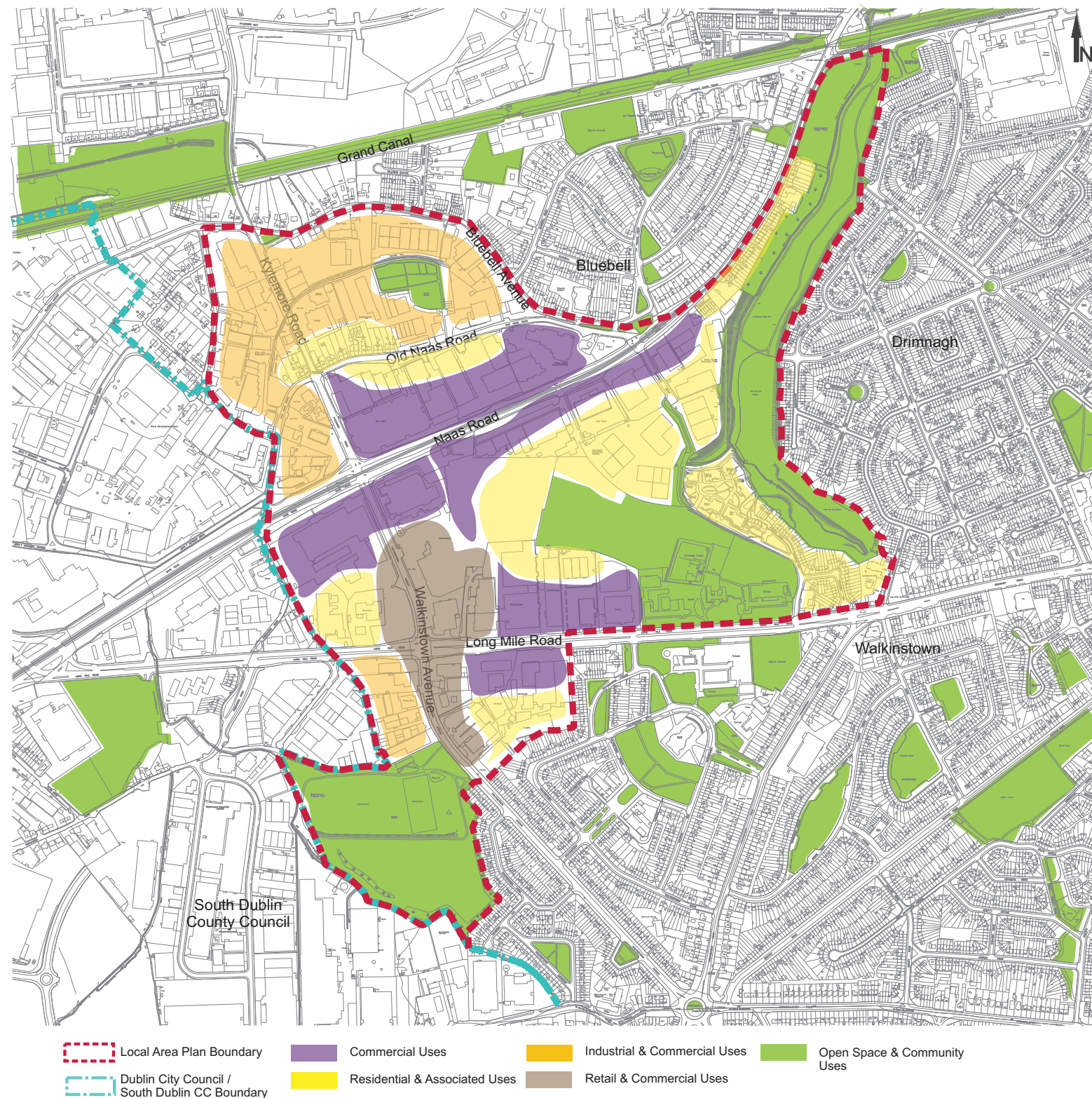
- to support employment uses and to facilitate sustainable redevelopment of lands zoned Z6, including provision for Z4 uses within the KDC boundary.
- to protect existing residential amenities of Z1 lands to improve integration of development lands and amenity spaces via the green infrastructure strategy.
- to provide for institutional uses as per the Z15 zoning objective.
- to encourage new residential development as part of planned mixed-use areas and subject to amenity considerations.
- to seek the enhancement of open spaces (Z9) and amenities and connectivity to same.
- to allow for community and cultural uses/services to serve populations of the LAP and surrounding area.

The land use strategy map overleaf sets out the general shape of the land use mix proposed for the LAP area. Reference should also be made to Chapter 5 which provides greater detail on the key sites within the LAP. The land use strategy map should be read as indicative, and masterplans submitted at application stage will demonstrate how land uses within the site support the policy approach set out in this LAP.





**Map 4.1 Proposed Land Use Strategy**



The form of development sought in relation to the various land uses proposed is detailed below.

- **Mixed uses and active streets**  
KDC lands are considered suitable to the delivery of mixed uses and services. Particularly suitable is the KDC core area – focused in between the Naas Road and Long Mile Road, Hence this area can accommodate higher intensity uses framing new public spaces. Within all mixed use areas, the inter-relationship of different uses is an important consideration.

Ground floor uses onto public areas should be active uses which assist in revitalising the area, contributing positively to public realm and designed to a fine urban grain. Examples include shops, cafes, restaurants, and cultural uses, and main entrances to employment uses. Improved connectivity through large key sites will encourage the development of quality thoroughfares.

- **Employment Uses**  
The plan area has considerable capacity to develop the existing range of employment uses. Z6 lands remain a significant zoning, and employment uses will also be an integral part of the redevelopment of the KDC area – which can accommodate new employment uses such as retail, office and high tech research/lab/enterprise buildings. The LAP seeks to create an attractive environment for employers and their staff, through attractive settings for employment locations and a range of local services available to staff alongside high quality connectivity.

- **Residential uses**  
The location and design of residential elements within mixed use schemes should be thought through in planning terms, such that residential amenity is given due consideration and disamenity from adjoining uses minimised. Residential uses at ground floor level onto busy streets shall be discouraged due to disamenity associated with noise and poor air quality. Dublin City Council shall however encourage residential development on more secluded areas of sites and on upper floors. A good variety of house types will be encouraged to create choice and diversity. Schemes should be designed to address their future management, and provide access routes that can be taken in charge.

- **The KDC - quantum of development**  
The 2009 strategic plan adopted by Dublin City Council recommended a 'High Density Option with Mixed Industrial / Commercial Land Use (low to mid rise) along Naas and Long Mile Road as the preferred development strategy specifying quantum of development proposed for the KDC over a 10 to 15 year period<sup>1</sup>. It planned a total of 698,000 sq.m floor area over this year period. These figures have now been re-evaluated with regard to the changing economic climate.

<sup>1</sup> It would appear that there is a typographical error in the Strategic Plan (2009) whereupon the preferred residential and industrial figures have been inadvertently switched



It is considered now that 480,000 sq.m. of mixed-use development can be accommodated in this plan area - but over a longer-term timeline of 15 – 20+ years. Over the six year lifetime of the LAP, it is anticipated that redevelopment of sites will be relatively slow. It is expected that up to 25% of the total floor space will be built over the six year time span of the local area plan.

Land-use	Short Term – Lifetime of the LAP	Medium Term (10yr)	Long Term (15 - 20yr+)
Retail*	15,000	25,000	35,000
Community	2,500	6,000	10,000
Commercial	40,000	120,000	200,000
Industrial	12,500	32,000	50,000
Residential**	50,000	125,000	200,000
Total	120,000	308,000	495,000

Quantum of Landuses Proposed in the KDC over 10 to 20+ years under this LAP

\* Net Floor Area

\*\* The figures shown are approximate with detailed design, site availability and demand ultimately determining the volume of residential units completed in each period.

Of the maximum of 35,000 sq.m. retail space planned for, 5,000 sq.m. of this will be accounted for in relation to existing retail provision and also the addition of local shops outside of the KDC core to serve local need. The two main sites impacted by the KDC (MDL and Nissan)- can provide up to 25,000 sq.m of new retail over the short and medium term. (See Chapter 5 for detail on each site). The remaining 5,000 has not been allocated within this LAP as this LAP will most likely have reached review stage prior to this level of retail demand arising. As part of a review of this LAP a detailed analysis of the scale of additional retail demand, (including population growth), should take place so that any need for further retail is identified. If the demand merits development up to 35,000 this could be either accommodated in the redevelopment of lands in the KDC south of the Long Mile Road and/or in additional phases/extensions within the major sites.

• KDC Core

The 2009 strategic plan identified a number of key sites south of the Naas Road and east and west of Walkinstown Avenue, as having the most potential to be developed as a mixed-use core at the centre of the KDC. This area includes the Motor Distributors site on the western side of Walkinstown Avenue with extensive frontages onto the Naas Road and Walkinstown Avenue, and the Nissan car-dealership on the eastern side of Walkinstown Avenue and the Naas Road also with extensive frontages onto these carriageways. This approach remains appropriate having regard to constraints and opportunities for access.

The LAP focuses the KDC core in an area between the new boulevard connection and around the junction of the Long Mile Road with Walkinstown Avenue, to create a mixed use hub providing a mix of retail, local services and leisure uses and employment facilities. ( See Chapter 5 for details )

Notwithstanding the geographic extent of the KDC designation, the scale of any mixed services, larger retail units or high traffic generating uses may be restricted on any KDC lands positioned north of the Naas road and on lands zoned Z6. This is because of more limited traffic capacity and access arrangements in these areas. The scale of any services in this area should not compromise the delivery of higher order services at the KDC core.

Land Use Policies

**LUS1.**To establish new and appropriate land-uses that support a thriving employment and residential hub in recognition of the strategic nature of the plan area as a key developing area, key district centre, Strategic Development and Regeneration Area, a gateway to the city and its location along the Naas Road / Rail trans-boundary innovation corridor.

**LUS2.**To develop a vibrant mixed-use core between the Old Naas Road and Long Mile Road, along Walkinstown Avenue and Kylesmore Road and adjoining sites. This shall reinforce this location as a key district centre, with retail, commercial and residential as the dominant land-uses.

Land Use Objectives

**LUSO1.** In support of the KDC, to encourage a core of mixed uses including higher order retailing in the specified KDC core positioned between Naas Road and Long Mile Road incorporating quality public realm along new access routes.

**LUSO2.** To promote investment, economic and employment growth in the area through the attraction of commercial office development within the KDC along the main transport routes, whilst supporting existing industrial enterprise and employment uses on Z6 lands.

**LUSO3.** To develop a new sustainable neighbourhood inclusive of residential development at sustainable densities, underpinned by quality social infrastructure all within a high quality public domain.

*(Note: The development of lands for all uses are subject to normal constraints and development plan policies and objectives including inter alia, flood risk assessment, Seveso implications, wayleaves, residential standards and traffic analysis.)*