

# CASTLEKNOCK

## URBAN CENTRE STRATEGY



# CASTLEKNOCK

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This Urban Centre Strategy was presented to and noted by the Castleknock/Mulhuddart Area Committee on the **26<sup>th</sup> June 2008**.

### JUNE 2008

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## 1 BACKGROUND & VILLAGE CONTEXT



*St. Brigid's Church*

### 1.1 Development Strategy

This Urban Centre Strategy is prepared in the context of the Fingal County Development Plan 2005-11. Castleknock is identified in the County Development Plan as a compact recreational and shopping location with an important heritage character (Part X, Section 10.2. pg. 173 of the FCDP). The objective of this Development Strategy is to consolidate the village as an attractive gateway village to Fingal and the promotion of high quality design.

The potential exists to secure the sustainable long term expansion of the village by establishing and implementing an effective vision for the social, economic and physical development of its centre. The project will seek to build on the assets of village such as its compact form, heritage, recreational and shopping facilities and complement and enhance Castleknock's identity as an attractive and vibrant place to live, work and enjoy.

This document sets out the objectives and policies of Fingal County Council to guide the delivery of land use planning, infrastructure and urban design in the shape envisaged for Castleknock Village.

### 1.2 Consultation

In order to inform the preparation of the Urban Centre Strategy the Planning Authority conducted a public consultation exercise. All interested parties were invited by public advert to make written submissions on the future development and enhancement of Castleknock Village as an Urban Centre. These submissions were received between 6th June and 31st July 2007.

Submissions totalling 26 in number were received from various interested parties including several local elected representatives, community and residents groups, interest groups and government departments. A summary of the main issues raised in the submissions received is provided in Appendix 1 to this document. This strategy was prepared having regard to the views, opinions and content of these submissions received from the public.

### 1.3 Physical Context

The village of Castleknock (Caisleán Cnucha in Irish meaning "Castle of the Hill") is about 1.5km west of the Phoenix Park between the River Tolka and the River Liffey. Castleknock is located just inside the M50 motorway ring road, 8km west of the centre of Dublin. It is bordered to the west by the Blanchardstown urban area and to the east by the Phoenix Park.

The village centre is located on the junction of the Castleknock and College Roads and is characterised by a mix of small retail and service units predominately located in the Ashleigh and Castleknock shopping centres with surface car parking; to the west of the shopping centres on the northern side of the junction lies a petrol service station and to the south of the junction lies a public house and ancillary car parking. The area is characterised in housing terms by traditional suburban housing of various formats together with some more recent apartment schemes. The village environs is low-rise in nature with a mixture of one and two-storey frontage development. Some previous improvements to the Village

environment are evident including cobble-lock public footpaths, decorative lamp standards, and some street furniture.

#### 1.4 Population Profile

As elsewhere in the Dublin 15 area and generally within the Dublin Region, Castleknock has seen a dramatic increase in housing numbers and population over the last 10 years. The population has increased by 35% in the last decade to over 21,000 people.

<b>Castleknock Population Growth 1996-2006 (CSO)</b>				
Source: Castleknock-Park and Castleknock-Knockmaroom DED's				
1996 Population	2002 Population	Increase 1996-2002(%)	2006 Population	Overall % in population increase 1996-2006
15,875	19,373	22.10%	21,510	35.50%

The population increase to date has resulted from the substantial house building to the west of the village. In the last 5-10 years residential development has been concentrated in the Diswellstown/Carpenterstown area within the Castleknock-Knockmaroon Electoral District. However in terms of lands programmed for new housing development the focus is set to shift to the eastern side of Castleknock and in particular on the former Phoenix Park Racecourse development with a neighbourhood of 2300+ dwellings.

#### Housing Growth Castleknock

Area	Current Dwellings	Potential Future Additional	Total
Village & Racecourse	3087	2866	5953
Diswellstown	3259	943	4202
Laurel Lodge	1713	63	1776
	8059	3872	11931

Source: FCC Housecount returns to DoEH&LG, 2007.

Overall it is important to note that there is the potential for the Castleknock district to grow by an additional 4,000 approx. housing units over the next 10-15 years. This will increase the population to over 32,000 people. This population increase needs to be matched by a corresponding increase in overall services, facilities and amenities for the residents. In planning terms it is crucial that Castleknock Village is enhanced and consolidated as the focus within this developing urban area.

## 1.5 Movement

### 1.5.1 Public Transport

Castleknock is well served by public transport based on its position on the main route into the city centre from Dublin 15. The following services are available to the Village.

- Commuter Rail Station on Dublin-Maynooth line at Castleknock/Blanchardstown located at Laurel Lodge approximately 1km to west. New Phoenix Park Station opened in January 2008 is 1.5km away.
- Dublin Bus Routes 37 and 38 serve the Village with 15 minute frequency at peak times.
- The Private Operator URBUS serves the Blanchardstown Centre, North Blanchardstown area and the Airport via Castleknock with a 30 minute frequency at peak times.

Currently, bus journey times are slow at peak times through the village. The Quality Bus Network (QBN) Office are formulating proposals to create a QBC through the area which would run from the Carpentertown Area, through Castleknock Road to the Phoenix Park.

### 1.5.2 Road Network

Castleknock Road and the N3 are the main arterial routes from the Dublin 15 area into the city. There is heavy congestion within Castleknock Village in the morning and evening peak periods. There are three sets of traffic signals in the immediate vicinity at Beechpark Avenue, College Road, and at Auburn Avenue. These junctions experience significant queuing for vehicles. The situation is hampered by right-turning movements and on-street car parking at inappropriate locations. In particular there is a proliferation of accesses onto the Castleknock Road from northern side (petrol station, private houses, two shopping centres) which add to the complexity of vehicle movements and congestion. In general, the village environment is dominated by vehicular traffic with resultant poor pedestrian movement and traffic hazard threat.

### 1.5.3 Walking & Cycling

Castleknock is centrally positioned within a suburban residential area. There is a substantial catchment within the 1km radius for walking and cycling to the facilities in the Village. There is a good general network of footpaths to the surrounding environs of the village. However these are of poor width in parts along the Castleknock Road and connections into housing estates can be circuitous. Crossing points for pedestrians over the main road are currently not well defined.

Cycling in the Village is not characterised by the provision of dedicated cycleways. The generally low traffic speeds and urban context point to their unsuitability for the environment of the Village. However there are a significant number of local facilities (Phoenix Park, rail stations, residential areas, schools) that are accessible for bicycle and therefore cycling is a viable and important mode of transport. However, cycle parking facilities in the Village are currently largely absent with bicycles usually chained to street furniture in a haphazard fashion. New development would need to provide dedicated facilities that are segregated for shopping/commercial users and those of the Village residents (i.e. within housing developments).



*Bus routes through village*



*Petrol Station*

## 1.6 Existing Shopping and Services

Currently Castleknock has three modest scale shopping centres – namely the Castleknock, the Castlecourt and Ashleigh Centres. These are two-storey in height and accommodate village scale shops and services including pharmacies, newsagents, estate agents, florists, hairdressers, butchers together with local services such as doctors surgeries, solicitors offices and post office. There is a large Spar shop approx. 350sq.m. for groceries including an off-licence. There is no medium size supermarket or anchor store as such present while comparison goods shopping is largely non-existent. Entertainment/leisure outlets, consist of two pubs “Myos” and “The Barbican”, which are substantial in floor space and positioned either side of the Castleknock Road. There are four restaurants present including “Trentunos” which occupies an attractive and visible presence onto the Main Street at ground floor level. Take-aways are also present.



*Castlecourt Shopping Centre*

Castleknock has approximately 2,400sq.m. of retail space accommodated in the three centres (Castlecourt, Castleknock and Ashleigh). The format of development is also traditionally suburban with surface car parking and adjoining shop units which include take-aways and bookmakers.

There are three primary schools within the Village environs. St. Brigid’s N.S. and Castleknock Educate Together on Beechpark Avenue and Castleknock N.S. on the Castleknock Road. These are significant traffic attractors to the Village at the a.m. peak time. The Child and Family Centre operated by the HSE is also a feature of the Village and is located at the Auburn Avenue Junction with the Castleknock Road. (also a Protected Structure No. 763).

### Community Facility

A community sports/recreation centre is planned for the grounds of St. Brigids Primary School. This facility is to be provided jointly between Fingal County Council and the Department of Education & Science. It will operate under the ‘Fingal Schools Model’ whereby the facilities will be utilised by St. Brigids during school hours and by the local community during evenings, weekends and school holidays.



*Myos Public House*

### 1.7 Heritage

#### Architectural Heritage

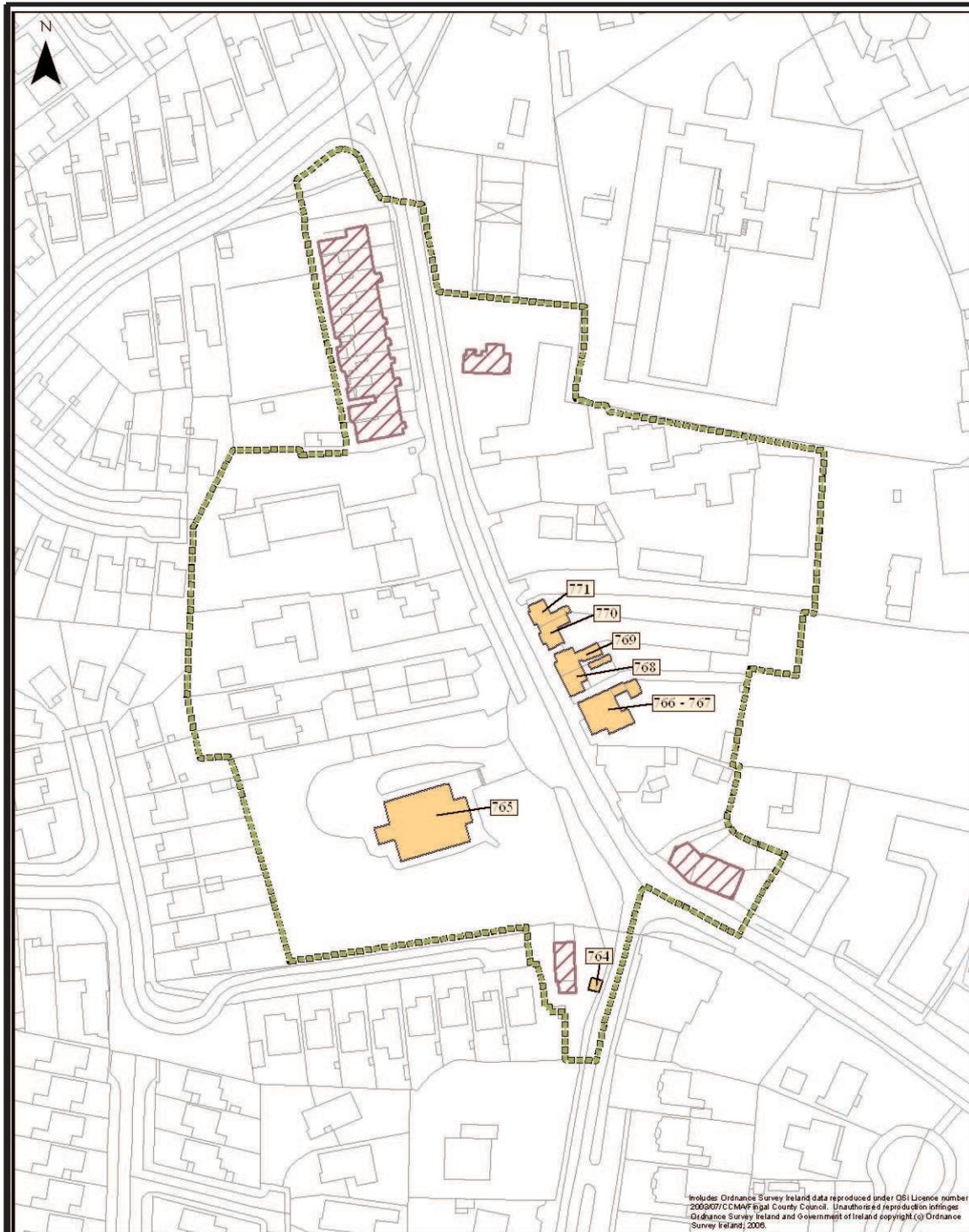
Castleknock contains a number of architectural features which add character and interest to the village environment. There are eight Protected Structures detailed in the Record of Protected Structures (RPS) of the Fingal County Development Plan 2005 in the immediate environs of the Village as follows:

<b>764</b>	St. Brigid's Well College Road Castleknock Holy Well – marked by cast iron pump	<b>765</b>	St. Brigid's Church (C of I) Castleknock Road Castleknock Century church & graveyard
<b>766</b>	Village House Castleknock Road Castleknock (c.1900)	<b>767</b>	Post Office House Castleknock Road Castleknock (c.1900)
<b>768</b>	1 Castleknock Road Castleknock (c.1900)	<b>769</b>	Parkside House Castleknock Road (c.1900)
<b>770</b>	2 Castleknock Road Castleknock (c.1900)	<b>771</b>	4 Castleknock Road Castleknock (c.1900)

*Protected Structures in Castleknock Village*



**CASTLEKNOCK: Aerial view from the Southeast**



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Key:

- Protected Structures
- Buildings of Interest within Architectural Conservation Area
- Architectural Conservation Area (FCPP 2005 - 2011)

Title:

**CASTLEKNOCK VILLAGE UCS  
(Heritage)**

**Project**  
  
**CASTLEKNOCK URBAN  
CENTRE STRATEGY**

<b>Title:</b>	<b>Castleknock Village Urban Centre Strategy</b>
Director of Services	Gilbert Power
Senior Planner	Joan Caffrey
Prepared By :	Stewart Logan
Scale	NTS
Date	June 2008



**Fingal County Council**  
Comhairle Contae Fhine Gall

**PLANNING DEPARTMENT**  
Grove Road Blanchardstown  
Dublin 15

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There is also an Architectural Conservation Area identified for Castleknock Village in the Development Plan which encompasses the junction of College Road and the Castleknock Road and stretches up to Beechpark Avenue. The locations of the Protected Structures and the extent of the Architectural Conservation Area are indicated on the accompanying map



*St. Brigid's Well*

The most prominent of these Protected Structures is St. Brigid's Church (RPS No. 765) and graveyard on the western side of the road/junction. This religious site dates from the 12th century where an abbey dedicated to St. Brigid was established by Benedictine monks from Little Malvern, Worcestershire in England. The current Protestant church was constructed in the early 19th century with a spire added to the structure in 1855. This spire however was taken down in 1959 as it was in poor structural condition. St. Brigid's is elevated above the road level with the graveyard to the south east of the building. Its central tower is the highest structure within the village area and is a visual landmark within the locality. St. Brigid's Well (RPS No. 764) is adjacent and is marked by a cast iron pump on College Road.

Opposite the church there are a number of more modest buildings that are also Protected Structures. These are two pairs of semi-detached 'Village Houses' (RPS numbers 768-771) that date from c.1900 that are red brick and front onto the Castleknock Road. There is another pair of semi-detached houses (RPS numbers 766-767) continuing immediately to the south that housed the old village post office but now is unoccupied. This row of two-storey housing omibines to provide an attractive streetscape along the eastern side of the Castleknock Road. The backlands to the rear of these structures feature a number of timber sheds and outbuildings that are generally in disrepair or dereliction. The rear area is generally overgrown/disused and is of little merit or interest architecturally.



*Protected Structures on Castleknock Road*

#### Archaeology

In terms of archaeological features there are two sites identified in the 'Record of Monuments and Places' compiled by the Department of Environment, Heritage and Local Government. These Recorded Monuments are:

- St. Brigids Church and Graveyard (DU017-008)
- St. Brigids Holy Well (DU017-009)

These are identified as zones of potential archaeology which may be uncovered in the vicinity of the Church and Well.

#### Tree Cover

Castleknock has a number of tree lined streets which are a significant feature and amenity of the village. There are mature specimens of Lime, Maple and London Pane present particularly on Beechpark Avenue, Castleknock Road and Auburn Avenue. The trees provide screening for residential development but also enhance the environment of the area visually.



*Tree lined Castleknock Road*

## 1.8 Fingal County Development Plan 2005-2011

Under the Fingal County Development Plan 2005-2011 the majority of Castleknock Village is zoned Objective "SC" – "to protect enhance the special physical and social character of major suburban centres and provide and/or improve urban facilities". This zoning recognises the important role of the village as a focus within the Castleknock area. The zoning aims to create a vibrant and varied mix of uses and activities including offices, homes, shops, restaurants and other uses that you would expect to find in a traditional village environment. Permitted uses within the "SC" zoning are detailed in Table No. 4.2 of the FCDP 2005.

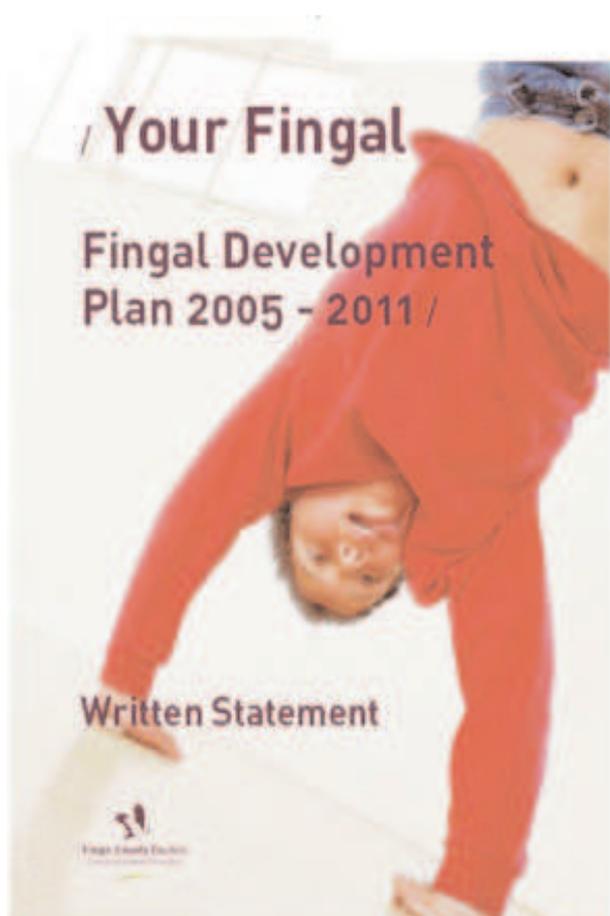
There are also two Local Objectives for Castleknock indicated on Map No BT10 of the County Development Plan.

**Objective No. 417**

" To provide for mixed uses in any redevelopment on this site which integrates with adjoining backland areas to the north east".

**Objective No. 419**

"To improve facilities for pedestrians and cyclists in the village".



**Fingal County Development Plan Objectives for Castleknock Village**

**Castleknock 1:**

*To prepare an Urban Centre Strategy for Castleknock Village*

**Castleknock 2:**

*To improve the physical and environmental character of Castleknock through sensitive infill development that enhances village facilities and amenities.*

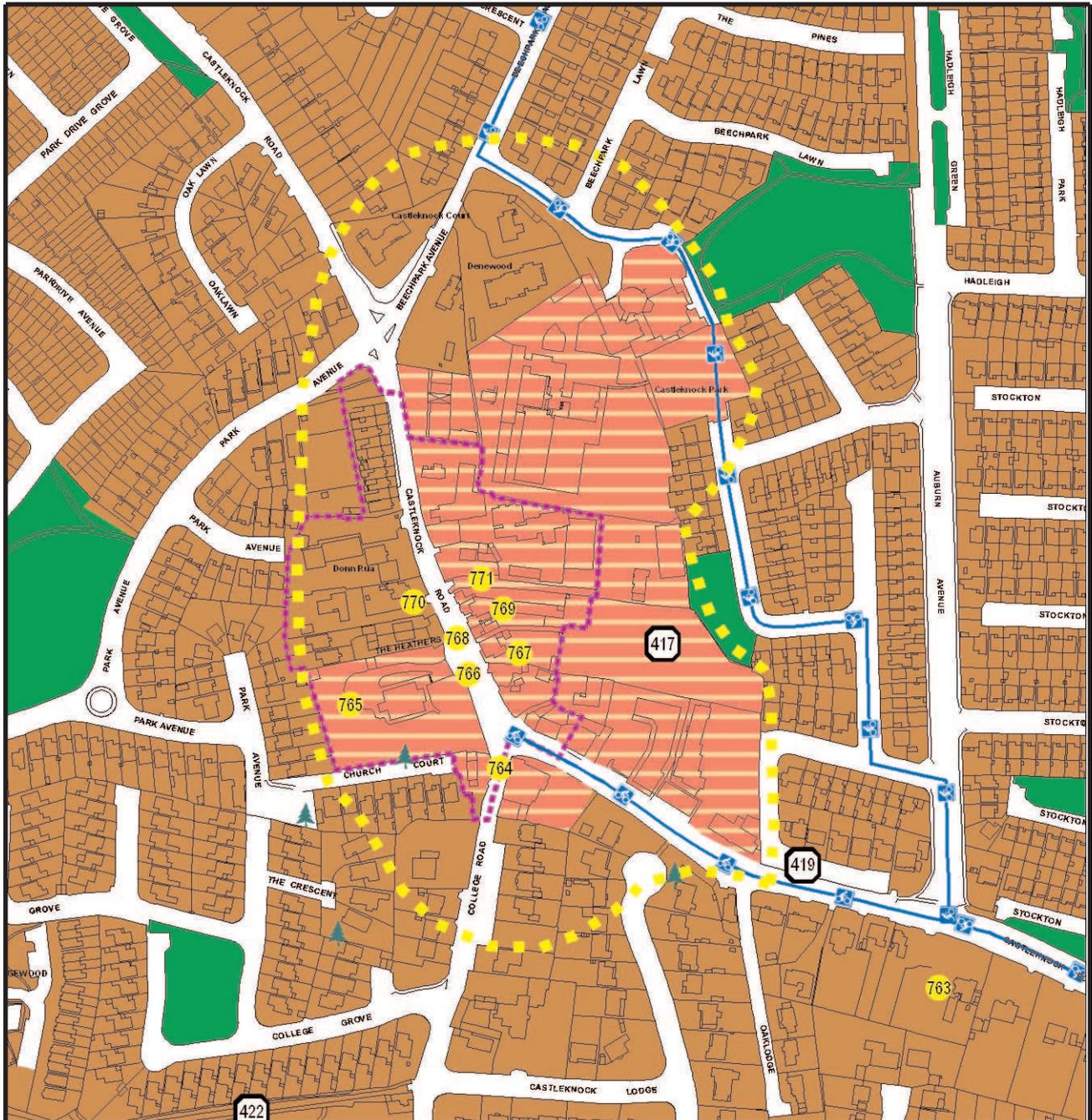
**Castleknock 3:**

*To promote and facilitate the integration for pedestrian movement of backland sites to the rear of the Ashleigh and Castleknock shopping centres.*

**Castleknock 4:**

*To restrict excessive commercial signage within the village.*

[FCDP 2005-2011, p.173]



**Legend**

- Objective RS** - To provide for residential development and to protect and improve residential amenity.
- Objective OS** - To preserve and provide for open space and recreational amenities.
- Objective SC** - To protect and enhance the special physical and social character of major suburban centres and provide and/or improve urban facilities.
- 767 **Protected Structures**
- 419 **Local Objectives**
- To protect & Preserve Trees, Woodlands and Hedgerows.**
- Architectural Conservation Area Boundary**
- Urban Centre/Study Area**
- Cycle Way Proposal**

**Project**

**CASTLEKNOCK URBAN CENTRE STRATEGY**

**Title: Extract from Development Plan ( CDP map BT10 )**

Director of Services Gilbert Power  
 Senior Planner Joan Caffrey  
 Prepared By : Stewart Logan

Scale NTS Date June 2008



**PLANNING DEPARTMENT**  
 Grove Road Blanchardstown  
 Dublin 15

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## 1.9 Fingal County Retail Strategy

The County Council is required to ensure that adequate provision is made for retail development and that such retail development is satisfactorily distributed across the county. The Retail Strategy contained in the County Development Plan establishes a hierarchy of retail centres where various formats and scales of retail development are to take place. In the Dublin 15 context the Blanchardstown Shopping Centre is the regional centre for the area while Castleknock is designated as a “Traditional Suburban/Village Centre” at the District level below this (Level 4). The core policy of the Retail Strategy relating to such district level centres is:

### Strategy SS8:

*Metropolitan Area Traditional Suburban Village Centres  
To facilitate and encourage improvement and investment in the  
Traditional Suburban Village Centres within the County to ensure  
that their role, importance and attraction is sustained.*

Strategically it is Council Policy to develop Castleknock as a vibrant mixed-use centre at the district scale for its catchment area with a commensurate level of retail, office, employment, residential and local services development.

The strategy recognises that the villages in this traditional suburban category are long established and play a vital role in their respective communities. The strategy also recognises the need to sustain the attraction and importance of these centres through investment by both the public and private sectors in the public realm, traffic management and property/product enhancement.

In particular, the strategy highlights the importance of the environment of the centre in attracting trade and achieving vitality and viability of centres like Castleknock.



*Ashleigh Shopping  
Centre*



*Castleknock Shopping Centre*



CASTLEKNOCK: Aerial view from the West

## 2 ASSESSMENT OF NEEDS OF THE VILLAGE



*Prominent Local Landmark*



*New residential development*

### 2.1 Existing Environment

The integration of planning and sustainable development with the social, community and cultural requirements of the area and its population is vital to the creation of a cohesive and vibrant village. As Castleknock and its environs continue to consolidate, there will be increasing pressures for the Village to provide services, facilities, employment and amenities for the locality. The way in which these challenges are dealt with will determine the future shape and direction of the Village.

Strategically the Castleknock area/district has experienced dramatic population increase in the past decade. The Village itself as a focus for this area has not seen a commensurate increase in retail development, except for the notable addition of the Ashleigh Shopping Centre. The presence of the Village as a focus for the locality is weak and suffers from a lack of critical mass in the provision of services, facilities and attractions for the public. As a generality, Castleknock is more a through route to the public than a place which people would describe as a Village with opportunity, activity and distinctiveness. This is reflected in the limited retail, employment and leisure offer currently available within the Village.

### 2.2 Village Analysis

Overall it is considered that the weak/underdeveloped nature of Castleknock Village is in need of remedy. This Urban Centre Strategy intends to provide a framework to guide future improvements and enhancements. There are a number of emerging issues present which have resulted from a detailed analysis of the village in urban design and planning terms. This analysis has concentrated on the inherent strengths of the Village and the difficulties being experienced currently and the potential for remedies to be formulated.

#### 2.2.1 Strengths

- Strategic position between Dublin 15 area and the city
- Protected Structures that provide character and historical reference
- Significant expanding catchment population locally
- Prominent local landmark in St. Brigids Church and graveyard
- Significant undeveloped backland area
- Compact scale whereby sites can be developed in an integrated fashion

#### 2.2.2 Weakness and Constraints

- Underprovision in the range and scale of uses within the Village centre
- Limited availability of development floorspace currently for the village to grow and achieve a critical mass.
- Through traffic to the city centre and M50 clogs the heart of the village.
- Surface car parking is utilising potential development land and blighting the village in visual terms.
- Poor linkages between existing roadside frontage and backland sites.
- Traditional pattern of development looking inwards preventing active street frontages and visual interest.
- Poor street frontage and disjointed streetscape lacking character



*Dominance of Car Parking*



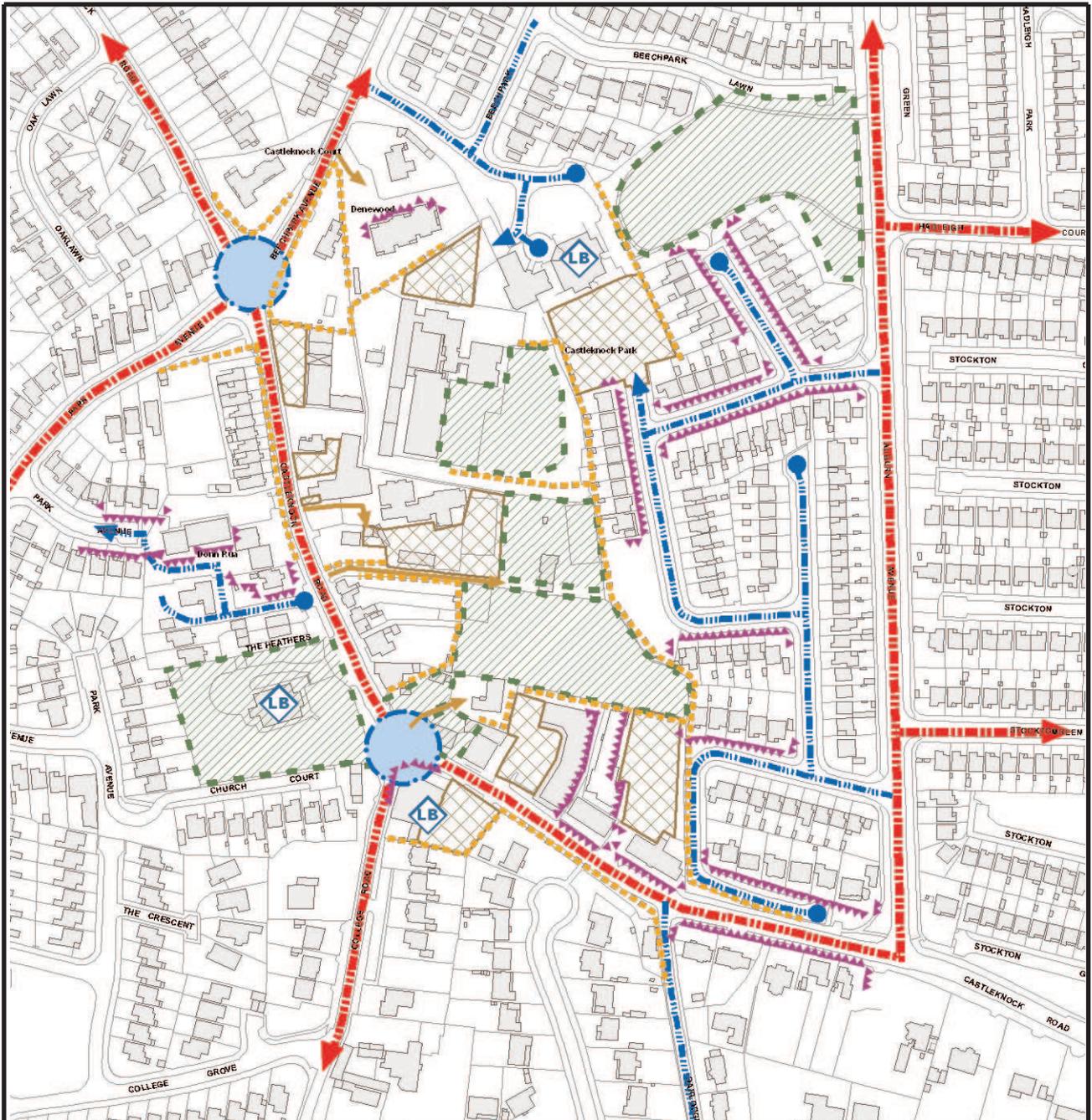
*Disjointed Streetscape*

and identity.

- Limited community facilities, amenities and leisure activities.
- Lack of civic space for people to utilise and “create heart” to the village.

### **2.2.3 Key Opportunities to consolidate and enhance**

- A number of key opportunities exist to address the weaknesses and constraints identified within the village. The following opportunities have been identified:
  - Rationalise and calm traffic flow.
  - Create public spaces and connectivity between them.
  - Enhanced community facilities and leisure opportunities.
  - Integrate existing development and backland development sites to provide a coherent network of streets.
  - Reduce the need to travel of surrounding community by increasing the range of services and amenities available locally.
  - Strengthen the village visually and create identity.
  - Encourage a diverse range of activities and uses.
  - Encourage 24 hour activity within the village.
  - Provide additional residential accommodation at the core of the village.
  - Increase planned and managed parking provision within the village.
  - Increase provision of a wide range of local jobs, services, facilities, shopping and leisure opportunities.



**Legend**

- Distributer Road Network
- Secondary Road Network
- Entrance
- Active Frontage
- Barrier
- Car Park
- Green Field
- Cul-De-Sac
- Main Node
- Land Mark Building

**Project**

**CASTLEKNOCK URBAN CENTRE STRATEGY**

Title: **Urban Analysis Map**

Director of Services: Gilbert Power

Senior Planner: Joan Caffrey

Prepared By: Stewart Logan

Scale: 1:3500 Date: June 2008



**PLANNING DEPARTMENT**  
Grove Road Blanchardstown  
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### 3 URBAN STRATEGY

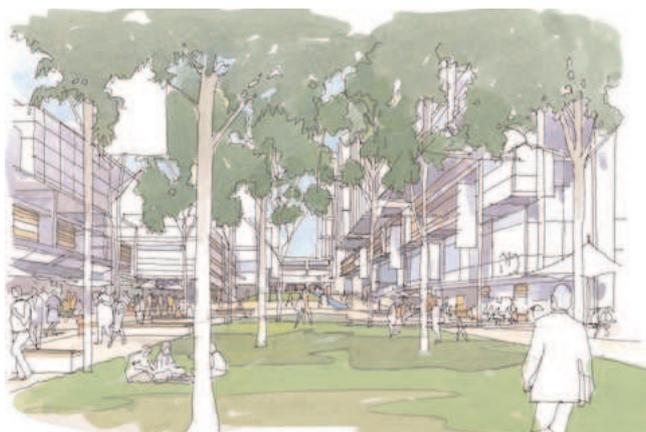
#### 3.1 Creation of Village Environment

Castleknock Village faces challenges in terms of physical layout, position on regional/urban road network, constrained development land and poor connectivity of movements. While Castleknock environs continue to grow, the expansion of the village core is seriously compromised by physical constraints and limited floor-space. The village is not of an adequate size to cater for the growing catchment area and lacks the diverse mix of services, amenities and community facilities needed to sustain an urban centre.

The vision of this strategy is to create a vibrant Castleknock Village with a diverse mix of activities. The strategy seeks to develop infill sites in the village centre, enhance the physical environment, create zones of activity in order to achieve the full potential of Castleknock's inherent character. The main objectives of the strategy are:

- Consolidate Castleknock as a strong urban centre for the locality.
- Improve the physical environment of the Village
- Regenerate the village through the development of the backland area to the rear of the existing shopping centres.
- Enhance the pedestrian routes of the Village and require new development to create new linkages and routes.
- Provide a mix of uses in new development to create vibrancy and activity in the Village.
- Ensure that a strong village streetscape is created to strengthen the character of the Village.
- Manage the Castleknock Road as a traffic corridor

Castleknock is an existing "built-up" village but it is generally suburban and dis-jointed in nature. If a proper village environment is to be created then future development will need to be assessed in the context of adjoining sites and how integration can best be achieved. To this end an indicative overall layout framework for the development of the Village has been formulated (see 'Development Strategy for Castleknock' diagram). This identifies development and re-development sites and how potentially they could be laid out, connected, accessed and visually integrated. In terms of providing a spur to the re-juvenation of Castleknock the backland area is considered to be key. It has the potential to create a new core/heart to the Village which links directly to existing development adjoining. Objective No. 417 of the Development Plan recognises this key role within the existing tight urban form and requires it to be developed for mixed uses that integrate with adjacent sites.



### 3.2 Establishment of a Village Core

**Objective CLK 1**

**Develop the backland area to rear of the existing shopping centres such that it is integrated and connected with existing development.**



*Typical Mixed Use Development*

**Objective CLK 2**

**Development proposals within the Village shall provide for a mix of retail, commercial, residential and other uses**



*New pedestrian friendly Village Core*

It is an objective of this strategy to develop in an integrated manner the backland area to the north of Castleknock Road and to thereby intensify development in the existing village centre. This strategically positioned area has the potential to allow a core or centre of the village to be created and to integrate with adjoining existing development at the Castleknock Shopping Centre, Ashleigh Shopping Centre, petrol station and adjacent properties.

Development should be formatted with commercial activities at ground floor level providing active frontages and residential development on the upper floors. A new street can be created off the Castleknock Road/College Road Junction leading into a new core public space away from the trafficked route. This core area can be connected with the existing shopping centres via pedestrian movements. Thus a network of streets in Castleknock can be formed and a proper village environment created. New buildings can be two-storey rising up to four storeys within the site away from sensitive boundary areas. High quality surface treatments and street furniture can be used to enhance this village environment and improve its attraction.

The convergence of Castleknock Road and College Road provides an opportunity to bring movement and activity in the heart of the village coupled with defined public spaces which will allow intensity of use as well as social and economic exchanges to take place. The core of the village should therefore be a concentration of a variety of uses defined with architectural distinctiveness and higher buildings. This core can be enhanced and reinforced by the development of the Myos site at the southern side of this key junction.

### 3.2.1 Retail Provision

The greater the mix of shops and services, the greater the attraction of a village, thereby increasing the vitality and viability of village. It is therefore an objective of this strategy to encourage retail and mixed use developments that contribute to the diversification of the mix of activities located in the village centre.

Retail anchors such as supermarkets and department stores stimulate shopper/pedestrian flows past specialty shops and other services that typically locate adjacent to these anchor stores. It is a policy of this strategy that one anchor supermarket/store (Max. 1500sq metres floorspace) be located within the urban centre strategy boundary and shall be appropriately sited to encourage pedestrian movement through the core. It is envisaged that the remaining retail units be of a fine grain with active frontages and variety of operators.

In order to ensure the vitality and viability of the centre it is an objective of this strategy the 75% of the active frontage units will have opening hours that include the weekend to encourage activity outside business hours. Where retail activities operate only during office hours (i.e.9am -5pm Monday to Friday) such as banks, their presence on the streetscape should be limited to 25% of the retail units, with 3 no active frontage units as described above either side. Apart from restaurants and bars, non retail activities should be located on upper floor so that retail frontage is maintained at street level. It is envisaged that restaurants and bars will be located at street level in areas where people can gather and interact socially such as plaza/square or other interaction nodes.



#### Objective CLK 3

Provide a range of improvement works at the junction of College Road and the Castleknock Road to improve the physical environment and signal the creation of a Village Centre.

#### Objective CLK 4

To upgrade the junctions including traffic signalisation of College Road and Auburn Avenue with the Castleknock Road

#### Objective CLK 5

To link electronically the traffic signal operation of the Beechpark Avenue, College Road and Auburn Avenue junctions on the Castleknock Road in order to improve traffic flow and reduce congestion.

### 3.3 Traffic

The Castleknock Road at the village core is characterised by significant levels of vehicular activity and congestion which would in part appear to be associated with the commercial activities there. A strategic approach to vehicular access in the Village must be developed, in order to improve the attractiveness for pedestrians coupled with measures to improve traffic flows.

It is an objective of this strategy that traffic will be managed, most importantly at the Castleknock Road and College Road Junction and at the Auburn Avenue junction in order to improve congestion in the village.

A comprehensive range of improvements are required for Castleknock Main Street;

- Signalised junction to be realigned with short left turn lane on Castleknock Road West Arm
- Dropped kerbs and coloured tactile paving to be provided at all pedestrian crossing points
- Rationalising lane widths
- Signalised junction with new pedestrian facilities, dropped kerbs and tactile paving
- Granite sets to define central crossroads
- Textured surfacing to define central crossroads
- Additional zebra crossings and pedestrian refuges
- Revised roadmarkings and surfacing
- Existing Footpaths to be widened
- Additional trees to hide cars/car parking
- Block paving to clearly define car parking bays



- New half width bus lay-by.
- These improvements are detailed graphically in Appendix 2.

It is intended that improvement works will be carried out on a phased basis in conjunction with new development and other statutory agencies.



### 3.3.1 Main Street

The landscape strategy for Castleknock Main Street proposes to create harmony with the coherent use of quality materials and street furniture. Trees will be used along the main street to emphasise the link between the existing retail area and the new backland development area.



#### Street Materials:

- Limestone paving
- Block paving units laid in runner bond pattern across street
- Use warm greys with complimentary textures

#### Street Planting:

- Trees to be planted where street width allows a systematic tree line along the street - to emphasise formal link
- Trees to be semi-mature and deciduous for seasonal impact

#### Street Furniture:

- Stone seating to match new Village Square
- Contemporary design street furniture
- Linear arrangement along kerb for maximum pedestrian movement

#### Street Lighting:

- Contemporary design street lighting elements to match street furniture

#### Bus Shelters:

- Design to be consistent with street furniture for style and materials; should protect from sun, wind and rain
- Position should allow for clear visibility for passengers and driver
- Bus shelter to be accessible with suitable areas for boarding and alighting, which will be clear of fixed objects



*Strong active streetscape*

### 3.4 Streetscape Strategy

Central to the vitality of any urban centre is its network of pedestrian paths and routes. A fine grained network is critical to the creation of a human scale environment attractive and accessible for the pedestrian

It is a primary objective of the strategy to achieve a network of high quality, attractive and clutter free spaces. The streetscape should be characterised by quality buildings and a high standard of finishes and treatments such as paving and landscaping, therefore creating an environment with a definite sense of place. The proposed streets in the plan lands have been designed to give control back to pedestrians and therefore encourage village activity.

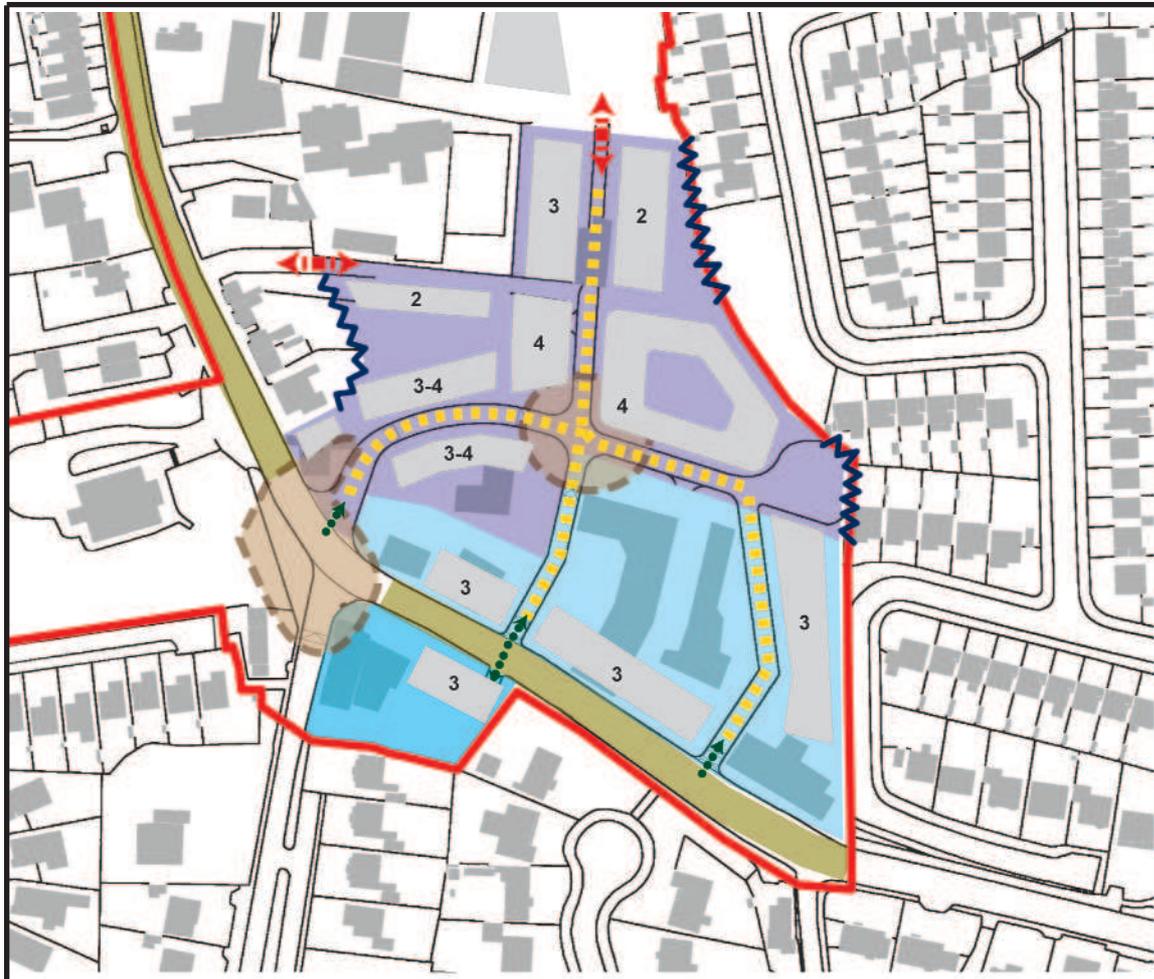
All open spaces should be addressed and overlooked thereby promoting natural surveillance of these areas and improving the general quality of life. Attractive and successful outdoor areas provide a quality public realm which is essential to providing the village with its own individual identity.

It is a primary objective of the strategy to create a legible collection of streets and open spaces with diverse activity. Central to the legibility of the village are:

- Recognisable routes which provide a coherent and easily read pattern of streets, lanes, squares, urban rooms and green spaces.



*Textured paving materials*



**Legend**

- Infill Development Opportunity
- Redevelopment Opportunity
- Civic Spaces
- Improvements to the Public Realm
- Site Boundary
- Vehicular & Pedestrian Access
- Street formation for pedestrian movement
- 3 Indicative Building Height
- Sensitive Boundary
- Connectivity

**Project**

**CASTLEKNOCK URBAN CENTRE STRATEGY**

<b>Title:</b> Development Strategy for Castleknock	
Director of Services	Gilbert Power
Senior Planner	Joan Caffrey
Prepared By :	Stewart Logan
<b>Scale</b>	<b>NTS</b>
<b>Date</b>	June 2008



**PLANNING DEPARTMENT**  
Grove Road Blanchardstown  
Dublin 15

Includes Ordnance Survey Ireland data reproduced under OSI licensenumber 2002/07/MA/Fingal County Council.

**Objective CLK 6**

New development shall provide attractive and legible streetscapes with active frontages which shall integrate with adjoining development to create a network of pedestrian movement routes that are secure and attractive.

- Intersections and landmark buildings which are provided to help people find their way around.
- Main routes, distinguished by exploiting vistas, key buildings and landmarks.
- The activities and functions of the places should be made visible, thus bring a sense of liveliness to places, therefore active frontages should occur along main routes.

This approach encourages the infilling of existing surface car park areas with new buildings to create the network of attractive streets. This is illustrated in the 'Development Strategy for Castleknock' on page 20. The Castleknock and Ashleigh Centres could be developed/redeveloped in the manner of the indicated block structure to create functioning and legible village streets.

**3.5 Public Space**

Public or civic spaces are central to the liveliness and character of an urban centre. This provides places for civic gatherings and can become hubs of economic and community activity. Currently, there are no civic spaces in Castleknock and accordingly this strategy proposes two civic areas for the Village:

- The Village Crossroads
- The Village Core

**The Village Crossroads.**

It is an objective of this strategy to widen footpaths at the key junction of Castleknock Road and College Road and provide for a public focus at this location. The new public space at this location will help to present an active front to the 'main street' of Castleknock and provide an attractive entrance to the backland development area.

The landscape strategy for the Village Crossroads proposes to strengthen the landscape character of the historic built environment. The use of materials and finishes will reflect and enhance the existing landscape character.

**Street Materials:**

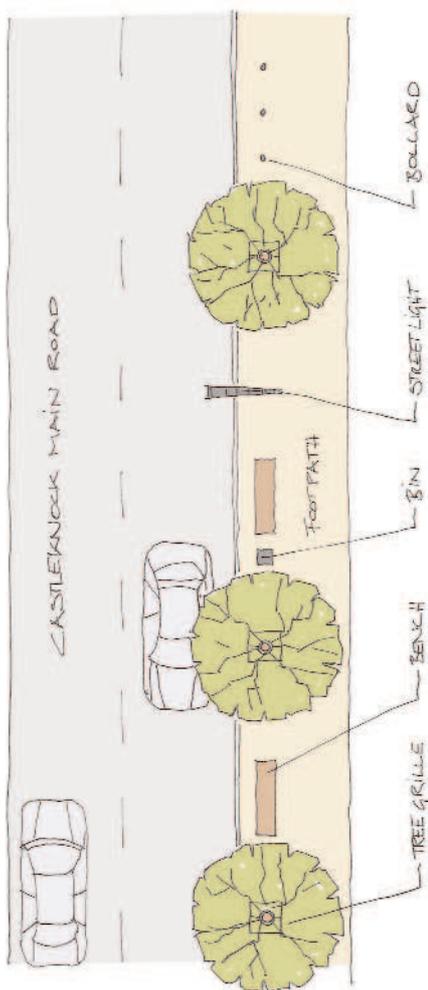
- Limestone (or other similar natural Irish materials) to complement the Church of Ireland
- Paving unit sizes no greater than 300mm
- Contemporary design seating
- Contemporary design street furniture

**Street Planting:**

- Semi-mature trees to be planted in the ground with tree grille (No planters)
- Deciduous species, suitable for street situations and seasonal interest- e.g Acer campestre 'Streetwise'

**Street Furniture:**

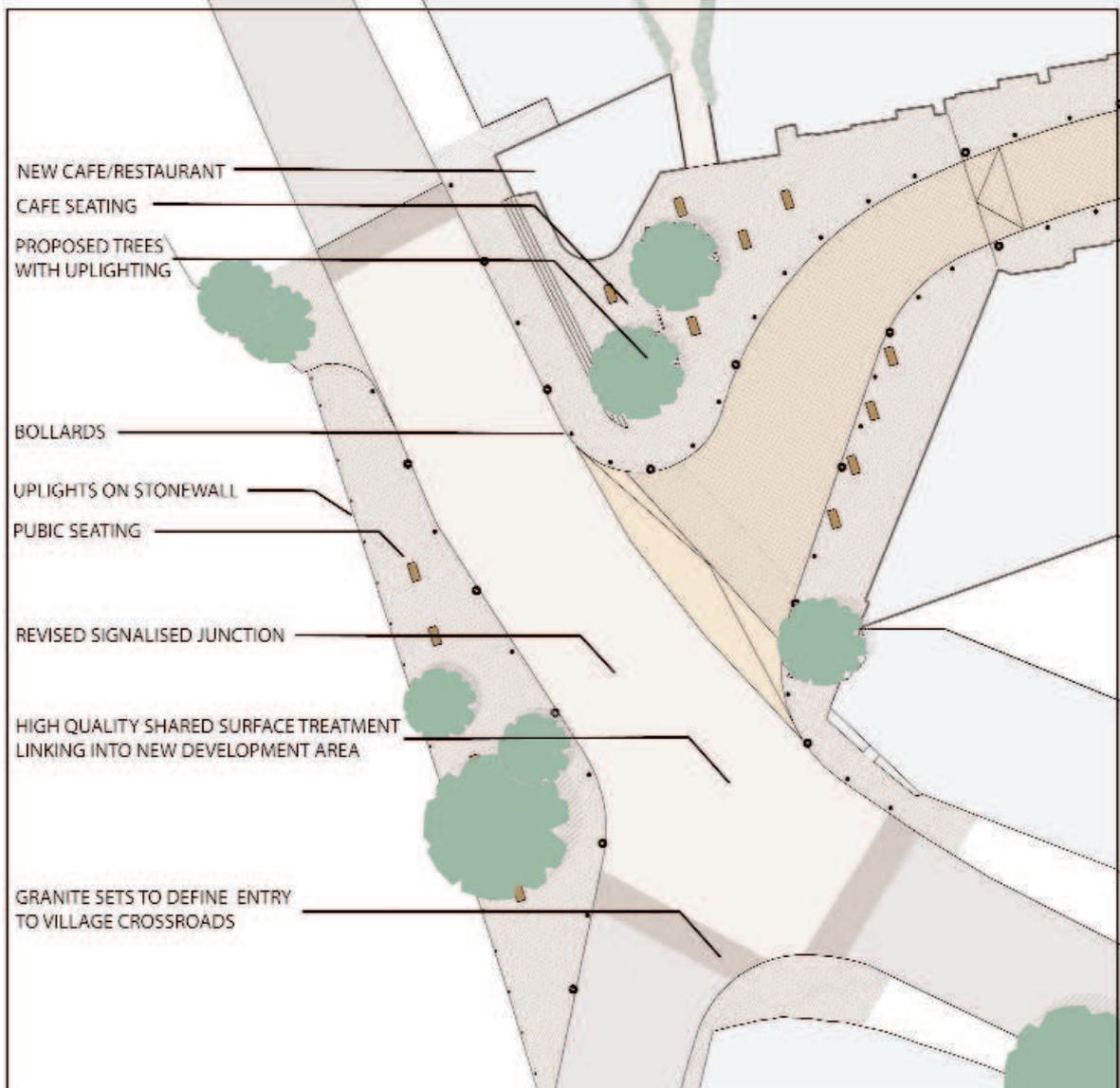
- Heavy stone seating to enhance existing urban fabric to be placed randomly in square or linear along street kerb
- Contemporary lightweight street furniture
- Linear arrangement along kerb for maximum pedestrian movement



**Objective CLK 7**

A civic space shall be provided in the vicinity of the College Road/Castleknock Road junction. This shall create an attractive entrance to the new backland development area and encourage street activity.

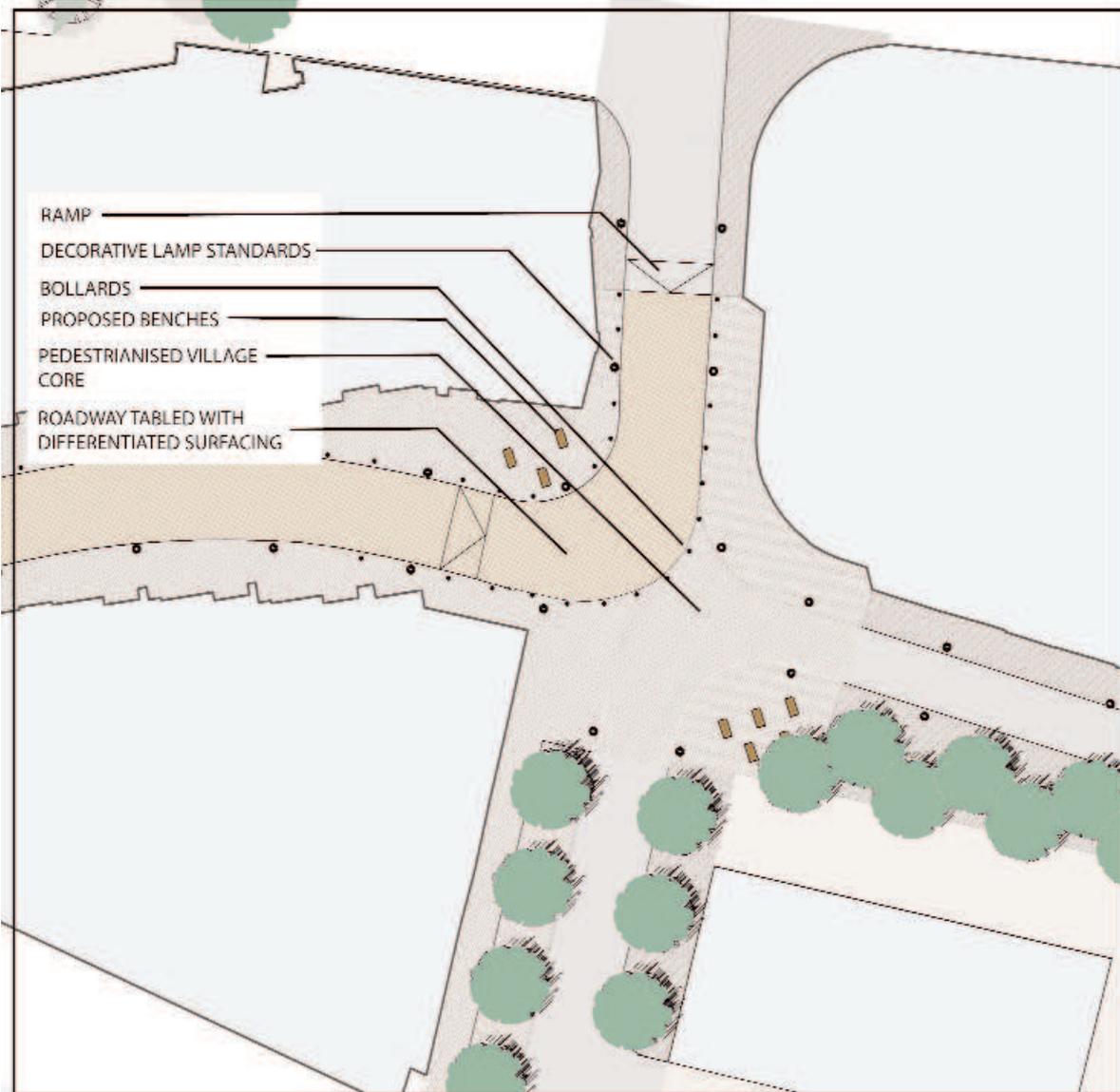




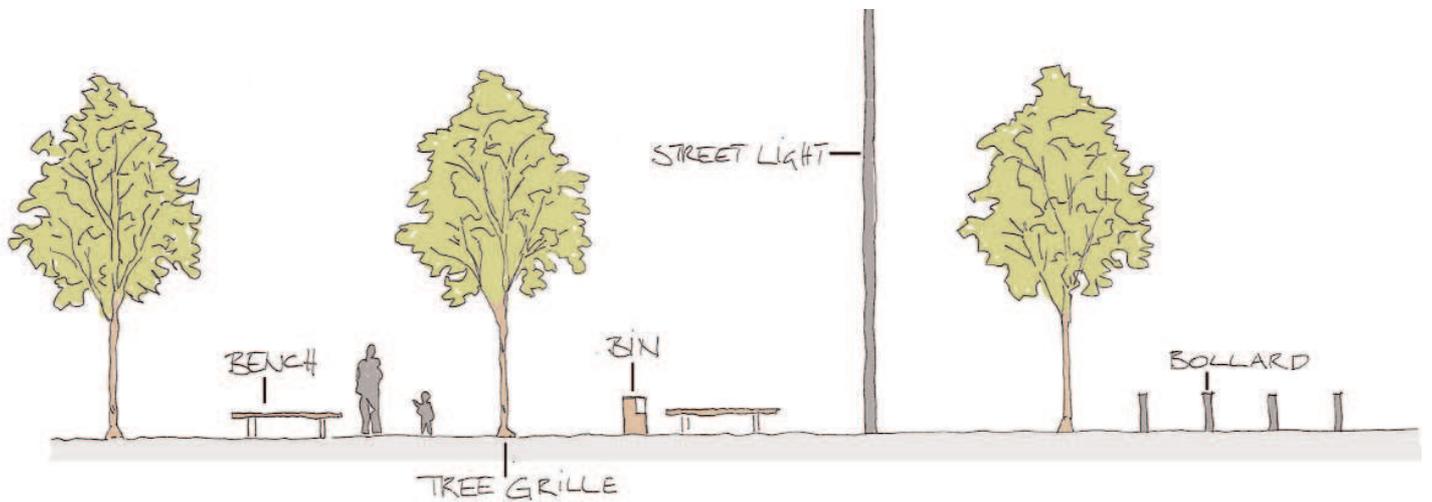
Indicative layout for the Village Crossroads



Schematic perspective from new development area towards St. Brigid's



Indicative layout for the Village Core





Public space segregated from traffic

**Objective CLK 8**

A civic space shall be created within the backland area. This shall be the convergence of a number of pedestrian routes and shall be segregated from vehicular traffic.

**Street Lighting:**

- Contemporary lightweight street lighting elements to match street furniture
- Low-level feature lighting to be used in the paving

**The Village Core**

A public space is also proposed within the backland area. This will be segregated from the road and will include quality surface treatments and street furniture. The landscape strategy for the new streets and village core will use materials and finishes to reflect and enhance the new village crossroads.

**Street Materials**

- Limestone (or similar natural Irish materials) to complement village crossroads
- Shared surface with contrasting paving unit to delineate between vehicle areas
- Paving pattern should form a continuous visual link
- Use warm greys with complimentary textures

**Street Planting:**

- Trees to be planted in the ground at cross road spaces to aid the transition from retail street to residential street
- Trees not to be placed on retail street (No planters)

**Street Furniture:**

- Seating to be placed at the cross roads where buildings are set back to form public space

**Street Lighting:**

- Contemporary lightweight street lighting elements to match street furniture
- Low-level feature lighting to be used in the paving at cross road spaces

**3.6 Protection of Existing Environment and Heritage**

The existing environment of Castleknock is one which is largely built-up with a limited number of potential infill development sites. The insertion of new development into this context therefore needs to be handled in a sensitive and considered manner. Accordingly all development proposals immediately adjoining existing mature development shall provide for the protection of existing residential amenities and shall have particular regard to minimising overlooking and visual intrusion. The provision of sensitive road frontage which addresses surrounding land uses is essential to creating a sense of place.

Importantly the heritage and architectural features of the village are to be retained and enhanced in proposals for development within Castleknock. The red brick village housing on the eastern side of Castleknock Road is to be retained and incorporated into any development of adjacent backlands through their occupation by appropriate uses with satisfactory access and security. In similar regard, Castleknock Cottages, Exchange House at the junction of College Road with the Castleknock Road, 'Kilbride' adjacent to the Castlecourt Shopping Centre and Elm Lodge beside St. Brigids Well are all within the Architectural Conservation Area (ACA). They are to be retained as part of the built heritage of Castleknock with



**Objective CLK 9**

The height, positioning and format of new development shall have regard to protecting the amenities of existing properties in the Village environs.

proposals for development in the vicinity to have due regard to their character and presence.

**Objective CLK 10**

All new development shall sensitively incorporate the identified heritage buildings and structures of Castleknock. New use shall be provided for these structures which ensure their long term viability.

St. Brigids Church is the most prominent and important heritage feature of the village. Its visual dominance and character are to be protected with new development enhancing the various vistas towards the church site.

A design 'Statement of Character' for Castleknock ACA will be prepared by Fingal County Council in autumn 2008. This conservation document will provide detailed advice and policies to guide the formulation of development proposals and to aid their assessment by the Planning Authority.

### 3.7 Car Parking

Car parking should generally be sited within established building lines in such a manner as to ensure minimal injury to the amenity of adjoining premises. In the village, parking spaces should be located behind buildings or underground, to encourage the continuity of streetscapes. Where parking will be opened to public view, adequate landscaping and tree planting must be provided to counteract the appearance of parking areas. It is an objective of the strategy that the layout of the development is designed to accommodate but not be dominated by the car. Car parking provision shall be carefully integrated in terms of layout, surface treatment and screen planting. Where surface car parking is required, it should be designed to be overlooked and therefore comply with the principles of passive surveillance and should not dominate the street frontage. Parking control is a mechanism available for managing car use and this should be formulated in a strategic manner by the Council.

Cycle parking facilities shall be conveniently located, secure, adequately lit and weather protected. Cycle parking shall be provided in tandem with new development to adequately serve new commercial attractions.

**Objective CLK 11**

Car parking shall be provided in all new development and re-development. The level of car parking shall be determined by the Planning Authority.

**Objective CLK 12**

All new development shall provide cycle parking at a location that maximise security and usage.

**Objective CLK 13**

A parking management strategy shall be formulated for the Village to include measures to prevent unauthorised parking on footpaths and public areas.



## 4 DESIGN & DEVELOPMENT STANDARDS

### 4.1 Introduction

The following design and development standards are to be applied to new developments within the Village. The development standards and guidelines, as set out in the current Fingal County Development Plan, will apply where no equivalent standard or guideline is provided in this document.

### 4.2 Site Development Standards

#### **Building Lines**

In fill development to respect existing building lines of streets. Building facades will be positioned along the line of existing street frontages. New development will be required to form new streets which connect and reinforce the traditional street network.

#### **Building Heights**

Building heights will be in keeping with the existing pattern of built form, except where larger or deeper sites allow for additional floors which to not disrupt the existing visual character of the street.

Castleknock is dominated by the church which is the highest building in the village. To maintain that feature, the ridge of the church limits the height of all potential developments within the study area. It is envisaged that new development may be 4-storey maximum in height and lower in locations to respect existing development and amenities.

#### **Use Mix**

A mix of uses is required on all lands except on streets that are at present predominantly residential. Layering of uses vertically on building floors is preferable, for example; dwelling units over shops and offices fronting the primary streets of the village. Single use developments on village centre sites are to be discouraged. Adequate insulation for soundproofing will be provided for residential floors.

The maximum percentage of residential floorspace included in a development proposal shall be 40%. This is to ensure employment-generating uses are located appropriately within a Village centre.

#### **Car and Cycle Parking**

Underground and/or under podium deck car parking, with open space and/or buildings over is the preferred option, where surface/on grade parking is proposed it shall be kept to a minimum and not dominate street frontage.

A high standard of landscaping to on grade car parking is required. On grade car parking bays and aisles should be treated with stone sets, recon stone, high quality concrete paving or bound gravel. Where car parking is accommodated under podium deck it shall not form the edge with adjoining streets at ground level. Where on-street parking is proposed properly marked car parking spaces shall be provided. On-street parking shall be combined with regular tree planting and a high standard of kerbing and paving. Generally not more than five perpendicular or two parallel car parking spaces shall be provided between trees.

The application of the car parking standards will be at the sole discretion of the Planning Authority.

Secure cycle parking facilities shall be provided in new office, residential, retail and employment generating developments. Bicycle racks shall be provided in all cases where the planning authority deems bicycle parking necessary. Such facilities shall be adjacent to proposed development; a destination for shops, school, college and office.

All long-term (more than 3 hours) cycle racks shall be protected from the weather. From a security viewpoint, cycle racks shall be located in prominent locations that are visible and accessible to the general public.

All cycle facilities in underground car parks shall be segregated from vehicle traffic. Cyclists should also have designated entry and exit routes at the car park.

Use	Car-parking	Bicycles	Application
Residential 1-3 bed units (2-5 bedspaces)	1.25	1	Per unit
Residential 4+ bed unit (6+ bedspaces)	2	2	Per unit

Land-use	Car parking
Commercial	Max 1 no. space per 40 m2
Office	Max. 1no. space per 50 m2
Hotel	Max. 1no. space per Hotel bedroom
Community	To be determined by the local authority

Land-use	Bicycle parking
Commercial	0.5 per car-park space
Office	0.5 per car-park space
Hotel	0.2 per car-park space
Community	2 per car-park space

**Residential Development**

Residential buildings shall be designed to maximise orientation, passive solar gain and privacy. Apartments should be dual aspect to ensure sufficient quality of light internally and natural ventilation.

All dwellings shall be provided with private amenity space in the form of a garden, patio or balcony. Private amenity space is designed to have a functional relationship with the daytime rooms of the dwelling and shall be designed to optimise solar orientation and avoid both overshadowing and overlooking.

Apartments/duplex and courtyard style town housing shall be provided with both private and semi-private shared or communal amenity space.

All apartment schemes shall contain a mix of dwelling types and sizes and therefore comply with the following standards:

- Maximum 20% of 1-bed units
- Minimum 45% 2-bed units
- Minimum 15% 3-bed and upwards units

*\* A maximum of 10% of residential units at the minimum Development Plan sizes will be permitted.*

Social and affordable housing will be provided in accordance with the Fingal County Council Housing Strategy and will be pepper-potted throughout the village with the external design indistinguishable from market housing.



*New cyclist facilities*

### Site Coverage

Site coverage standards are designed to both ensure a proper level of development on a site and to avoid the adverse effects of over development. It also ensures that adequate space is available for circulation, car parking etc and to safeguard sunlight and daylight within the proposed layout of buildings.

Maximum site coverage of approx. 70% is proposed. The space provided should not be merely left over but be purposefully designed to accommodate public activities.

The site coverage is determined by dividing the total area of ground covered by buildings by the total ground area within the site curtilage.

### Rain Goods and Fenestration

External rain goods in the form of down-pipes and guttering are not permitted to public streets/facades of buildings. Where not in public view they must be hard metal, such as cast iron or aluminium. Extruded aluminium, uPVC or other soft materials will not be allowed. Similarly windows and doors with uPVC frames shall not be permitted to the publicly visible areas of the Village.

### Landscape Design Standards

All planning applications are to include landscape proposals, to consist of plan drawings, site sections, details, planting schedules and specifications. Layout plans are to be provided at a minimum scale of 1/200. Landscape proposals should be prepared in consultation with a suitably qualified design professional (landscape architect).

The following should be clearly indicated on all landscape proposals: Areas of hard surfacing and soft areas of grass, meadow, planting and water.

- Hard materials to be used, to include paving, kerbing, wall claddings, structures and the landscape furnishings, to include; lighting, seating, play equipment etc.
- Planting to be used, in the form of a planting plan and/or specification.
- Finished design levels of surfaces and features.

### **Illumination**

A dark sky policy is to be established in relation to all night-time illumination, existing and proposed.

Regarding the existing it is proposed to phase the replacement of non-compliant units as these become available for repair or maintenance. The principles of Dark Sky Lighting are:

- All units must illuminate downwards.
- The general illumination of buildings is to be a reserve of important public edifices. General illumination of residential facades is deemed inappropriate.
- Backlight signage shall be discontinued.
- Neon shall not be used externally except where part of the heritage of the buildings.
- All units shall have a 100% cut off (having a deep shade for the lamp and having no spill over above 180 degrees (horizon).
- Lighting should be focused on the areas of need, paths, roads etc the areas of need, paths, roads etc for safety. Low-level lighting bollards are particularly useful in this regard as they also avoid excessive glare in relation to pedestrian uses.

## 5 IMPLEMENTATION OF THE STRATEGY

### 5.1 Implementation

The Urban Centre Strategy is a long term vision to be implemented over a period of approximately 10 years. A number of the recommendations and proposed actions of the Urban Centre Strategy are reliant on the redevelopment of privately owned infill sites. Some recommendations and proposed actions can commence independently and the strategy is intended to encourage individual initiatives.

It is considered that the development of the backland area to the rear of the existing shopping centres should be pursued at an initial stage as the key catalyst project for the UCS area. This will act as a physical manifestation of the strategy and a stimulus for future development in the area. This will in turn provide reassurance to both residents of the area and any potential investors that the strategy will be implemented progressively and successfully.

### 5.2 Role of the Urban Centre Strategy

The Urban Centre Strategy is a guidance to be used by the Planning Authority in project development and assessment. It will:

- Guide the planning control decisions
- Act as a discussion document for pre-planning discussions with potential applicants
- Act as a guidance document for developers to be consulted with at the earliest inception of a project

The Urban Centre Strategy is also a commitment to the general public of future intentions; to improve the quality of life for the citizens through:

- Environmental enhancements and improvements to the public realm. To be completed through the re-development of private landholdings and by initiatives by the Planning Authority
- New recreational, leisure and community facilities
- A mix of economic, social and cultural development within the Village.

### 5.3 Financing Public Works

The public works element of the Urban Centre Strategy can be financed over time from a collection of sources:

- Financial contributions from developers as condition of planning permission. It is intended that such contributions will be 'ring fenced' for environmental and traffic improvements within the UCS area. This will serve to ensure that the redevelopment of Castleknock Village in accordance with the UCS will result in environmental improvements within the area.
- The Urban Centre Strategy may be used as a lobby or marketing document to support applications for funding for specific projects in the community or recreational spheres.

Public amenities with a commercial element may be developed as a joint venture with private commercial bodies.



# APPENDICES

# **APPENDIX 1**

## **Summary of Submissions to the Castleknock UCS**

## Summary of Submissions to the Castleknock UCS

A public consultation exercise was conducted in summer 2007 with regard to the preparation of this Urban Centre Strategy. Interested parties were invited to submit in writing their comments, observations or any information to be included in the study. 26 submissions were received by the Planning Authority between 6th June and 31st July 2007 and the following is a summary of the comments and issues raised:

### Heritage/Conservation

- The historic street frontage should be retained.
- The buildings associated with the Dublin Penny Savings Bank the Church of Ireland and cottages should be preserved as should the Heritage value of Phoenix Park.
- Positive opportunity offered to reuse buildings of architectural heritage merit to ensure their ongoing viability.

### Transport/Movement

- Measures should be taken to reduce the volume of through traffic.
- On street parking regulations should be promoted.
- Traffic calming measures should be put in place within the village.
- There should be provision of ample car parking.
- Underground car parking should be encouraged.
- There should be new pedestrian and vehicular links.
- A traffic survey and traffic management plan should be undertaken.
- Pedestrian facilities should be improved.
- Future development should restrict the number of vehicular access points into the village and rationalise the existing accesses.
- Footpaths should be widened/cycle lanes provided.
- No vehicular access into Castleknock Park.
- 'Dual use' car parking (daytime shopper use, but used at night for other users)
- Retail Supermarket use should not be permitted.
- Smaller, specialist retail outlets should be promoted.
- Castleknock in need of speciality shopping/services.

### Environmental

- Tree planting should be carefully considered.
- Sustainable development principles should be promoted.
- Existing planting should be retained.
- A tree survey should be undertaken.
- There should be appropriate signage, and levels of signage and outdoor advertising.
- Opportunities for 'tree lined' development.
- Amenity of existing residents should be protected.

### Housing

- Family type (3+ bed) properties should be encouraged.
- Accommodation should cater for elderly population.
- Residential uses above retail uses should not be considered for the subject lands.
- Open Space should be allocated for a small park within the new development.
- The greenspace within Castleknock Park should be retained.
- Consideration should be given to new public space.
- Clear possibilities for 'plaza'/public square development.

**Design/Massing/Scale**

- The buildings should be of an appropriate scale and size reflecting the context.
- New facades should reflect the character of the area.
- High rise would be inappropriate.
- No development should exceed the height of the existing church.
- Building heights should be 2-3 storeys along main road, 3-4 storeys to rear.
- High quality design only.
- Heights should be restricted to two storeys.
- Large scale high rise apartment developments should be prohibited.
- Higher storeys should be permitted set back off the main street.
- Density should be in accordance with the Residential Design Guidelines

**Uses**

- Service sector uses should be proposed ahead of retail as there are sufficient retail uses in the area.
- Residential use should be limited, another resident considered this should be prohibited.
- Mixed-use commercial development should be encouraged.
- Nursing home is an acceptable use.

Following this public consultation conducted, this Urban Strategy was prepared by Fingal County Council Planning Department with some inputs from HKR Architects, Murray & Associates Landscape Architects, DBFL Consulting Engineers and KSA Planning Consultants.

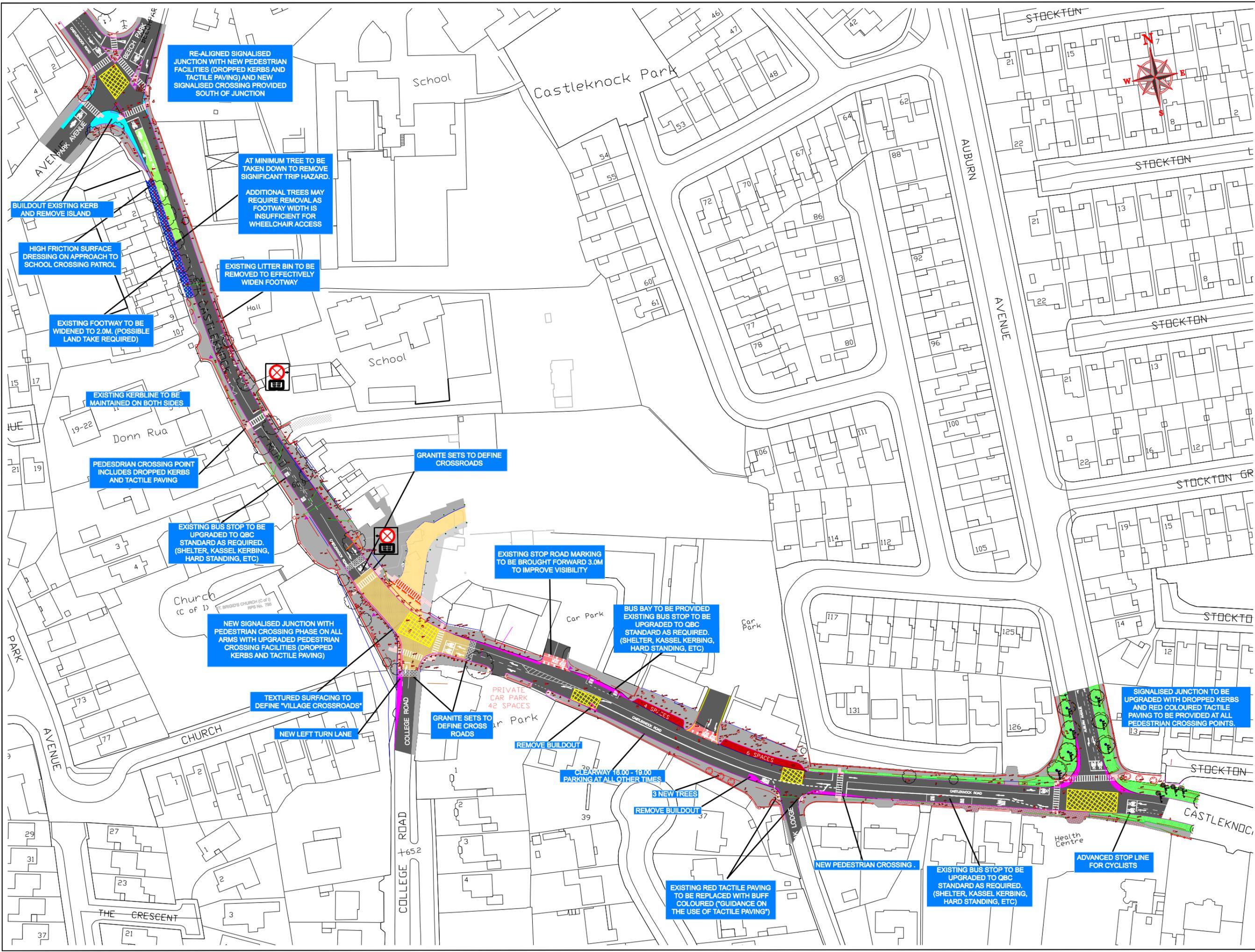
**Submissions Received**

1. Submissions 1: Cllr. Eithn Loftus  
E-mail : [eithne.loftus@o2.ie](mailto:eithne.loftus@o2.ie)
2. Submissions 2: Cllr. Joan Burton  
Dáil Éireann Dublin 2  
E-mail : [joan.burton@oireachtas.ie](mailto:joan.burton@oireachtas.ie)
3. Submissions 3: Ms. Valerie Connolly  
131 Castleknock Park Castleknock  
E-mail : [valerieconnolly@iol.ie](mailto:valerieconnolly@iol.ie)
4. Submissions 4: Ms. Frances Heaslip  
Coordination Unit Dept. of Communication,  
Energy & Natural Resources  
E-mail : [Coordination.Unit@dcmnr.gov.ie](mailto:Coordination.Unit@dcmnr.gov.ie)
5. Submissions 5: Mr. John Donnelly  
Ashleigh Centre Management  
24 Georgian Village, Castleknock  
E-mail : [jdonnelly24@eircom.net](mailto:jdonnelly24@eircom.net)
6. Submissions 6: Mr. David Hughes  
1 College Road Castleknock  
E-mail : [david.t.hughes@hotmail.com](mailto:david.t.hughes@hotmail.com)
7. Submissions 7: Mr. Norman Fitzgerald  
116 Castleknock Park Castleknock  
E-mail : [Norman.M.Fitzgerald@aib.ie](mailto:Norman.M.Fitzgerald@aib.ie)
8. Submissions 8: Mr. Brian Rogers  
78 Castleknock Park Castleknock
9. Submissions 9: Mr. Bob Kerr  
104 Castleknock Park Castleknock  
E-mail : [bobkerr@eircom.net](mailto:bobkerr@eircom.net)
10. Submissions 10: Mr. Roderic O'Gorman Green Party  
E-mail : [rodericogorman@gmail.com](mailto:rodericogorman@gmail.com)
11. Submissions 11: Ms. Teresa Bowe  
E-mail : [teresa.bowe@gmail.com](mailto:teresa.bowe@gmail.com)
12. Submissions 12: Mr. Ron Elliott  
7 Castleknock Gate Castleknock  
E-mail : [ron.elliott@wheatstone.ie](mailto:ron.elliott@wheatstone.ie)
13. Submissions 13: Mr. Maurice Bracken  
45 College Grove Castleknock  
E-mail : [mbracken@iol.ie](mailto:mbracken@iol.ie)
14. Submissions 14: Mr. Ian Howley  
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E-mail : [ihowley@eircom.net](mailto:ihowley@eircom.net)

15. Submissions 15 : Ms.Catherine Hague  
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E-mail : [jane.murphy@mailc.hse.ie](mailto:jane.murphy@mailc.hse.ie)
16. Submissions 16: Mr. John Downey, Ryan Walsh & Associates  
14 Clarinda Park North Dun Laoghaire  
Uxbridge Developments  
E-mail : [John@rwa.ie](mailto:John@rwa.ie)
17. Submissions 17: Mr.Garrett Hulgraine  
An TaisceFingal South West  
4/6 Weavers Row
18. Submissions 18:Cllr.Brenda Clifford  
11 Laraghcon Lucan
19. Submissions 19: Mr.Bill Delaney  
75 Castleknock Park, Castleknock
20. Submissions 20:Ms Irene Fitzgerald  
42 College Grove Castleknock  
E-mail : [irenefitzgerald@yahoo.ie](mailto:irenefitzgerald@yahoo.ie)
21. Submissions 21: Deputy Leo Varadkar  
Dáil Éireann  
E-mail : [varadkar@iol.ie](mailto:varadkar@iol.ie)
22. Submissions 22: Ms. Evelyn Ward  
Deerpark Area Residents' Assoc 1 Deerpark Avenue  
Castleknock
23. Submissions 23: Ms.Linda McNulty  
E-mail : [linda.mcnulty@hotmail.com](mailto:linda.mcnulty@hotmail.com)
24. Submissions 24: Farrelly Design Associates  
Farrelly Design Associates 53 Georgian Village  
Castleknock  
E-mail : [farrellydesign@eircom.net](mailto:farrellydesign@eircom.net)
25. Submissions 25: Petition - 10 names Petition  
O'Neill Quinn & Co Solicitors  
Grange Cross, Ballyfermot, D10
26. Submissions 26: Mr Proinsias De Batuin  
Development Applications Unit  
Dept Environment Heritage & LG Dún Scéine,  
Harcourt Lane Dublin 2

## **APPENDIX 2**

### **Proposed Improvements to Castleknock Road**



RE-ALIGNED SIGNALISED JUNCTION WITH NEW PEDESTRIAN FACILITIES (DROPPED KERBS AND TACTILE PAVING) AND NEW SIGNALISED CROSSING PROVIDED SOUTH OF JUNCTION

AT MINIMUM TREE TO BE TAKEN DOWN TO REMOVE SIGNIFICANT TRIP HAZARD.  
ADDITIONAL TREES MAY REQUIRE REMOVAL AS FOOTWAY WIDTH IS INSUFFICIENT FOR WHEELCHAIR ACCESS

BUILDOUT EXISTING KERB AND REMOVE ISLAND

HIGH FRICTION SURFACE DRESSING ON APPROACH TO SCHOOL CROSSING PATROL

EXISTING LITTER BIN TO BE REMOVED TO EFFECTIVELY WIDEN FOOTWAY

EXISTING FOOTWAY TO BE WIDENED TO 2.0M. (POSSIBLE LAND TAKE REQUIRED)

EXISTING KERBLINE TO BE MAINTAINED ON BOTH SIDES

PEDESTRIAN CROSSING POINT INCLUDES DROPPED KERBS AND TACTILE PAVING

EXISTING BUS STOP TO BE UPGRADED TO QBC STANDARD AS REQUIRED. (SHELTER, KASSEL KERBING, HARD STANDING, ETC)

NEW SIGNALISED JUNCTION WITH PEDESTRIAN CROSSING PHASE ON ALL ARMS WITH UPGRADED PEDESTRIAN CROSSING FACILITIES (DROPPED KERBS AND TACTILE PAVING)

TEXTURED SURFACING TO DEFINE "VILLAGE CROSSROADS"

NEW LEFT TURN LANE

GRANITE SETS TO DEFINE CROSSROADS

EXISTING STOP ROAD MARKING TO BE BROUGHT FORWARD 3.0M TO IMPROVE VISIBILITY

BUS BAY TO BE PROVIDED EXISTING BUS STOP TO BE UPGRADED TO QBC STANDARD AS REQUIRED. (SHELTER, KASSEL KERBING, HARD STANDING, ETC)

GRANITE SETS TO DEFINE CROSSROADS

REMOVE BUILDOUT

CLEARWAY 18.00 - 19.00 PARKING AT ALL OTHER TIMES

3 NEW TREES

REMOVE BUILDOUT

SIGNALISED JUNCTION TO BE UPGRADED WITH DROPPED KERBS AND RED COLOURED TACTILE PAVING TO BE PROVIDED AT ALL PEDESTRIAN CROSSING POINTS.

PRIVATE CAR PARK 42 SPACES

REMOVE BUILDOUT

3 NEW TREES

REMOVE BUILDOUT

NEW PEDESTRIAN CROSSING

EXISTING BUS STOP TO BE UPGRADED TO QBC STANDARD AS REQUIRED. (SHELTER, KASSEL KERBING, HARD STANDING, ETC)

ADVANCED STOP LINE FOR CYCLISTS

EXISTING RED TACTILE PAVING TO BE REPLACED WITH BUFF COLOURED ("GUIDANCE ON THE USE OF TACTILE PAVING")

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ON ORIGINAL

NOTES:

- ROADWAY
- ANTISKID SURFACING
- FOOTPATH
- KERB BUILDOUT
- KERB WIDENING
- SHARED SURFACE
- PEDESTRIAN MOVEMENT

REV. DATE	DESCRIPTION	BY	CHECKED
DESIGNED			
CHECKED			
<b>PROJECT</b> CASTLEKNOCK URBAN CENTRE STRATEGY			
<b>ORG. TITLE</b> POSSIBLE ENVIRONMENTAL IMPROVEMENT WORKS			
SCALE: 1:500 @ A0		FILE NO:	
DRG. NO:			

