

CLONSILLA

URBAN CENTRE STRATEGY



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Fingal County Council
Comhairle Contae Fhine Gall

This Urban Centre Strategy was presented to
and noted by the Castleknock Mulhuddart area
committee on the 14 th May 2008

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1.0 BACKGROUND **1.1 Introduction**

Clonsilla Village is located to the North West of Dublin City about two miles distance from Blanchardstown Village Centre. Historically, it developed as a linear estate village with a concentration of single-storey cottages on the southern side of the Clonsilla Road. There has been very extensive development, mainly residential in nature to the North of the Village over the last twenty years. Despite this development, the Village still retains its village atmosphere deriving from the remaining cottages and other buildings of character, together with its role as a small service centre.

1.2 Urban Centre Strategy

The Fingal Development Plan (Part IV, pg 31-33) details the Councils' Policy Perspective on the need for Urban Centre Strategies (UCS) for a number of town or village centred settlements, including Clonsilla (Policy U 02, pg 31-33). The purpose of the UCS, is to create a realistic vision for the designated Centres, drawing on the support of all interested parties and to include a realistic programme of actions to enhance the vitality and viability of these centres.

1.3 Clonsilla - Opportunity for Consolidation

The County Development Plan states that (page 174) "the Development Strategy for Clonsilla is to create an identifiable village core, which will provide a suitable location for appropriate mixed use retail/office/residential/service development" Clonsilla Village is strategically positioned between the existing Clonsilla and proposed Porterstown Railway Stations on the Dublin to Maynooth Line and is also adjacent to the district road infrastructure.

There are important pockets of underdeveloped land that provide opportunities for consolidation of the existing dispersed linear character of the Village. In particular, the Royal Canal is an unused amenity that may be interlinked with new development to provide an attractive feature to the village. "Considerable undeveloped backland sites may be utilized to provide important employment uses to generate reverse commuting on the adjacent road infrastructure."

On the 18th October 2007, the Planning Authority published a public notice stating its intention to prepare an Urban Centre Strategy for Clonsilla Village and invited interested parties to make submissions by 6th December 2007, on the future development and use of lands in the Village.

The Study Area is shown outlined in red on Map No.1.

1.4 Range of issues

The range of issues for investigation in the Strategy include:-

- Proposals for the co-ordinated development of 'greenfield' sites and future infill development.
- The creation of a network of safe pedestrian and cycle routes.
- Traffic Management and Car Parking Strategy for the Village.



- Potential of the Royal Canal as a local amenity and conservation of existing local heritage
- Creation of a network of linked public open spaces, an enhanced public realm and distinctive character within the village.

The Planning Authority received 51 submissions reflecting the interest of both landowners and residents in the future of the Village. Following a competitive process, MacCabe Durney Planning Consultants were appointed to work with the Planning Authority to prepare the Urban Centre Strategy.

1.5 The Wider Area

The Village forms part of the Blanchardstown development area. To the North, the planned neighborhoods (1970's-1980's) are predominantly in residential use and feature mainly two-storey houses that are detached, semi-detached or terraced. The densities are relatively low by current standards but feature housing typologies that have been popular and successful in the area. A characteristic of these neighborhoods is the extensive open space and the retention of many mature trees. In addition the neighborhoods (Castaheany) to the North West have seen very recent development. The Ongar Area features housing of a higher density consequent on the influence of the Residential Density Guidelines published by the Department of the Environment, Heritage and Local Government (DoEHLG, 1999). Both the Rail Line and the Royal Canal form a barrier directly to the South of the Village. Land to the South at Kellystown is in agricultural use.

The development format of Clonsilla Village is concentrated on the southern side of the Clonsilla Road, the northern side being occupied mainly by new housing on the lands of the former Lohunda House. St Mary's Church defines the western limit of the Village.



Map No 1 The Study Area



2.0 THE FINGAL DEVELOPMENT PLAN 2005-2011

The Development Plan sets out three land use zoning for the Village as follows:

Objective SC - "to protect and enhance the special physical and social character of major suburban centres and provide and/or improve urban facilities"

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"

These zonings are shown on Map No.2.

The Development Plan sets out a number of specific Objectives. They include the following (pg 174):-

Objective Clonsilla 1 - To prepare an Urban Centre Strategy for Clonsilla.

Objective Clonsilla 2 - To require that new development in the village is designed to maximise the Royal Canal as a Local Heritage resource and public amenity.

Objective Clonsilla 3 - To develop key undeveloped sites within the Village for mixed use and employment, which exploit the advantage of public transport infrastructure in Clonsilla.

Objective Clonsilla 4 - To develop the Royal Canal as a local amenity and central village feature.

Objective Clonsilla 5 - To secure lands adjacent to the Royal Canal for public access and public open space.

Objective Clonsilla 6 - To create a network of pedestrian and cycle routes between Clonsilla Village and the adjacent Clonsilla and Porterstown Train Stations.

Three structures are included on the Record of Protected Structures as follows:-

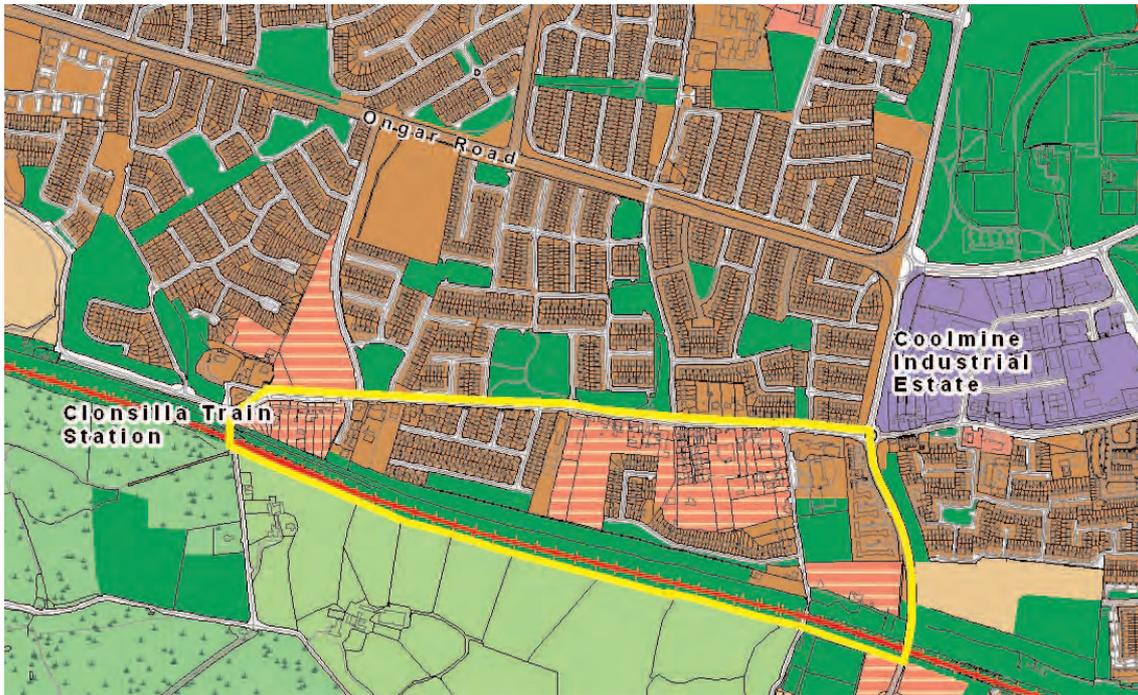
No. 700 - Former Clonsilla School on Porterstown Road

No. 705 - St Mary's Church, an Archaeological Site

No. 706 - Callaghan Bridge

LOCAL OBJECTIVE NO 407 - "To preserve the Old School House and facilitate its rehabilitation into a suitable long term use that is integrated with the backlands adjacent to the Royal Canal.





Map No.2 Extract from Development Plan



Former Clonsilla School

Callaghan Bridge



St. Mary's Church



3.0 THE CHARACTERISTICS OF CLONSILLA

and Use

Land use within the Village is predominantly residential with a number of business premises providing local services as well as community uses. The business uses include a Public House, restaurants, a General Store and Post Office, Filling Station/Shop, a Builders' Providers/DIY outlet, some offices, an undertakers as well as Dental and Doctors Surgeries and Auctioneers. Primary education facilities are provided in St Mochta's Primary School. Community facilities include St Mary's Church and the Meeting Hall of the Church of the Latter Day Saints. Community centre facilities are provided in two small buildings, one constructed of corrugated iron and the other in a former Gate Lodge.

Ownership

Multiple land/plot ownership is a characteristic of the Village. There are a number of larger ownerships including lands

- associated with the Public House,
- assembled to facilitate a planning application in relation to a proposed Aldi Supermarket and
- a linear plot containing the old School House building running parallel to the Royal Canal as far as the boundary with the proposed Aldi site.

Townscape

The Village retains its character as a linear Village. There are a number of surviving cottages that have formed part of the Village from at least the early Nineteenth Century. The linear nature of the Village is accentuated by the extensive tree planting on either side of the Clonsilla Road. The visual effect is that of a long corridor between the trees. The Village takes on a hard even poor aspect at the cluster of business premises. Here, the environment is degraded by the surface car parking, alterations arising from changes of use of former houses, poor finishes to the ground surfaces of the forecourt parking areas and ugly wirescape.

The Old Village is essentially focused on one side (south) of the Clonsilla Road with some exceptions, notably St Mary's Church, the Lohunda Lodge and a single cottage at the junction of Shelerin Road with Clonsilla Road. On the north side of Clonsilla Road, the former lands associated with of Lohunda House have been developed for two-storey family housing. The two Protected Structures (St Mary's Church and the former School) are located at the extremity of the Village. Buildings within the Village are single and two-storey in height. The older cottages are single storey. New development is of two-storeys. The cottages consist of simple "hole in the wall" windows with a doorway. All cottages are rendered and some are painted in bright colours. The roofs are pitched with blue/black slates or similar. The Village has a sense of enclosure due to their mature trees lining either side of Clonsilla Road clearly defining the space. The village predates the Royal Canal and Railway and it turns its back on both transport routes. The Royal Canal to the south of the village is in a deep cut and has an overgrown, wooded ravine like character.





Commercial Centre



Clonsilla Inn Public House



House as Focal Point

Pockets of infill development of 1970's suburban two-storey house are typical to the backland plots on the south side of the village. Connectivity between the Village Centre with its associated services and individual housing is poor (with the exception of the housing on Orchard Avenue). Overall permeability is poor throughout the neighbourhood.

Council housing to the West is designed architecturally to be in sympathy with the Village. While changes in elevation have occurred in a number of the houses, the cluster maintains an attractive appearance.

Built Heritage

The Village contains a significant number of buildings that together contribute to the townscape character of the area. These include the old cottages located along the south and north side of Clonsilla Road. A number of these dwellings act as focal points and are critical to the legibility of the Village. They include the Forge which terminates the vista of Clonsilla Road on the western side of the Village and the house facing the Clonsilla Link Road. Other important Cottages include the three Cottages on the southern side of Clonsilla Road (on either side of the Shelerin Road Junction). Their very scarcity makes them important survivors of historical merit. There are also two semi-detached two-storey house on Weavers Row which are original and have a very simple Village character. Lohunda Lodge on the northern side of the Road is also an important survivor of historical merit.

None of these dwellings in themselves are of outstanding architectural merit. Neither would they justify designating the area as an Architectural Conservation Area. Nonetheless this Urban Centre Strategy will articulate a policy that will seek their protection.

The Protected Structures are somewhat isolated from the Village itself. St Mary's Church is at one extremity and the Old School House at the other. The Old School House, together with the Railway Bridge, Old Pump Railway-keepers cottage and commemorative Plaques form a small heritage grouping. The School and the listed Railway-keepers Cottage are in very poor condition and will require proactive restoration works with new uses to restore them as viable buildings.

The Royal Canal is also a critical element of the built heritage. It is an exceptional piece of 18th Century engineering carving its way through the bedrock to maintain appropriate water levels.





Typical Cottage



Typical Cottage



Two Semi-Detached House's on Weaver's Row

Map No. 3 illustrates the location of the Protected Structures.

Natural Amenities

The Royal Canal waterway and towpath is potentially a significant amenity resource. The Canal and its Banks contain a wide range of flora and fauna with relatively little disturbance so that they form a significant wildlife refuge.

The towpath is a well-marked and delineated walkway although pedestrian activity is notably light. It's underutilization is probably due to a perception that it is an unsafe area and used for anti-social behaviour. There is little natural supervision by overlooking properties and there are no safe escape possibilities along the route.

In this regard, remedial measures should be taken to provide new intermediate access points and supervision through overlooking buildings, whilst preserving the Royal Canal's essential character.

Clonsilla Road as it travels through the Village is exceptional in the area because it has many trees and groupings of trees close by. However these trees need maintenance if they are to continue to contribute to the character of the village.



House as Focal Point



The Old Forge

Canal Towpath Walk



Railway, Keepers Cottage





4.0 MOVEMENT

4.1 Public Transport

The Village is well served by public transport and is within the 800m-1km corridor catchment of Clonsilla Railway Station. Thirty-six trains connect Clonsilla Station to Connolly Station in Dublin City Centre on weekdays in each direction. The Village is well served by Bus Routes 39A and 39C, although journey times are slow at 80 minutes on average. There is a 39A and 39C service of 100 journeys each way from Clonsilla to Dublin City Centre. Bus Route No. 239 runs from Blanchardstown Centre to Clonsilla Railway Station and to the Liffey Valley Centre.

4.2 Car Movement

The Village experiences heavy traffic at peak times. Clonsilla Railway Station and the Schools generate heavy traffic volumes.

Clonsilla Road is a through traffic route for cars accessing Meath and South County Dublin. Clifton Scannell Emerson Associates were commissioned by Fingal County Council to examine traffic conditions in the wider Clonsilla Area. The report considered the capacity and queuing occurring on the box of roads made up of Snugborough Road, Fire Station Road, Clonsilla Road and Blanchardstown Road South. Clonsilla Road is one-way westward at its approach to Blanchardstown Road South. The one-way system was introduced to reduce traffic levels on Clonsilla Road, providing an enhanced environment for the local residents. However the consequence is that the parallel Snugborough Road takes very high eastbound traffic volumes leading to queuing eastbound on Snugborough Road occurring regularly from the mini-roundabout to the Ongar Road roundabout.

The considerable eastbound delays on Snugborough Road can be partly attributed to straight-through traffic being hindered by right turning traffic waiting to travel from Snugborough Road to Fire Station Road. Significant delays occur on a regular basis. These delays are particularly severe in the AM peak and at school finish times with queues extending back to the Ongar Road Roundabout a distance of almost 400m. The Ongar Road Roundabout currently has no capacity constraints and is certainly not a factor causing queuing or delays. However, the queuing from the mini-roundabout on Snugborough Road can cause blockages on the Ongar Road Roundabout.

The severity of these queues on a regular basis is a problem that needs to be rectified. The report recommends opening up the current one-way section of the Clonsilla Road to two-way traffic thus facilitating west bound traffic.

The implementation of this recommendation should ease traffic congestion in the general area.

4.3 Pedestrian Movement

Pedestrian movement is light outside School and Train peak times. Pedestrian movement within the Village itself is limited due to the lack of immediate permeability.



4.4 Bicycle Movement

Little cycling was observed at any of the times that the area was inspected with the exception of morning and evening peak periods when a number of train passengers use bicycles for local access. This light use may be because Clonsilla Road is narrow and because of the absence of a cycle network. Bicycle parking is available at the railway station.

4.5 Car Parking

Car parking availability within the Village is limited to private forecourt parking at retail/service uses and a large car park at the Public House - The Clonsilla Inn. Parking takes place on the surrounding residential roads and is associated with informal "park & ride" for the Railway Station.

Some of the car parking to the front of the retail units appears to be long term and is probably being used by those working within the retail and service areas. The Clonsilla Public House car park is being used by people with business outside the Public House as well as by customers. Re-development of the Clonsilla Inn would result in a shortfall in short-term parking to service the village. Future mixed-use re-development in the area should provide for short-term parking (preferably underground).

There is no formal "park & ride" facility associated with the Station. Such a facility would attract further extraneous traffic and degrade the Village. Fingal County Council propose "pay & display" parking to the west of Railway Station adjacent to the Study Area.

4.6 Node Points

There are three main node points in the village:-

1. The Railway Station and bridge
2. The junction of Clonsilla Road and Shelarin Road
3. The Roundabout at the eastern extremity of the village

Nodal status is based on their importance as traffic junctions and the availability of retail and service uses at Clonsilla/Shelarin Road junction. The nodes assist in creating a very legible village form of beginning, middle and end.

4.7 Orientation

Good orientation achieving passive heating and good sunlight conditions is absent in many of the Study Area buildings. New development should seek a southern or western orientation to achieve more attractive habitable space.





Bus Stop



Clonsilla Railway Station



Afternoon Peak St. Mochta's School



Clonsilla Railway Station



Roundabout



5.0 COMMUNITY

The community comprises 'Old' and 'New' - the established residents of the village and the many new residents in the new housing areas. Specific community facilities are poor in the sense of building provision. The Community Centre is a below standard structure. The Lohunda Lodge is constricted in size and range of activities that can be provided. The Clonsilla Inn and School also play community roles. The Schools in the general area are under expansion pressure and will need to make any expected recreational facilities available to the wider community. This is the pattern of community facilities provision that is being advocated by Fingal County Council.



Community Hall



Lohunda Lodge



St Mochta's School



Map No 3 Area Analysis



6.0 STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS

6.1 Strengths

- Maintains a strong sense of place
- Has an outstanding but under-utilised amenity, the Royal Canal Waterway and tow path
- Under-utilised land, the development of which would consolidate the Village and improve its amenity and service role.
- Is well landscaped with mature trees that tie the disparate building elements of the Village together.
- A good resource of Protected Structures and other elements of character that give a sense of continuity to the past and character to the present
- A legible village
- Good public transport route services

6.2 Weaknesses

- Core retail/service area is degraded visually
- The Royal Canal walkway is perceived as a 'no-go' area and as a consequence is little used
- Traffic is saturating the Village at peak times and speeds can be excessive
- Short term parking currently available is unlikely to be available in the future without it being planned into new development
- A shortfall in community facilities in the form of a modern Community Centre/facilities.

6.3 Opportunities

- Availability of under-utilised lands and the expressed interest of the landowners of developing sites to address shortfalls in retail and service functions to consolidate the village
- Re-development of the backland sites will enable more permeability and pedestrian friendly access
- The provision of a small public civic space that would reinforce the identity of the Village and provide for a focal area.
- Development of the backlands should provide connectivity with the Royal Canal, increase its passive supervision and provide for new intermediate access.

6.4 Threats

- Increased traffic further degrading the environment
- Failure to provide additional Canal access and supervision will consolidate it as an under-utilized asset that facilitates anti-social behavior
- The village character and sense of place could be destroyed by unsympathetic development not having regard to the provisions of the Urban Centre Strategy
- Older buildings that are critical to the character of the Village are at risk of demolition or re-development.



7.0 CONSOLIDATION AND ENHANCEMENT

7.1 Opportunity Areas

Six Development Opportunity Areas are shown on Maps No. 2 and 3 and are numbered 1-6.

Area No. 1

Rear gardens of the former and existing Council housing at the Western end that could be developed for mews style housing. Access is potentially available from Weavers Walk. The zoning is "SC" for a site area of 0.66 ha.

Area No. 2

Lands to the rear of the Funeral Home and Garage. The landowners have expressed an interest in re-development, Residential development together with mixed use on the Clonsilla Road frontage would be appropriate. Potential access is available from Clonsilla Road. The zoning is "RS" for a site area of 1.19 ha.

Area No. 3

This is the largest landbank and includes those lands to the East of the Mormon Meeting Hall. These lands are in two ownerships which may be combined to facilitate an integrated mixed use development of retail, general business use, restaurants, crèche, underground parking, pedestrian links to Canal and new civic space. The area presents the best development opportunity and is the appropriate location to integrate and consolidate the village core, thereby enhancing and protecting the character of the village. The zoning is mainly "SC" for a site area of 3.38 ha.

Area No. 4

Large backland area in multiple ownership behind Orchard Avenue at the Clonsilla Inn. The Clonsilla Inn owners have expressed an interest in re-developing for residential and a smaller Public House / Restaurant. A mixed-use development on the Clonsilla Road frontage with residential development to the backlands would be appropriate. The zoning is "SC" for a site area of 3.95 ha.

Area No. 5

South East of St Mochta's Primary School with frontage onto the Canal and suitable for residential development. The zoning is "SC" for a site area of 2.07 ha.

Area No. 6

Long, linear site on the Royal Canal escarpment. The immediate area of the old School House is zoned for residential. The balance of the area is zoned Open Space. The School is a Listed Building and its conservation necessary for appropriate re-use. The 'RS' zoning enables a public use - community facility, childrens' facility, doctor/dentist, education, place of Worship, residential care home or sheltered housing. This area and Area No. 3 the New Village Core area could be interlinked for pedestrian and cycle movement that would also provide much needed passive supervision of the Canal. The zoning is "RS" for a site area of 0.31 ha.



Other Sites

There is one small infill site directly on Clonsilla Road. There is also a substantial area to the north of Clonsilla Road zoned SC for development that would be suitable for residential and some mixed use development.

The opportunity sites are further considered in the Sections on Land Use and Overall Design that follow.

Strategic objectives

The Planning Authority will:

CEPO 1	Promote the development of the infill sites to consolidate the Village,
CEO 2	Provide a wider range of Services
CEO 3	Reinforce the village character and
CEO 4	Provide better pedestrian and cyclist facilities.



Map No 4 The Opportunity Areas



8.0 LAND USE

The Development Plan Land Use Zonings for Clonsilla Village are upheld in this Urban Centre Strategy. A Variation to the Development Plan is not required.

8.1 Retail, Business and Service Facilities

Enhanced retail and service facilities are suitable to Areas 3 and 4. However, Area No. 3 is recommended for the location of retail and service use expansion and consolidation of the village core. It has particular advantages and co-operation/partnership possibilities between the landowners. It is centrally located in terms of the Study Area and has potential further access to the Royal Canal walkway.

The proposal by Aldi Supermarkets to locate in Clonsilla suggests that the private sector sees a demand for further retail facilities in the area although this may be attributable to difficulties being experienced by Aldi in obtaining planning permissions on other sites. The size and range of local shopping is quite restricted in the general area. The Blanchardstown Town Centre retail development attracts most of the retail expenditure. The Study Area already contains a number of local small businesses including offices, medical and other professional services. It is noted that there appears to be no vacant property. Office use as well as retail has located in the Coolmine Industrial Estate. This suggests there is an un-met demand in the Study Area. Future proposals may or may not come forward to develop lands zoned SC in the south west section of the village (opposite the Council built cottage housing) for retail and business development. However, the Council's preferred location for retail and service use, expansion and consolidation is Development Opportunity Area No 3 - the village core.

8.2 Residential Use

The Study Area is a popular housing location and it would be reasonable to anticipate that it will continue to be so, even if there is currently a softness in the residential market. A key issue for the Village is the type of housing that may be suitable. The location close to the Rail Station indicates that densities should be maximized. However the strong character of the Village with its low density and low heights means that high densities would be difficult to achieve without impacting negatively on the visual character and form of the Village.

Housing supply in the general area is characterised by single-family housing. Limited apartment development has taken place to the East of the area along the Porterstown Road and to the East of St Mochta's School. This suggests that there is demand for both types of Units. However unquestionably the area is predominantly a single-family dwelling type area. It is proposed that new development, should accommodate both types of unit but with the single family housing occupying the greater part of the lands available for residential development. Some sites will demand particular responses because of their context. For instance, those surrounded by single-family housing will accommodate single-family housing more successfully.

Density can be maximised but must be in housing forms of two and three-storeys in much of the area. Single storey is appropriate at interface locations or as echoing elements of Village building forms.



Densities in the order of 40-50 per hectare (16-21 per acre) can be achieved without adverse visual effect. The Opportunity Sites have the capacity to accommodate circa 580 residential units with a population of approximately of 1450 persons at 2.5 persons per unit. The illustrations in the Section on Overall Design demonstrate the nature and density of the proposed new housing.

8.3 Restaurant Use

The Village already has a cluster of restaurant/pub services. Clonsilla could evolve as a specialized eating destination linked to the amenity to the Royal Canal.

8.4 Community Facilities

The two Halls in community use are limited in size and type of activity. Increasingly Schools and community combine to provide the necessary physical infrastructure.

8.5 Open Space

The area is well provided for in terms of passive recreational space North of the Clonsilla Road. There are also open spaces associated with the two main housing developments on the southern side of the Clonsilla Road. Area 6 is a substantial area in private ownership zoned for Open Space. A submission has been made by the landowners for extensive development of these zoned open space lands, mainly for residential, hotel and business use.

The village lacks a focal amenity space. The provision of hard landscaped public areas would reinforce the village character, provide a central social space and create a more attractive pedestrian shopping environment. The recommended location is within Area No. 3.

8.6 Strategic Objectives

The Planning Authority will:

LUO 1	Seek to increase the residential population.
LUO 2	Provide higher residential densities based mainly on single family housing typologies, two and three-storeys in height to maintain the character of the Village.
LUO 3	Provide for a wider range of retail and other services as well as small-scale offices
LUO 4	Plan for a centrally located civic amenity space.
LUO 5	Promote mixed use around the central amenity space.
LUO 6	Encourage additional restaurant development in the vicinity of the Royal Canal.



9.0 MOVEMENT STRATEGY

9.1 Vehicular Movement

The importance of Clonsilla Road as a Bus Route makes it difficult to propose any traffic calming measures or physical interventions to reduce traffic volumes. The road is at the minimum width that permits two Buses to pass each other and speed bumps are not an option for Bus traffic. An option that can be considered is a raised platform along the Clonsilla Road at the centre of the Village. However, as the Village is one-sided in respect of the location of main retail and service activity, the usefulness of a raised platform is questionable as there is little pedestrian crossover movements.

9.2 Pedestrian Movement

Inter-linking existing estates with the Opportunity Sites could improve pedestrian movement through the Village. The development of a new central Village civic space would enable more permeability and encourage pedestrian movement over vehicular movement. The lands lying to the south of the Royal Canal and Railway should be linked as part of the future development of that area. The village economy of Clonsilla would become a destination and be sustainable. The Royal Canal would also become a more meaningful amenity and resource asset and be reinforced and the barrier formed by the Canal and Railway breached. A link would provide direct access to the full range of retail and other services.

9.3 Cycleways

It is an objective in the Development Plan to achieve a cycle path on lands in the vicinity of the Royal Canal. This would assist in animating the Canal walk and provide for a more secure atmosphere. A cycleway along Clonsilla Road itself is not possible. However, if in the future, traffic levels reduce, it would become a safer environment for the cyclist. A separate route could be developed to the immediate north of Clonsilla Road through open spaces. This potential route is shown on Map No. 5. Public bicycle parking must be provided as part of new mixed-use development

The area is already well catered for in public transport terms, it is anticipated that public transport provision will improve in the future with the application of Central and Local Government Policies on sustainable forms of transport.

Short-term parking must be integrated into the planned design for future mixed-use developments. The Clonsilla Inn is unlikely to continue to offer such parking in the future.



Strategic Objectives

The Planning Authority will:

- MO 1 Enable permeability by inter-linking pedestrian routes through new development areas.
- MO 2 Promote a centrally located landbridge link across the Royal Canal and the Railway Line to lands south of the study area.
- MO 3 Ensure that publicly available short-term car and bicycle parking is provided for in new mixed-use developments.
- MO 4 Undertake a Feasibility Study for two possible cycle routes.
- MO 5 Improve the pedestrian environment by promoting the provision of a new public amenity civic space at Opportunity Area 3.
- MO 6 Promote the provision of future traffic calming measures for Clonsilla Road.



Detailed Design for this Area



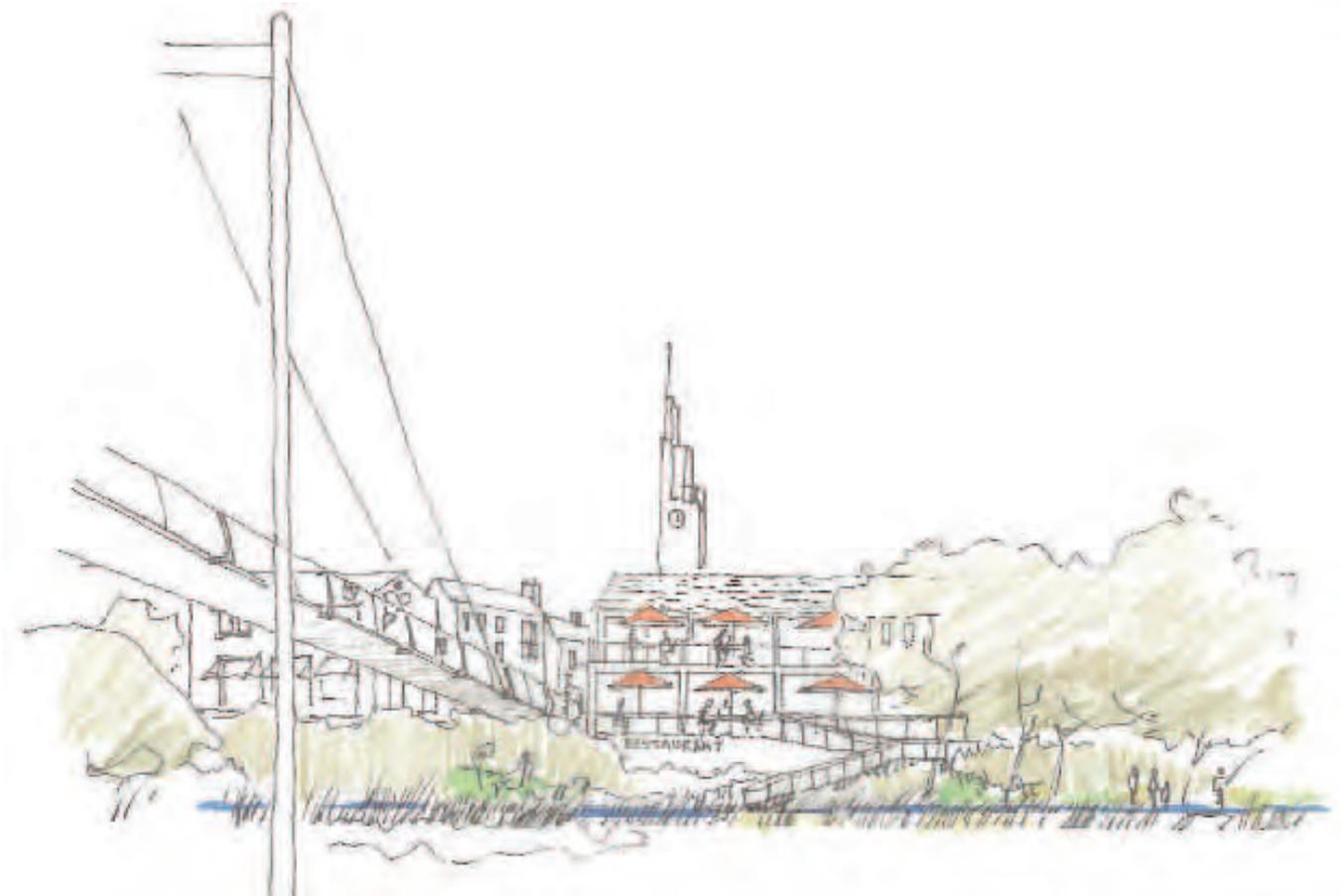
Map No 5 Strategic Actions



10.0 OVERALL DESIGN

10.1 Introduction

The design emphasis will ensure that new development reinforces the character of the Village and consolidates its sense of place. This can be achieved by retaining the Protected Structures and houses of character, maintaining the existing landscaping and requiring new buildings to be of an appropriate scale, height with suitable material finishes that are sympathetic to the existing buildings. This is not to advocate reproduction or historicist building styles.



Proposed Pedestrian Bridge from South to New Village Centre



10.2 Opportunity Area No 1

This area consists of the rear parts of the extensive back gardens of the former and existing Council housing on Clonsilla Road close to the Railway Station. The site is triangular in shape and features single storey semi-detached and detached houses to two sides with the Canal towpath and rail line on the third southern side.

Although zoned for, Objective Sc the context in terms of land use is strongly residential and this is reflected in the scale and character of the existing houses. The map above sets out an indicative layout for the area. It is proposed that it be developed for terraced housing to maximize the densities but maintain a village character. Heights should be mainly two-storey with single-storey in immediate transition zones. Three storey townhouses can be considered to the south of the site further from existing development where issues of overlooking and/or overshadowing are minimal.

The units should face out onto the canal to provide for passive supervision with a well lit path connecting to the Towpath. Back gardens should back on to existing back gardens to the north.

The architectural design should feature simple forms with pitched roofs and include chimneys. Carparking may be grouped to facilitate high density but should be carefully landscaped.

A small dedicated childrens play space should be provided to the south of the site well overlooked by the new housing.

The photographs illustrate the appropriate scale of development.



Cottage Housing



Play Area Overlooked



Single Storey Housing





10.3 Opportunity Area No 2

This site is a rectangular shaped site, zoned SC,fronted at present by the Petrol Filling Station and undertakers. It is bounded by evergreen trees on the western side and has another strong line of trees bisecting the site along with mixed tree species to the south fronting The Royal Canal.

Access can be achieved from Clonsilla Road. However in the light of the presence of the bisecting trees in a north / south direction that would lend themselves to incorporation into a landscaped roadside verge residence , it is proposed that the entrance be taken from Clonsilla Road. Ideally a pedestrian link would be established at the southern end of the site across the zoned open space lands to the Canal towpath.

The existing land use context is predominantly single storey and two storey houses and it is proposed that housing of a similar scale be developed over the greater part of the site. Three-storey apartments with small scale business use compatible with the zoning could be developed on the Clonsilla Road frontage.

It is vital that the houses to the south are designed in a manner that ensures overlooking of the Canal and its towpath.



Strong Tree Lines

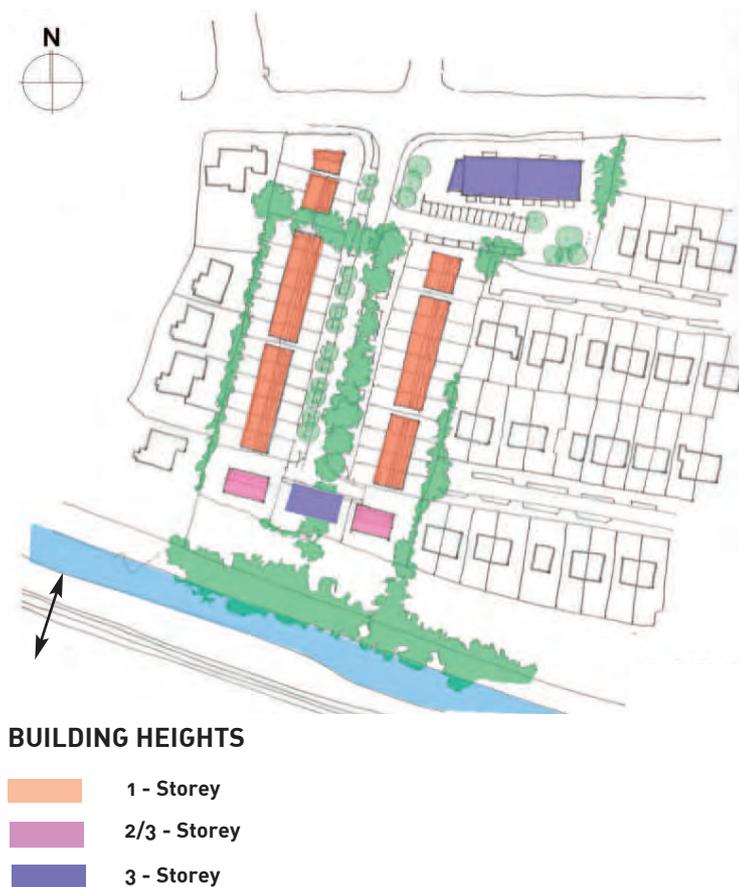


3 Storey Apartments



2 Storey Terraced Houses





10.4 Opportunity Area No 3 - The New village Centre

A key objective in creating a better environment for Clonsilla is the development of a new village centre focus that will incorporate:-

- Additional retail, commercial and service facilities
- Residential development, mixed with the commercial facilities
- A crèche
- Restaurants fronting the Canal facing south
- An underground car park that will cater for the short-term parking requirements of the village
- Surface bicycle parking
- A civic space of high design quality
- A pedestrian bridge link from Clonsilla to lands at Kellystown to the south
- Further and better access to the Royal Canal and its towpath

The layout above illustrates these objectives in an indicative manner. The site has a largely rectilinear shape and lends itself to an efficient layout for development. It is zoned SC.

Access is proposed in conjunction with the existing entrance route to the Meeting Hall, subject to the agreement of the Hall's Authority. It is also proposed that the existing car park be released for development in the knowledge that the underground car park could be shared and provide for the parking demands of the Hall.

The new Civic Square is located to the south. It is fronted by the proposed main Supermarket in order to attract destination shoppers to enliven the area and develop a strong link to the Canal.

The civic space will be hard-landscaped to a high standard and will include childrens' play equipment. It should also be suitable for occasional markets such as an arts and crafts market or farmer's market. Electricity services must be provided to facilitate this use.



Single Storey Housing



Ongar Village

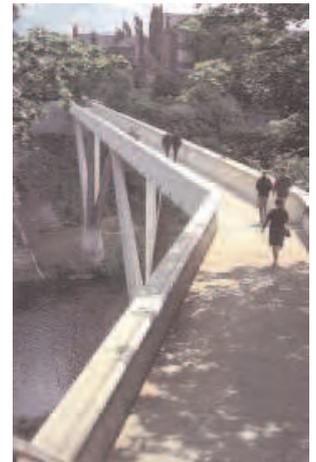


Crafts Market



New Civic Space





Bridge Link

Storey heights will vary between one, two and three-storey. Single storey will be located to the north east of the site behind the existing cottages. The three-storey development is located around the new civic space to emphasise the importance of the space and contain it with a good height to width ratio. A further set-back storey could be considered if it can be demonstrated that it contributes to the urban design qualities of the Square. The entrance to the new development should also be signalled by a new three-storey corner building on Clonsilla Road.

In addition to the new civic space, another key focal space will be the landing area of the pedestrian bridge where restaurant use is critical with mandatory outdoor terrace dining overlooking the Canal. The bridge will be designed to signal the new village centre when seen from the south. It will also assist in the passive policing of the Royal Canal towpath.

The area zoned for open space to the south will be the linking element for existing development to the new Civic Space.



10.5 Opportunity Area No 4

This is a large site made up of a number of backland sites to the east of the Study Area at the Clonsilla Inn Public House also with frontage onto Porterstown Road that is zoned SC. It is a suitable site for residential as well as mixed commercial use. Its site offers an opportunity to provide for higher density development in its central area where issues of context are not as critical. It also can establish its own sense of identity in an architectural sense given the absence of strong contextual buildings.

It is proposed that business uses maintain a presence on Clonsilla Road and that the central and southern parts of the area be developed for residential use. Single family housing will be located to the south at the interface with 'the Village' development and apartments will be in the middle section.

A crèche will be required for this quantum of development.

Heights proposed are two and three-storeys. Three-storeys predominate around the main open space area. The corner of Porterstown Road and Clonsilla Road could be marked by a three-storey building to articulate its nodal status.



3 Storey Apartments



2 and 3 Storey Development



3 Storey housing





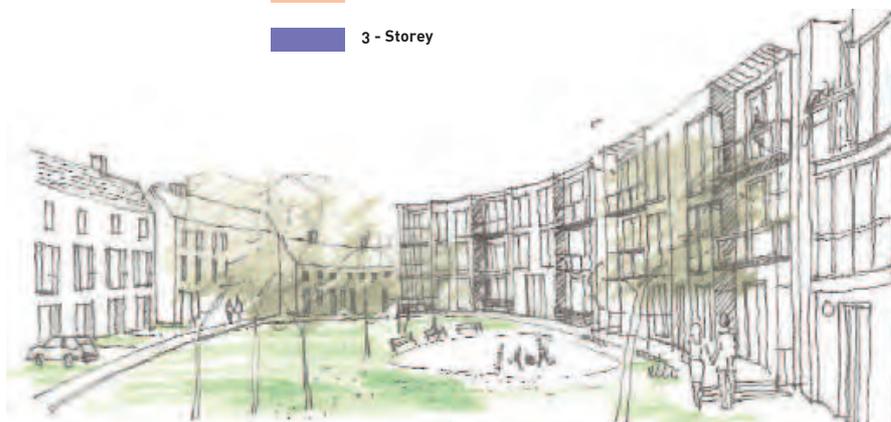
- Residential
- Mixed use with residential over
- Restaurant/Public House
- Creche
- Existing Trees
- New Trees
- Pedestrian Link

LAND USE Area No. 4



BUILDING HEIGHTS

- 2 - Storey
- 3 - Storey



Sketch view of Open Space



10.6 Opportunity Area No 5

This site lies to the east of the Porterstown Road and is bounded on the north by open space and new residential development, on the east by the Diswellstown Road and on the south by the Royal Canal / Railway. It is zoned objective 'SC '- "to protect and enhance the special physical and social character of urban suburban centres and provide and improve urban facilities" and this reflects its proximity to the proposed Porterstown Railway Station. It is anticipated that the predominant land use will be residential and a small quantum of mixed use adjacent to thr pedestrian link. A crèche will also be required.

The area is somewhat distant from Clonsilla village core and is of size that can set its own scale and density. The new Diswellstown Road in particular is of substantial scale as it rises to cross the Canal and Railway consequently buildings on this edge should respond to that scale. The area to the south contains significant vegetation that will be conserved. New buildings should also respond to this large open area and be of a a more substantial scale. Proximity to the Rail Station promotes the area as suitable for mixed apartment and housing use with houses best located at the northern interface with existing housing.

The absence of a strong village context frees the architectural designer and a high standard of contemporary architectural design will be enabled. Distinctive building forms will be enabled at Diswellstown Road, particularly in the south eastern corner to signal the crossing of the Canal and Railway and the proximity of the proposed Porterstown Railway Station. This does not necessarily mean constructing a high building. The illustration demonstrates how such a site can be marked successfully by an extra storey with appropriate design. Heights of five storeys will be considered along the eastern and southern frontages with a scaling down to three storeys on the Porterstown Road and two-storeys at the interface with the existing residential development.

Car parking will be provided underground or at undercroft level in a well designed manner.

A link under Diswellstown Road to the open space to the east will be provided. It is critical that this link is well lit and finished in high quality materials in order to prevent it becoming a location for anti-social behaviour.



3 Storey apartments



Strong Architectural Expressions



Signaling the Corner



Undercroft Parking





10.7 Opportunity Area No. 6

This site consists of the Old School building and its curtilage. It is presently disused and the School building is in poor condition. It is imperative that a use be found for the School that would fund its restoration and that consideration be given to development of the curtilage of the School.

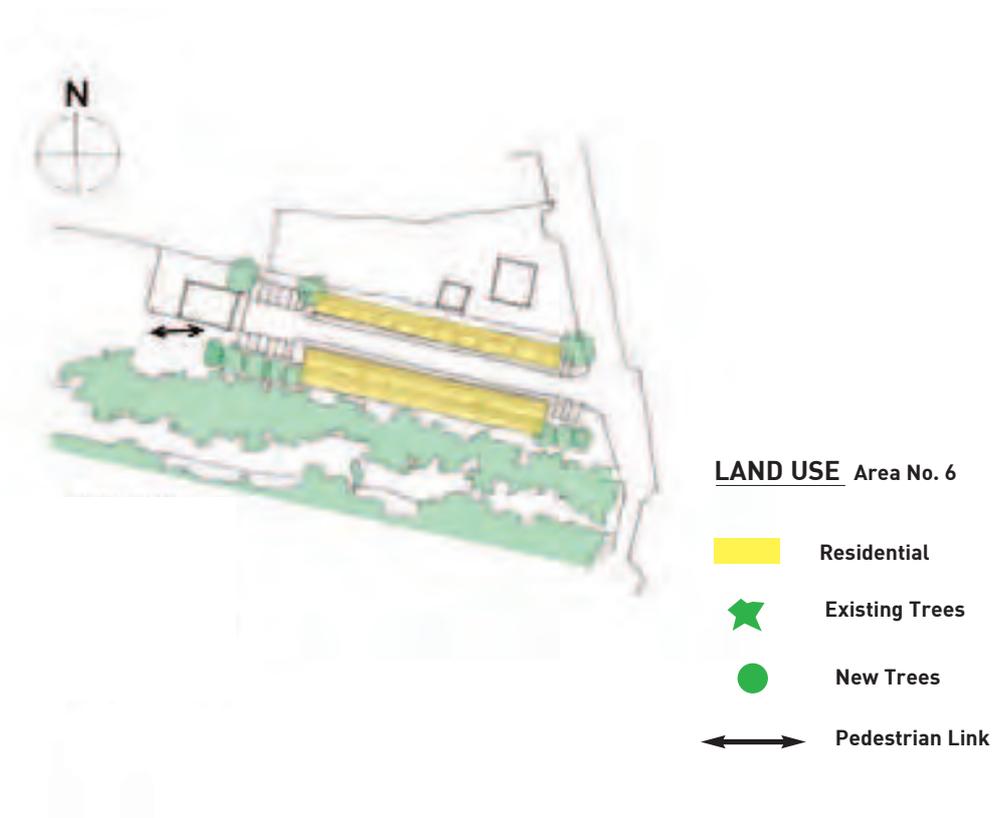
Local objective No.407 in the Development Plan that states 'To preserve the Old School House and facilitate its rehabilitation into a suitable long-term use that is integrated with the backlands adjacent to the Royal Canal'. The site is within an area zoned 'RS Residential'. Uses that are permitted in principle that would be suitable include Residential, Community facility, Childcare Facility, Doctors/Dentists etc Education, Holiday Home, Home based Economic Activity, Sheltered Housing, Open Space, Places of Worship and Residential Care Home. Residential, could be achieved with a sensitive conversion of the School building into apartments and the development of single-storey with attic-storey cottages lining the approach to the School. These cottages would defer visually to the School. The cottages to the south could be treated in the manner of town houses having a communal open space at the rear overlooking the Canal. This possibility is illustrated in the sketches. A re-establishment of education use, perhaps a 6th Form College or Language School could also be considered.

The Planning Authority will encourage any use compatible with the zoning objective that will ensure the preservation of this essential Protected Structure.



Clonsilla Old School Building





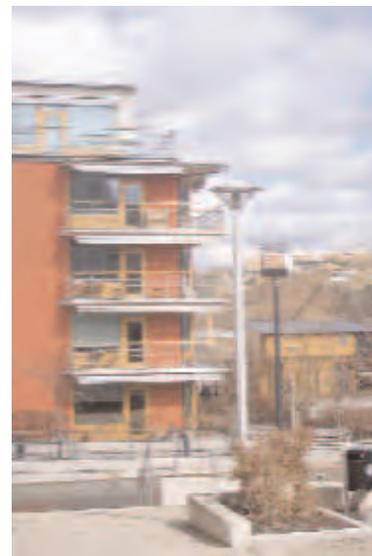
10.8 Opportunity Area No. 7

This is a large site in one ownership, lying outside the Study Area north of the Clonsilla Road at the western end of the village.

It is zoned 'SC' which reflects its proximity to Clonsilla Railway Station. The site is suitable for residential with some small scale local retail and business use on the Clonsilla Road frontage. A crèche could be provided. The size of the site enables medium to high density on some parts. The site is constrained by the immediate context to the west and north east where the predominant form of development is two-storey, semi-detached housing. The western and northern sections may be developed for two-storey terraced housing with the south and south east sections developed for apartments.

Heights may be predominantly two to three storeys and a higher building considered at the corner of the Clonsilla and Clonsilla Link Roads. Four-storeys with a setback storey on top may be considered, subject to the quality of the design.

A central open space with a small childrens' playground is a requirement. Provision must be made for a cycle route along the southern boundary.





BUILDING HEIGHTS

- 1 - Storey
- 2 - Storey
- 3 - Storey
- 4 - Storey



10.9 Design Standards

10.9.1 Housing Layouts

Layouts will be designed to calm traffic to ensure the safety/security of children, pedestrians and cyclists. Designers are referred to the following guidance documents

"Quality Housing for Sustainable Communities" published by the DoEHLG. This sets out best practice and contains chapters on Urban Design Objectives, Scheme Layout and Design as well as Dwelling Design.

"By Design, Better Places to Live" published by the UK Government, sets out how to improve residential design.

"Recommendations for Site Development Works for Housing Areas", published by the DoEHLG provides guidance on traffic planning, traffic calming, management and speed restraint measures.

"Sustainable Residential Development in Urban Areas- Consultation Guidelines for Planning Authorities" replaces the Residential Density Guidelines and *"Sustainable Residential Design- A Best Practice Guide"*. Both of these are recent DoEHLG publications

Homezone design is suitable for village infill schemes and will be encouraged in new development. Homezones are streets where people and vehicles share the street in a safe manner on an equal basis. They require detailed design on signage, surface treatment, integrated play areas, landscaping and parking.

Key performance criteria for residential layouts include:

- Clear definition of public, private and semi-private space.
- Housing frontages that front other housing frontages.
- Back gardens backing onto back gardens.
- The avoidance of long repetitive building forms.
- Interconnectivity with surrounding streets.

10.9.2 Village Centre including Retail Units

The visual appearance of the village will be of high quality. Ongoing/daily management is critical.

In design terms, shop fronts must be designed as intrinsic to the overall building and relate to the architectural characteristics. The fascia must be an integral design element and should not exceed 850 mm in depth.



Private open spaces in Adamstown add character to its communal space but are well separated, giving privacy & a degree of security



Proposed new contemporary buildings in Shandon in Cork



Residential use together with other compatible uses, Westport, Co Mayo



Activity on a shared surface street at Furry Hill, Co. Dublin



Signage must be of excellent quality using individually backlit lettering. Plastic box signs are prohibited. Projecting signs are limited to one per retail unit.

A canopy must be provided to provide shelter in poor weather and to absorb or contain noise from travelling to upper residential floors where such residential use is provided.. Roller shutters are prohibited. Shuttering must be internally provided behind the window.

Long blank shop fronts must be avoided. Large convenience food outlets must be designed with extensive glazing onto the public realm. Any bistro/café, restaurant or similar operation must have an outdoor dining area assigned to it and take advantage of the southern orientation and views over the Royal Canal. Ideally a company responsible for the overall management of the residential development should also manage the shops and offices in order to maintain the appearance of both the shops and the area immediately outside.

.Detailed design of the commercial units (eg windows, shutters, signage) and the overall organisation of the village centre in terms of co-location of the mixed uses and activity areas must be well planned Overall architectural composition and detailed design elements must be of the very highest quality to underpin excellence. In this way, the new village centre will be one of real quality.

10.9.3 Material Finishes

The use of proven high quality materials with good maintenance characteristics will be critical. Natural materials such as render, stone and timber, particularly hardwood, will be favoured. Designers will be required to consider the sustainability characteristics of materials used. The illustrations below demonstrate the use of these good material finishes in houses and small scale apartments in both Ireland and abroad.

In the case of all structures forming the enclosing elements to the public civic open space in the Village Centre, materials will be required to relate to each other in order to create a unified appearance.

10.9.4 Articulation

Buildings will incorporate appropriate architectural articulation. Entrances, corners and ground floors will be clearly expressed. Designers will seek the creation of an interesting roofscape. Corners will be designed to reflect their importance in shaping the public realm.

10.9.5 Disabled Access

People with disabilities will have access to all buildings, streets and public open spaces. Dishing will be required at all junctions together with tactile surfaces.

10.9.6 Energy Efficiency

All new developments will seek to achieve the highest level of energy efficiency in their layout, orientation and material construction. Established principles of green building design which seeks to reduce energy loss, noise and air pollution will be followed. In particular the Guidelines and Publications produced by Sustainable Energy Ireland (SEI) will be adhered to.



The EU Energy Performance of Buildings Directive (2002/91/EC) known as the EPBD has recently been implemented in Ireland. Part of compliance with the Directive requires the certifying of all buildings in terms of their energy rating, the objective being to reduce CO₂ emissions. All buildings will therefore be required to have a Building Energy Rating Certificate (BER). All dwellings for which planning permission is sought on or after the 1st January 2007 will require BER before being offered for sale or rent. This requirement will be extended to all new non-residential buildings in July 2008.

Mechanisms to achieve an appropriate rating for buildings include passive design strategies i.e. passive solar gain and good envelope design. This entails good orientation with dual or sun facing aspect together with high levels of insulation, an airtight membrane, high performance glazing and controlled ventilation together with heat recovery.

Rainwater harvesting, water conservation fittings to sanitary and other appliances, maximum use of natural ventilation and efficient long life lighting luminaires can all contribute to creating a more sustainable environment.

10.9.7 Dual Aspect

The majority of apartments will be designed with dual aspect to achieve good orientation and natural lighting conditions. Single aspect will only be acceptable in limited cases if the aspect is south or southwest.

10.9.8 Elevational Treatment

Critical to the aesthetic success of developments is the elevational quality to all the buildings. Residential developments will avoid historic styling such as neo-Georgian, neo-Tudor etc. Examples of good modern design that would fit in well with the village are illustrated in the photographic examples.

10.9.9 Setbacks

The setback of dwellings or other buildings is key to determining the character of a street. It is anticipated that there will be no setback from the pavement in the case of the Village Centre. Setbacks will be varied to achieve character in individual areas with shallow setbacks favoured in the core village area.

10.9.10 Safety

All streets and public spaces should be overlooked by windows and balconies and the number of access points to any apartment blocks maximised to achieve passive policing. Designers are referred to "Secured by Design" which sets out the considerations to be applied in achieving a safe environment.

10.9.11 Standards in Apartments Design

All new apartments will be required to comply with the space and design standards set out in the document Sustainable Urban Housing- Design Standards for Apartments published by the DoEHLG.



10.9.12 Open Spaces

Critical to creating both unity and identity will be the treatment of spaces between buildings, be they public, semi-private or private. Their function will be clearly determined and they will contribute to the environmental and aesthetic qualities of the development. High standards will be required in ground finishes, street furniture, landscaping and signs. Good quality public lighting will be critical to the presentation of the area in the evening as well as creating a sense of security and will be appropriately scaled in relation to the size and importance of the street. It is critical to the image of the village that the existing wirescape be placed underground and that new lampposts be installed.

Private open space will be designed to provide for general privacy and well orientated to take advantage of sunlight whilst ensuring the space is sheltered. Minimum dimension standards are set out in the Residential Density Guidelines for Planning Authorities and the Planning Authority will require space standards above those set out in the Guidelines in accordance with its policy set out in the Development Plan.

In the case of apartments or duplex units, private balcony spaces will be provided and as a minimum comply with Sustainable Urban Housing- Design Standards for Apartments.

Designers need to be conscious of demands placed on space by the requirements for the separation of waste, these requirements will be considered at an early stage in the design process.

10.9.13 Car Parking

Car parking can pose problems in higher density residential areas in that it can dominate the ground surface. Good quality surfaces and landscaping will be critical to screening the visual effect of such parking. Consideration may be given to courtyard parking to the front of residential units and to parking within the volumetric space of residential buildings. The higher apartment blocks must accommodate parking in underground or well designed undercroft car parks

Individual car parking spaces will need to be allocated to the residential units and visitor spaces named by surface marking or signs. Designers are referred to "Car Parking What Works Where" published by English Partnerships which gives guidance on parking issues. Parking provision should fully comply with the standards prescribed in the County Development Plan.

10.9.14 Conservation and Natural Amenities

The built heritage objectives will ensure the protection of both the Protected Structures and the dwellings of character. Protected Structures have preservation listing but other structures are at risk. The retention and repair of the character buildings is an objective of this Urban Centre Strategy. Any planning application for demolition or alteration of these buildings will be examined against this objective.

The Old School is an important building but its condition is deteriorating. The School and its site would best be developed as public use / residential complex beside the Royal Canal.



10.10 Key Design Objectives

The Planning Authority will require:

- DO 1:** high standard of architectural building design with a particular emphasis on excellence in the Village Centre, high standards in the design of ground finishes, street furniture, landscaping and signs.
- DO 2:** designers to recognise the importance of the treatment of spaces between buildings to ensure that their function is clearly determined and that they contribute to the overall environmental and aesthetic qualities of the development.
- DO 3:** that streets and spaces are linked together in a meaningful manner and provide variety and interest.
- DO 4:** the removal of existing overhead wirescape and placing underground
- DO 5:** the design of streets and spaces to be self-policing by ensuring that they are overlooked and well lit at night-time.
- DO 6:** designers to articulate public, semi-public and private space so as to prevent the creation of spaces of indeterminate function where responsibility for maintenance may be not clear.
- DO 7:** building height to be sympathetic to the height within the village and not exceed three storeys directly within the village. A further set-back storey may be considered in locations that justify articulation by reason of their visual importance.
- DO 8:** Elevational treatment of the highest aesthetic quality.
- DO 9:** Residential developments to meet the standards set out in the guidance documents set out above.
- DO 10:** Specification of materials to be sustainable, durable and low maintenance.
- DO 11:** Waste Management to be incorporated for construction work.
- DO 12:** Best Practice in conserving water is required during construction phase and subsequently.

Strategic Objectives for the Proposed new Village Centre

- DO 13** The creation of a pedestrian friendly public space surrounded by mixed use including retail, restaurants, offices and residential
- DO 14** The provision of a managed publicly available short term parking underground
- DO 15** Develop a well-signalled link to the Royal Canal walkway and seek a pedestrian bridge of exceptional design standard to the lands to the South
- DO 16** The provision of new public bicycle parking as part of new development
- DO 17** Maximise residential densities in co-location with and over retail and business use: Heights of two and three storeys
- DO 18** Ensure that new pavements being provided as part of the re-development of the Village centre should be of a sufficient width to cater for outdoor dining.
- DO 19** Ensure that the Village Centre is articulated in terms of function, activity, movement and three-dimensional expression.
- DO 20** Seek the development of a landmark feature in the Village Centre



11.0 PHASING AND IMPLEMENTATION

11.1 As the Planning Authority is not a significant landowner in the Study Area reliance will be placed on encouraging landowners and developers to deliver the objectives of this Strategy. The observations received from landowners and the general public in the consultation process have been helpful and constructive. The Urban Centre Strategy is designed to be positive and proactive in guiding emerging development proposals and in co-ordinating their outcomes. The Urban Centre Strategy is the mechanism that will allow for good planning objectives to be put in place.

The Planning Authority will advance the improvement of the public realm in co-operation with landowners and relevant statutory undertakers. The removal of wirescape along the Clonsilla Road and the provision of high quality lamp standards are desirable objectives. Improvements are required for the Royal Canal Towpath. Surface maintenance in the form of a gravelled walk with natural drainage and better public lighting at key new and existing entry points along the Royal Canal are necessary. The development of a cycleway on land paralleling the Canal will also be progressed.

Such improvements will require specific inclusion in works specified in the Section 48 Development Contribution Scheme,

In addition, in the medium to longer term, the Planning Authority may progress the design and provision of a pedestrian bridge to lands to the South of Clonsilla. Bridges can act as iconic and attractive features for the landscape and the area is fortunate in having two bridges over the existing Canal that are attractive pieces of engineering in themselves. A design competition for such a bridge may be promoted.



Appendix 1

List of the persons / bodies who
made a submission on the
Clonsilla Draft Urban Centre Strategy



SUBMISSIONS

The submissions included a number of themes many of which were mutually common to some of the submissions.

Summary

Village Character

The village is seen as having a unique sense of place that should be conserved. The character derives from the existing protected and other historic structures, the scale of the buildings and the mature trees lining Clonsilla Road. New developments should respect the existing scale and high-rise development is seen as especially unsuitable.

New Civic Square or Green

Many submissions advocated the development of a new village civic space on a north/south axis to consolidate the village, give it a heart and provide better access to the Royal Canal. This would inhibit the spread of retail or other business uses in a linear fashion along Clonsilla Road.

Traffic Congestion

Many submissions highlighted traffic congestion as a serious problem especially in the vicinity of the railway station, St Mochta's School and the junction of Shelerin Road and Clonsilla Road. Suggestions for improvement included:

- a traffic management plan,
- further speed restrictions to 30 kph,
- better provision for cyclists and pedestrians including widening of footpaths,
- a new bridge over the canal/railway and traffic inhibitors such as speed bumps or tables.

Some submissions advocate that no further development should take place in the area because of the congestion as well as pressures on school and other facilities.

Parking

Car parking especially short-term parking is highlighted as inadequate. A number of submissions advocated 'park and ride' provision at the railway station. Several suggested underground parking at any new commercial development.
Royal Canal

The canal was seen as an under-utilised but important amenity. Many submissions suggested improvements be made with more access points, a cycleway, additional overlooking to provide passive surveillance and public lighting.

Land Use Issues

A number of submissions were received from landowners in the area



that sought to preserve existing zonings and/or advocated the development of their lands. One landowner is seeking to change the open space zoning along the southern section of the area to a new that would provide for its development. A number of submissions suggested that the Old Schoolhouse and its curtilage be developed for restaurant use and quoted the development at the 12th lock as an exemplar. Some suggested the SC zoning close to the railway station was inappropriate as it could increase traffic congestion and threaten the future existence of the existing housing. Other submissions advocated a strengthening of the employment base of the village for reasons of sustainability. Sheltered housing was seen as appropriate to the village to provide a better age mix. Additional fast-food outlets were not favoured. A garda station was also advocated.

Village Appearance

The existing 'wirescape', surface finishes to some pavements, street lighting poles, litterbin provision were criticised and improvements sought especially placing wires and cables underground.

Community Facilities

The size of the existing community halls was seen as too small to cater for the leisure demands of the increased population and outdoor facilities such as children's play spaces, tennis courts, and basketball courts are not available. These facilities should be developed.

Size of Study Area

The size of the study area was criticised, many considered it should take in the northern side of Clonsilla Road.



LIST OF SUBMISSIONS RECEIVED

1. Submission 1: Kathryn Smith
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And Mr. & Mrs. Patrick McDermott
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Appendix 2

Indicative Development Capacity



CAPACITY STUDY

Development at Clonsilla

OPPORTUNITIES SITE	1 bed apt.	2 bed apt	2 bed house	3 bed house	4 bed house	TOTAL	SITE AREA (Ha)	SITE AREA (Acre)	DENSITY (Units per Ha)	DENSITY (Units per Acre)
Opportunity Site 1	-	8	22	1	31	0.6585	1.6271	47	19	
Opportunity Site 2	-	18	27	3	48	1.1929	2.9477	40	17	
Opportunity Site 3	30	16	40	8	94	3.3832	8.366	NA	NA	
Opportunity Site 4	42	90	29	24	185	3.9512	9.7636	47	19	
Opportunity Site 5	26	66	14	-	106	2.0705	5.1163	51	21	
Opportunity Site 6	-	12	-	-	12	0.3109	0.7682	39	16	
Opportunity Site 7	12	50	4	39	106	2.5232	6.2349	42	17	
TOTAL	80	254	40	171	37	582				
1 bed =80 (14%)	2 bed =294(50)	3 bed = 171 (30%)	4 bed = 37 (6%)							
Appartments: 334.no. =57%							Houses 248 No. = 43%			







