Clonsilla
FRAME WORK PLAN

MAY 2025

Comhairle Contae Fhine Gall
Fingal County Council

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Clonsilla

Framework Plan

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# Table of Contents

1. Introduction

1.1   A Framework Plan for Clonsilla

The Fingal Development Plan 2023-2029 makes provision for the preparation of a Framework Plan for Clonsilla. As set out within the Development Plan settlement hierarchy, Clonsilla is designated as being situated within the 'Dublin City and Suburbs' consolidation area.

Fig. 1-1: Clonsilla Location Map
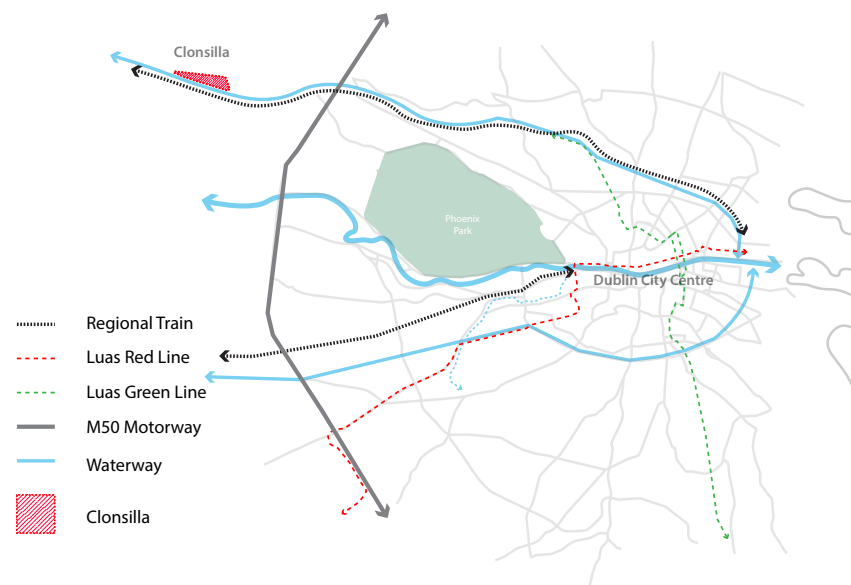
Clonsilla is located approximately 10km from Dublin City Centre and is proximate to Blanchardstown Town Centre, c. 1.5km to the north east.

The lands within the Kellystown Local Area Plan area are located immediately south of the Royal Canal. Millenium Park is also easily accessible to the north east, as are Shackleton Gardens, located to the west.

Clonsilla also benefits from proximity to the M50 Motorway and N3 National Route as well as being located on the national rail network, see Figure 1-1.

Clonsilla has a distinctive and unique history and physical character. The nucleus from which Clonsilla developed was the church site to the west end of Clonsilla Road, present day St. Mary's Church. In the 18th/19th century there were several large historic houses set within parkland along the northern side of the Clonsilla Road including Clonsilla House, Lohunda Park and Lime Lawn.

Fig. 1-2: 'Welcome to Clonsilla Village' Sign

On the southern side of Clonsilla Road there are a number of vernacular cottages, with the northern side being occupied mainly by newer housing on the lands of the former Lohunda House. There is also extensive tree planting on the northern side of Clonsilla Road which formed the southern boundary of the Lohunda House demesne.

While the historic houses, referred to above, no longer exist, the mature trees around St. Mary's Church, Porter's Gate Housing Estate and Castlefield Housing Estate are all vestiges of the parkland associated with these houses.

The current settlement of Clonsilla developed in a linear format along the Clonsilla Road as it stretches eastward from St. Mary's Church and the train station towards Coolmine, with modern housing estates on either side. There are a small number of dispersed single-storey vernacular cottages and houses within Clonsilla.

Clonsilla village is currently focused on the row of commercial units at the junction of Clonsilla Road and Shelerin Road. The more recent addition of Lidl and the Applegreen Petrol Station to the west also provides a commercial focus within Clonsilla. The recently permitted mixed-use development will further consolidate the village centre of Clonsilla as the commercial core.

The Royal Canal to the south is a significant asset for Clonsilla and is in a deep cut and has an overgrown, wooded ravine like character at this location.

1.2   Scope and Remit of the Framework Plan

Development in Clonsilla is set against the policies and objectives of the Development Plan. The Development Plan designates that a number of Framework Plans are to be prepared, identifying the study area for the Clonsilla Framework Plan under Objective FP 13.C.

As outlined in the Development Plan, Framework Plans are advisory in nature, providing a long-term vision for the future and allowing sufficient flexibility to manage change depending on the particular circumstances.

The Development Plan states that each plan will vary with regard to the scale and needs of the subject area such as economic, physical and social renewal, brownfield and infill development areas and environmental improvements.

In the case of Clonsilla, Fingal County Council seeks to guide careful urban improvement and to plan for appropriate future growth.

The area of Clonsilla subject to a Framework Plan as set out in the Development Plan includes areas of land situated south of Clonsilla Road/Larch Grove, bounded by Diswellstown Road to the east, Callaghan Bridge to the west and extending just south of the Royal Canal and railway tracks.

The Development Plan states that active public engagement will be central to the preparation of Framework Plans with opportunities for local communities, landowners and relevant stakeholders to contribute throughout the process.

As part of the Framework Plan process and informed by feedback from consultations the Framework Plan boundary has been revised to better reflect the settlement of Clonsilla.

As a result, the scope of the Framework Plan has been expanded to cover the existing amenities along the northern boundary, notably Castlefield Park and Lohunda Lodge as well as the green space immediately north of Clonsilla Road to the Clonsilla Link Road as outlined in Fig 1-4.

Fig. 1-3: Aerial View of Clonsilla Road

The Clonsilla Framework Plan was prepared by Fingal County Council in conjunction with RMLA Planning Consultants, Urban Agency Architects, SYSTRA Consulting Engineers and ORS.

The Framework Plan has been subject to Strategic Environmental Assessment (SEA), screening for Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA).

Fig. 1-4: Clonsilla Framework Plan Study Area
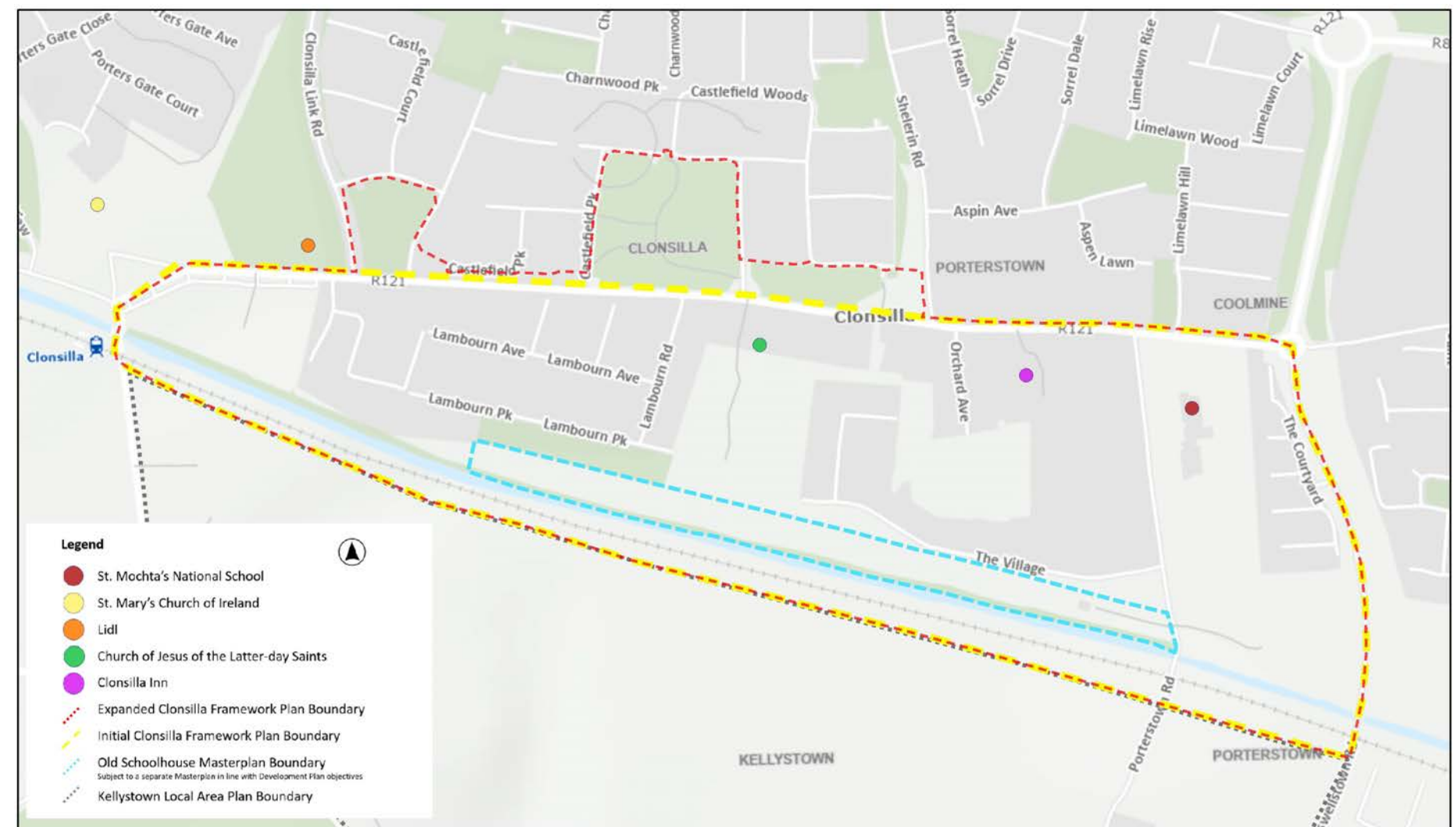
SEA of plans and programmes is required by European Directive 2001/42/EC with the SEA Screening Report for the Clonsilla Framework Plan prepared by Brady Shipman Martin (see Appendix D).

The requirement for AA is set out in Articles 6(3) and 6(4) of the Habitats Directive (92/43/EEC). The screening report for AA was also prepared by Brady Shipman Martin (see Appendix E).

An SFRA was undertaken for the Framework Plan lands in accordance with the requirements of 'The Planning System and Flood Risk Assessment - Guidelines for Planning Authorities' (2009) and Circular PL02/2014 (August 2014). The SFRA for the Clonsilla Framework Plan was prepared by McCloy Consulting (see Appendix C).

2. Developing A Vision for Clonsilla

2.1 Introduction

This Framework Plan will guide the future development of Clonsilla to create a vibrant and distinct place that has community at its core. The Plan seeks to support and encourage economic, social and cultural development and provide an attractive, high-quality environment for existing and future residents. Public realm improvements, enhanced recreational facilities, new active travel infrastructure and improved accessibility are central to this Framework Plan.

Clonsilla's assets such as its landscape character, its vernacular buildings and the biodiversity of the Royal Canal, together with the development of the Royal Canal Urban Greenway, offers a unique opportunity to create a distinct identity for Clonsilla.

2.2 The Vision

The vision for Clonsilla is a key component of the Framework Plan as it provides a future direction for Clonsilla and sets out the potential opportunities that could be realised over the long term. It has been informed by a number of key contributors including:

- Consultations including public consultation with the local community.
- Baseline research work including an urban, transportation, infrastructure and placemaking analysis of Clonsilla that has identified strengths, challenges, opportunities and threats.
- Engagement with relevant departments across Fingal County Council.

The vision is clear and unambiguous in order to generate momentum, support and enthusiasm, but also practical and achievable. It aims to unify all the component activities which make up the Framework Plan.

Fig. 2-1: Clonsilla Village Centre

> **Clonsilla will become a distinct place that embraces its rich heritage and natural assets, fostering pride of place and a sense of community through improvements in the public realm, enhanced community and recreational facilities, prioritisation of active travel, increased legibility and the showcasing of its unique attributes.**

The Framework Plan is supported by a number of strategic aims that have been developed in order to support sustainable principles and build on identified objectives.

- Embrace a sustainable future.
- Repair and improve the urban fabric.
- Create a vibrant, liveable core area.
- Improve accessibility and permeability.
- Provide for new civic and social activities.

These aims are also underpinned by a series of objectives which support the vision, as set out in Section 2.3.

2.3 Objectives

The setting out of a vision for Clonsilla is central to the delivery of this Framework Plan. As a vision is, by its nature, both broad in its remit and aspirational in its aims, the following objectives have been formulated that provide the framework and coordinated approach to deliver the Vision:

1. Create a Distinct Identity
2. Promote a Vibrant Village Centre
3. Promote and Facilitate Active Travel
4. Deliver a High-Quality Public Realm
5. Support the Enhancement of Community and Recreational Facilities
6. Protect and Enhance the Natural Environment
7. Realise the Full Potential of Transport Infrastructure
8. Showcase the History and Celebrate the Assets of Clonsilla
9. Promote a High Quality of Life, Health and Wellbeing

The objectives listed above seek to address the existing challenges facing Clonsilla by building on its many assets and unique attributes. The application of the objectives to each of the projects will ensure that they are brought forward in line with, and will contribute to, the realisation of the vision.

The objectives align with and support the delivery of the Development Plan and other relevant plans and strategies including *inter alia* Fingal County Council's Open Space Strategy, Signage Strategy, Heritage Strategy, Recreational Strategy etc. Further detail on each objective is provided below.

Objective 1: Create a Distinct Identity

Clonsilla must not only retain and protect the attributes and assets that give it its distinctiveness but must utilise and showcase these to build a distinct identity.

Objective 2: Promote a Vibrant Village Centre

Clonsilla village centre faces a number of challenges and how these are addressed will define the future of Clonsilla. The vibrancy of the village centre will be enhanced through diversity of use including retail, commercial, social and recreation spaces as well as public realm improvements and traffic management.

Objective 3: Promote and Facilitate Active Travel

Clonsilla should not only embrace the future opportunities presented by the Royal Canal greenway in terms of wider accessibility through active travel but it must also promote active travel within the village through traffic management measures and the provision of active travel infrastructure such as the Clonsilla Active Travel Link.

Objective 4: Deliver a High-Quality Public Realm

The public realm provides the setting for Clonsilla, including the public spaces that people use every day. Quality design and materials are required to deliver a public realm that encourages vibrancy and facilitates social interaction.

Fig. 2-2: Existing Green Space at Castlefield Park

Objective 5: Support the Enhancement of High-Quality Community and Recreational Facilities

The enhancement and reuse of existing community facilities such as green spaces will be supported.

Objective 6: Protect and Enhance the Natural Environment

Clonsilla has an enviable natural environment rich in biodiversity and wildlife from the Royal Canal to the parkland nature of the lands of the former Lohunda House. In line with the Development Plan, this should not only be respected and protected but should be strengthen and enhanced.

Objective 7: Realise the Full Potential of Transport Infrastructure

Clonsilla is strategically located in terms of availability of rail and bus services and proximity to the Canal and future greenway. Better accessibility to existing infrastructure and planning for the integration of new infrastructure into Clonsilla is key to its future vibrancy, vitality and attractiveness as a place to live.

Objective 8: Showcase the History and Celebrate the Assets of Clonsilla

Clonsilla has a wealth of historical and cultural assets that should be showcased through strategic signage, public art and cultural and community events.

Objective 9: Promote a High Quality of Life, Health and Wellbeing

To remain an attractive place to live and provide a high quality of life, Clonsilla needs to plan for inclusive and healthy communities through education, community and health facilities and access to amenity and recreation spaces.

All projects arising from the Plan shall be designed in a manner that ensures passive surveillance and deters anti-social behaviour, in accordance with relevant Development Plan policy.

3. Clonsilla in Context

3.1 Introduction

Following on from the high-level introduction to Clonsilla provided in Chapter 1, this Chapter provides an overview of Clonsilla in the context of its socio-economic profile, land-uses, heritage and movement and transport.

3.2 Socio-Economic Context

The 2022 Census information is available from the CSO website and can be accessed through an interactive map which breaks down data into Local Authorities, Electoral Divisions, Towns, Small Areas, etc.

There are 4 no. Small Areas which correspond to the Study Area for the Framework Plan as set out in the Development Plan, referred to as the 'Primary Catchment', outlined on Figure 3-1.

Fig. 3-1: CSO Small Areas
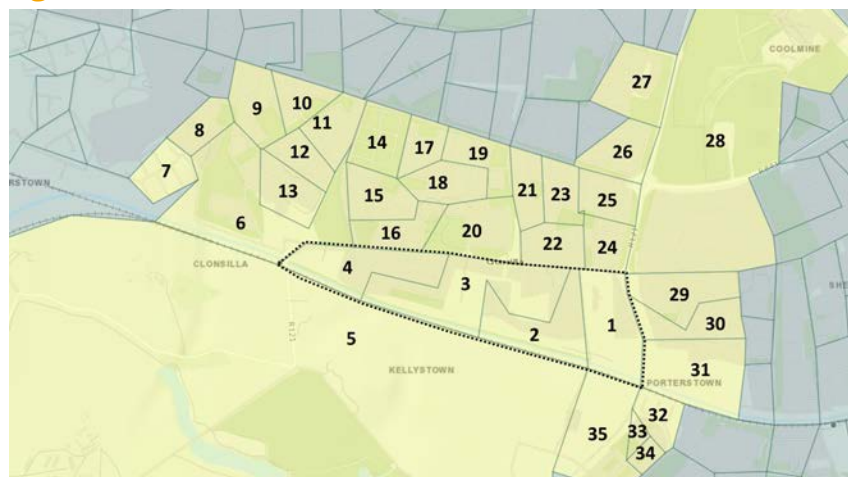
In order to ensure that a broader picture of the economic status of Clonsilla is formed, an approximate 'Secondary Catchment' area comprising Small Areas within a 10-15 minute walk across the Study Area has been established and which includes an additional 31 no. Small Areas. As a result, the socio-economic information presented here relates to a total of 35 Small areas in and around Clonsilla village.

3.2.1 Population

The population of the Study Area, i.e. the Primary Catchment, according to the 2022 Census was 1,147 persons which represents an increase of 114 (11%) on the 2016 Census figure. The population of the Combined Catchment, i.e. Clonsilla, was 10,921 according to the 2022 Census. This represents an increase of 904 (9%) on the 2016 Census figure. A breakdown of the population across age group and categorised based on male/female is shown by Figure 3-2 below.

Fig. 3-2: Population Pyramid for Clonsilla
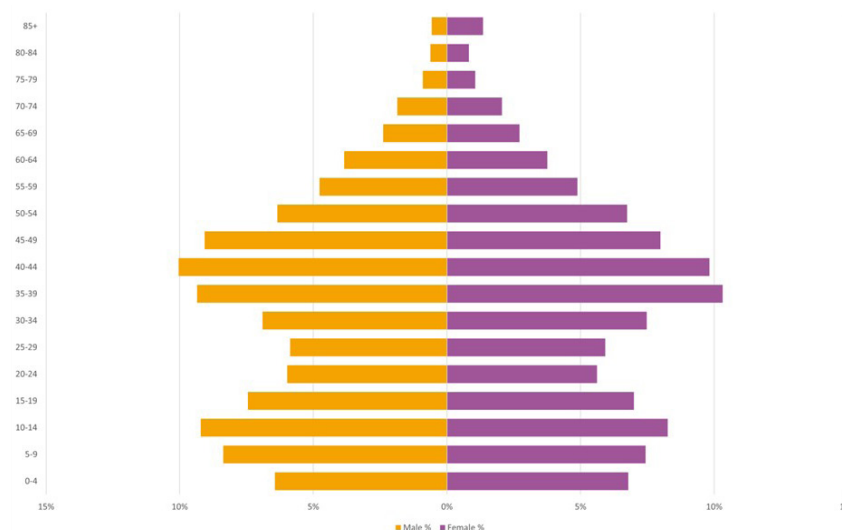
3.2.2 Principal Economic Status

As set out in the pie chart, see Figure 3-3, the population of Clonsilla aged 15 years and over who were recorded as being 'At Work' accounted for c. 65% of the total amount, with just c. 4% classed as being 'Unemployed' (either Short-term or Long-term). Out of the population of Clonsilla, c. 12% were 'Students' which encompass those still in secondary education as well as some form of tertiary education.

Fig. 3-3: Principal Status of Residents in Clonsilla

- At work
- Looking for first regular job
- Short term unemployed
- Long term unemployed
- Student
- Looking after home/family
- Retired
- Unable to work due to permanent sickness or disability
- Other
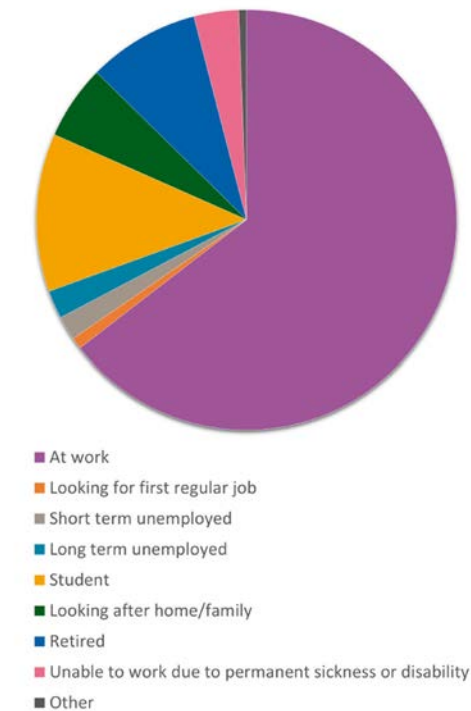
3.2.3 Housing Stock

According to the 2022 Census figures, the majority of households in the Combined Catchment live in a property that was constructed between 2001 and 2010, accounting for c. 37% of all households. As shown in Fig. 3-4, approximately one third of all properties were built between 1991 to 2000.

Fig. 3-4: Housing Stock in Clonsilla (Year Built)
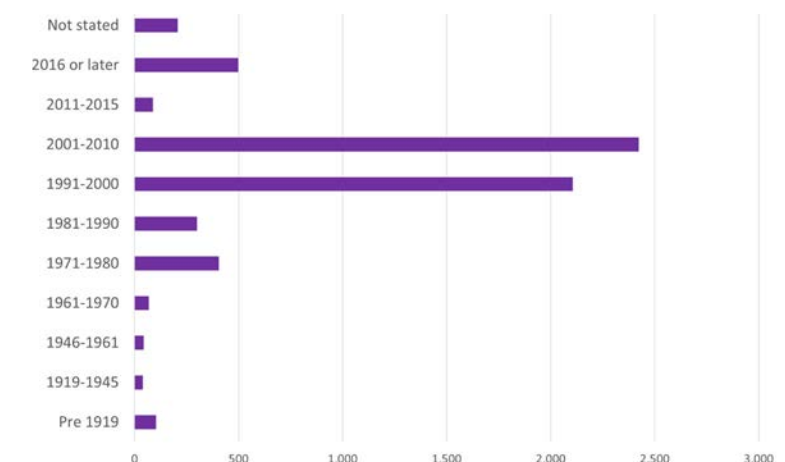
3.3   Land Uses

3.3.1 Existing Land Uses

A Land Use Survey was prepared as part of the baseline analysis to identify the predominant land uses in Clonsilla at Ground Floor and First Floor levels. The analysis was adapted from the Collaborative Town Centre Health Check (CTCHC) programme prepared by The Heritage Council. The Land Use Survey Maps at Figure 3-6 and Figure 3-7 show that the primary land use in Clonsilla is 'residential', with a concentration of a mix of uses along Clonsilla Road centring on the village centre. These uses include retail services, convenience stores, health and medical services, hairdressers and a bar.

Fig. 3-5: Land Use Classifications

GOAD Classification	Outline Colour on Map	Description of Use
Comparison		Non-food/non-perishable items e.g. Clothes, jewellery,
Convenience		Food items (perishable) e.g. Convenience stores, deli,
Retail Service		Services' including hairdressers, post offices, dry cleaner, beauty salon, creche facilities etc.
Other Retail		none of the above
Leisure Service		Bars, restaurants, cinemas, fast food takeaways, cafes, hotels/guest houses, theatres, etc.
Financial and Business Services		Building society, banks, legal services, financial services, etc.
Health and Medical Services		Dental surgery, health centre, nursing home, doctors surgery, veterinary surgery, etc.
Public Service		Council offices, library, community centre, emergency
Religious Service		Place of worship, churches, church halls, religious
Storage and Warehousing		Storage / warehousing
Residential		Residential buildings
Open Space		Open space, park
Walkways/cycleways/bridle paths		Walkway, cycleway, bridle path
Other Buildings		Buildings outside of survey area / buildings which do
Vacant Unit		Vacant buildings other than residential (original use dictates outline colour)
Vacant Site	V	Vacant sites
Vacant Residential		Residential buildings which are vacant
Car Park - Surface	P	Surface level car park
Car Park - Multi-story	P	Multi-story car park/ car park under a building.
Construction Site	CS	Mixed use development (Community use at GF,

Adapted from the CTCHC training programme 2020

Fig. 3-6: Ground Floor Land Uses

Fig. 3-7: First Floor Land Uses

3.3.2 Land Use Zoning

In terms of land use zoning, the Fingal County Development Plan 2023-2029 outlines and designates the appropriate zoning objectives which relate to Clonsilla and the Framework Plan study area.

Figure 3-8 provides an extract from the Development Plan zoning map. This shows lands zoned 'TC – Town and District Centre', the objective for which is to *"Protect and enhance the special physical and social character of town and district centres and provide and/ or improve urban facilities"*.

This zoning objective also covers other lands south of Clonsilla Road including the existing Clonsilla Inn and adjacent lands, the site of the permitted mixed-use development and the existing Applegreen Service Station as well as the Lidl store at the corner of the Clonsilla Link Road.

Other land use zonings in the study area include the 'RS – Residential' zoning, 'to *Provide for residential development and protect and improve residential amenity*, which covers the existing areas of housing to the south of Clonsilla Road as well as lands designated for future residential development. St. Mochta's National School is zoned 'CI – Community Infrastructure with an objective to *"Provide for and protect civic, religious, community, education, health care and social infrastructure"*.
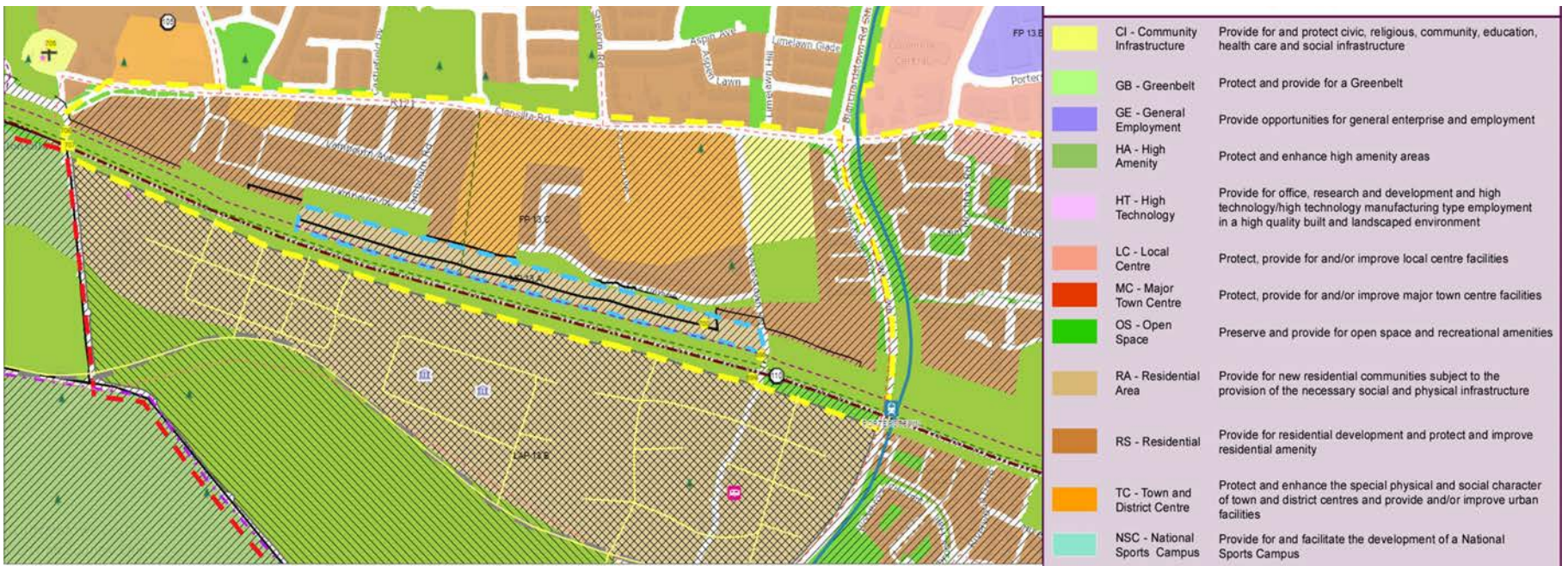
The remainder of the lands are zoned as 'OS – Open Space' which has an objective to *"Preserve and provide for open space and recreational amenities"*.

Also within the Clonsilla Framework Plan study area are the Old School House lands which the Development Plan identifies as being subject to a separate Masterplan, outlined within the dashed blue line of the zoning map extract in Figure 3-8.

The zoning objective relating to these lands is 'RA- Residential Area' to *"Provide for new residential communities subject to the provision of the necessary social and physical infrastructure"*.

The zoning map also identifies Clonsilla as being located within a 'Highly Sensitive Area (Blanchardstown South)' in terms of its landscape, and shows map based objectives to *"Protect & Preserve Trees, Woodlands and Hedgerows"* in the Clonsilla area.

3.4   Natural and Built Heritage

3.4.1 Natural Heritage

The Clonsilla area is located within 15km of 13 no. Natura 2000 sites / proposed Natural Heritage Areas as listed in Table 3.1 below.

Table. 3-1: Designated Sites within 15km of Clonsilla

Site Name & Code	Distance from Clonsilla
Royal Canal pNHA (002103)	Within Study Area
Rye Water Valley/Carton SAC/pNHA (001398)	c. 5km south-west
Liffey Valley pNHA (000128)	c. 850m south
Grand Canal pNHA (002104)	c. 5.7km south
Slade of Saggart and Crooksling Glen pNHA (000211)	c. 13.2km south
Glenasmole Valley SAC/pNHA (001209)	c. 13.9km south
Santry Demesne pNHA (000178)	c. 10.2km east
Dolphins Dublin Docks pNHA (000201)	c. 14.3km south-east
Dodder Valley pNHA (000991)	c. 11.1km south
South Dublin Bay SAC/pNHA (000210)	c. 13.6km south-east
South Dublin Bay and River Tolka Estuary SPA (004024)	c. 13.6km south-east
North Dublin Bay SAC/pNHA (000206)	c. 15km east
North Bull Island SPA (004006)	c. 12km east

The Royal Canal proposed Natural Heritage Area is located within the Framework Plan study area. This area is important as a key ecological feature, it provides an opportunity for the development of the Royal Canal Greenway and is a Protected Structure, being a man-made structure.

 Clonsilla is also characterised by open space lands and mature trees of the former estate within the Castlefield development and at Lohunda Lodge and with hedgerows and trees along the northern side of Clonsilla Road

Fig. 3-8: Land Use Zoning Extract from Fingal Development Plan 2023-2029

and along the Royal Canal, which are important natural heritage assets and lend themselves to the overall character of the area.

3.4.2 Architectural and Archaeological Heritage

Despite recent development, Clonsilla village centre has retained much of its character deriving from the remaining cottages and other historical buildings and its continuing role as a small service centre.
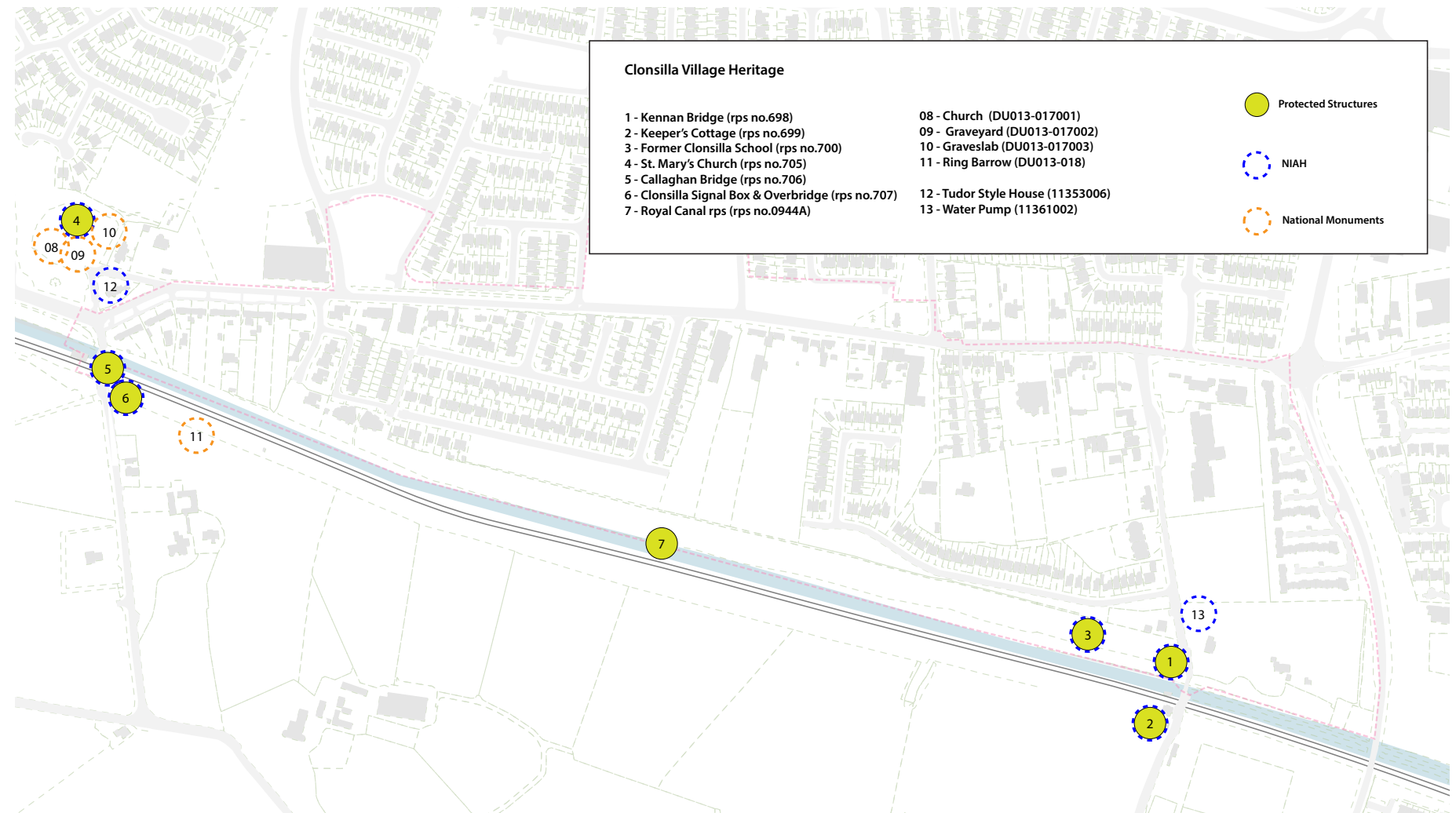
Clonsilla contains a varied mix of built heritage assets that reflects its layers of historical development and industrial heritage and which together contribute to the character of the area. There are 7 no. Protected Structures listed within and immediately surrounding the study area and a number of additional structures are included on the National Inventory of Architectural Heritage.

The Protected Structures include the Old School House at the eastern end of Clonsilla and St. Mary's Church at the western end. The Old School House is part of a cluster of Protected Structures at the eastern end of the Clonsilla village which includes Kennan Bridge and the Railway-Keeper's Cottage, along with the NIAH identified water pump, see Figure 3.9. Both the Old School House and the Railway-Keeper's Cottage are in poor condition at present.

The Royal Canal, including towpath, is also an important element of the industrial heritage of Clonsilla and is a designated Protected Structure. The Canal is an exceptional example of 18th Century engineering, carving its way through the bedrock to maintain appropriate water levels.

In addition to the designated Protected Structures there are a number of other notable vernacular structures in the area which include, amongst others:

Fig. 3-9: Built Heritage of Clonsilla

Clonsilla Village Heritage

1 - Kennan Bridge (rps no.698)
2 - Keeper's Cottage (rps no.699)
3 - Former Clonsilla School (rps no.700)
4 - St. Mary's Church (rps no.705)
5 - Callaghan Bridge (rps no.706)
6 - Clonsilla Signal Box & Overbridge (rps no.707)
7 - Royal Canal rps (rps no.0944A)

08 - Church (DU013-017001)
09 - Graveyard (DU013-017002)
10 - Graveslab (DU013-017003)
11 - Ring Barrow (DU013-018)

12 - Tudor Style House (11353006)
13 - Water Pump (11361002)

● Protected Structures

NIAH

National Monuments

- Lohunda Lodge on the northern side of Clonsilla Road.
- The Old Forge on Porterstown Road.
- The cottages on the southern and northern sides of Clonsilla Road.
- The semi-detached two-storey houses on Weavers Row.

The Fingal Development Plan includes a number of policies and objectives which seek the protection and enhancement of Fingal's vernacular heritage and other built heritage assets as set out in Section 10.5.2.5 of the Plan.

The Recorded Monuments/Sites and Monuments Record, Appendix 6 of the Fingal Development Plan, also includes a number of archaeological sites and monuments outside but proximate to the Framework Plan area as follows:

- DU013-017001- Church.
- DU013-017002- Graveyard.
- DU013-017003- Graveslab.
- DU013-018---- Barrow - ring-barrow.

Section 10.5.1, Archaeological Heritage, of the Fingal County Development Plan includes a number of policies and objectives which seek the protection, preservation and management of Fingal's archaeological heritage.

3.5   Movement and Transport

3.5.1 Existing Transport Facilities

The following section provides an overview of the existing and planned transport network in the vicinity of the site that will influence the Framework Plan for Clonsilla.

3.5.2 Existing Road Network

Local Roads

The R121 runs east west and forms the northern boundary of the Framework Plan lands, while simultaneously serving as the "main street" for Clonsilla village. The speed limit is 50 km/h and some traffic calming exists near St. Mochta's National School in the form of speed ramps. Several estate roads run perpendicular or north-south of the R121. Diswellstown Road runs north south and forms the eastern boundary of the site from the Clonsilla roundabout to the Dr. Troy Bridge.

Located c. 570m north of the site is the Ongar Distributor Road. This road provides access to Ongar village located c. 1.8 km from Clonsilla Train Station. Access to the Huntstown and Hartstown neighbourhoods in the Blanchardstown region is provided via this route.

Porterstown Road runs perpendicular of the R121 south of Clonsilla village and is characterised by its extremely narrow width at < 5 metres wide. This narrow road leads up to and beyond the rail line and a level crossing is present where the road meets an old bridge over the Royal Canal. This route provides access to the Old School House Masterplan lands (13.A), located within the boundary of the Framework Plan.

National Roads

The N3 National Road (Navan Road.) is located c. 1.7 km from Clonsilla roundabout, the easternmost point of the Framework Plan's boundary. Access to the N3 is provided via the R121/R843 at Junction 2.

Fig. 3-10: Existing Transport Facilities
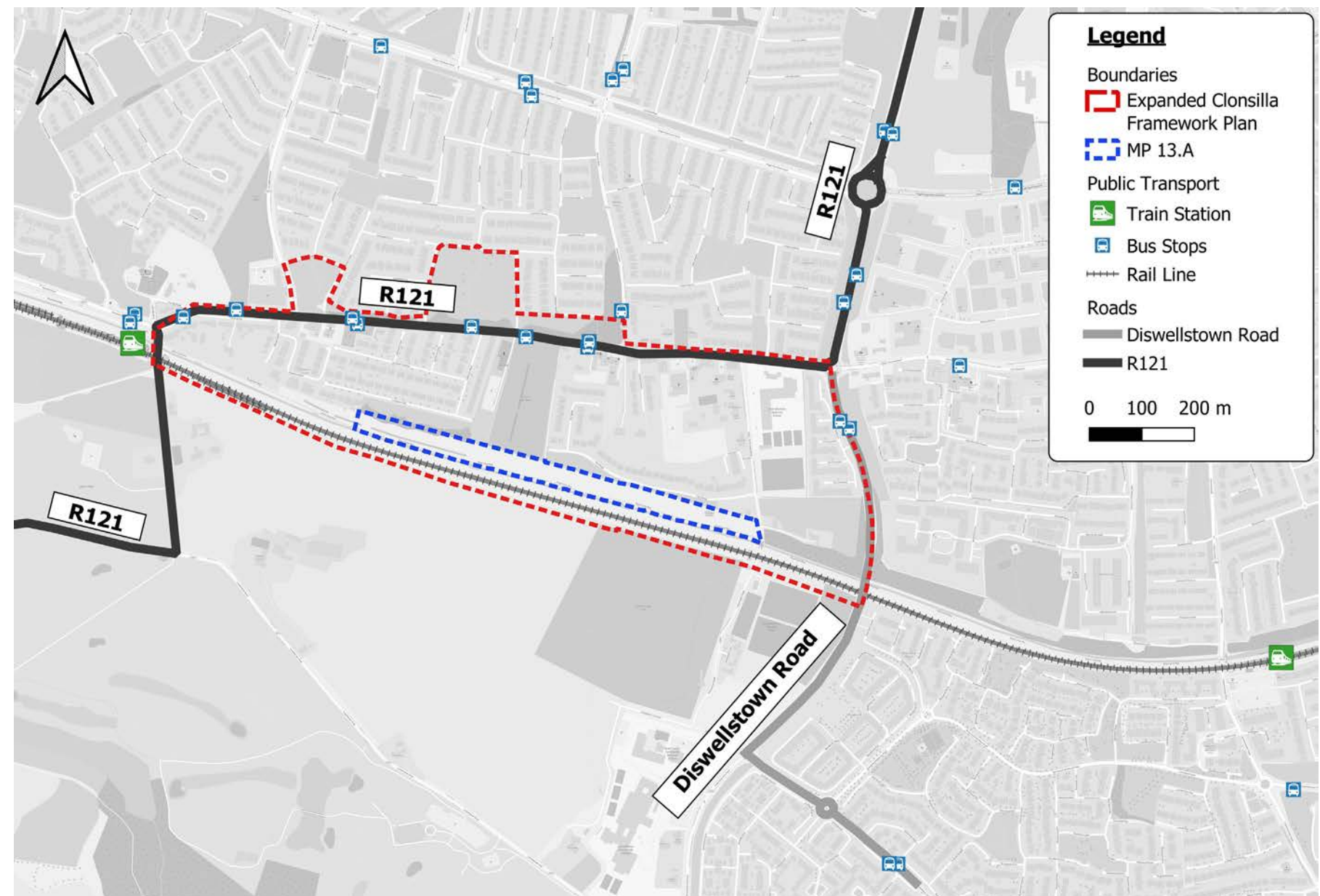
The N3 provides access to Navan and other destinations in the northwest. Traveling southeast via the N3 provides access to the M50 and Dublin City Centre via the R147 (Navan Road). The M50 Motorway is located approximately 2.5 kms from Clonsilla roundabout at Junction 6. Access is provided via the N3. The M50 forms an orbital around Dublin city and provides access to Dublin Airport, Tallaght, Sandyford amongst other destinations along the route.

3.5.3 Existing Active Travel Routes

Cycling Infrastructure

Cycle tracks are located in the westernmost part of the R121 near Clonsilla Train Station. The infrastructure here does not form part of a wider network and there are currently no dedicated cycling tracks within the village centre.

Pedestrian Infrastructure

Footpaths are provided along the entirety of the R121 and Diswellstown Road. The typical width of the paths along the village portion of the R121 are between c. 1-2 metres. Pinch points cut into the available space on these footpaths including overgrown hedges, lamp posts and worn pavement. These issues detract from the pedestrian experience. With a speed limit of 50 km/h along the R121, and no traffic calming except near the school, fast moving cars create noise levels which can represent a disturbance for pedestrians and vulnerable road users.

On Porterstown Road, leading to the lands designated for the Old School House Masterplan, footpaths are found on both sides of the road as far as the boundary of St. Mochta's National School. After this, a footpath is only provided on the western side of the road in front of residential properties. This path is narrow, even c. 1m wide, with pinch points such as hedges and lampposts.

There is an existing towpath located along the northern bank of the Royal Canal. The width of the towpath at path level is typically 2.0m wide with local pinch points, flanked by a deep cutting.

The walking isochrones map at Figure 3-11 shows that the entire area is within less than a 15 min walk. Provision of high-quality walking infrastructure and permeability for pedestrians has the potential to increase the walking mode share.

Fig. 3-11: Walking and Public Transport
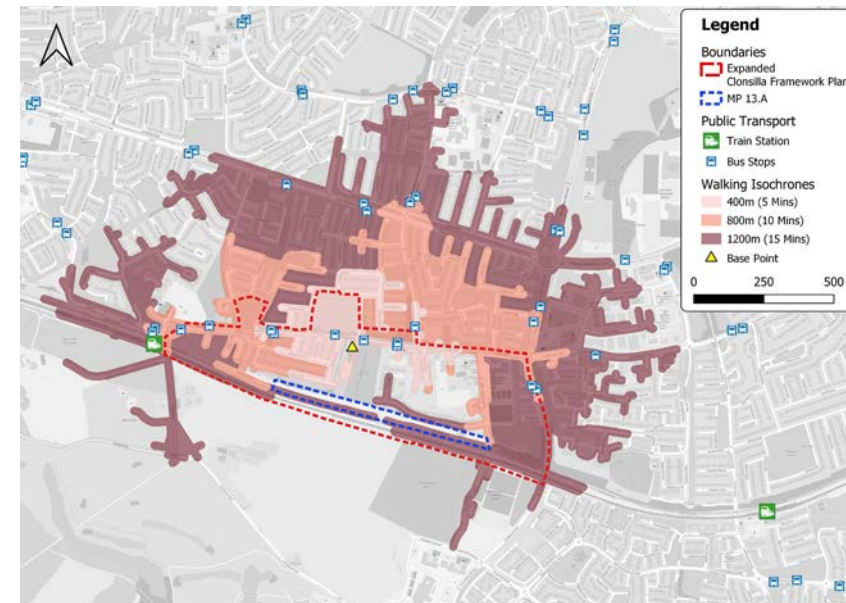
3.5.4 Planned Active Travel Infrastructure

GDA Cycle Network

In January 2023, the Greater Dublin Area (GDA) Cycle Network Plan, consisting of the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas comprising the GDA was adopted as part of the GDA Transport Strategy 2022-2042.

The Clonsilla Road portion of the R121 is listed as a *"feeder"* route, becoming a *"primary orbital"* route when travelling north towards Blanchardstown Centre and south onto Diswellstown Road.

Royal Canal Urban Greenway

Fingal County Council in conjunction with the NTA and Waterways Ireland is proposing to develop the Royal Canal Urban Greenway that will provide a high quality, sustainable transport and recreational route serving Castleknock, Blanchardstown, Clonsilla, Coolmine and the wider Dublin 15 area.

The Preferred Route Scheme proposes to utilise the existing tow path where possible and to increase the width by using an elevated cantilevered boardwalk

structure. Along certain sections the proposal is to provide the greenway layout separated from the existing tow path.

3.5.5 Planned Public Transport Infrastructure

DART+ West

The recently permitted DART+ West seeks to expand DART services to the existing Maynooth/M3 Parkway commuter rail line. This will bring electrified/battery-powered trains to Clonsilla and more frequent services to Dublin City Centre.

Existing and future residents will benefit from this improved capacity. Clonsilla will become an attractive location for city centre commuters and the additional capacity and services will provide opportunities for greater integration along the route including Clonsilla.

Proposed Light-Rail Corridor

The Fingal Development Plan Map Sheet 17 'Connectivity and Movement' shows the transportation related objectives and projects within the County. The Map indicates an indicative route for a proposed light-rail line passing to the east of the Framework Plan lands.

This proposed route can provide current and future residents of the area with a sustainable transport mode for access to Blanchardstown Centre, Dublin Airport, and various employment centres in the surrounding area.

Bus Connects

As part of Bus Connects Dublin, the current no. 39 route serving Clonsilla is set to be replaced with the no. B2, following mostly the same route with an improved and consistent 15 min frequency throughout the entire day.

The no. 37 route is not set to change numbering or routing, but frequencies will be modified to service the site every 20 mins throughout the entire day.

The current no. L52 route is already part of the implementation of Bus Connects.

4.   Urban Analysis

4.1   Introduction

An audit of the Framework Plan area was undertaken to establish the current urban context, including the identification of character areas, and to assist with the identification of challenges facing Clonsilla. This urban analysis was informed by on-site surveys, as well as baseline research. The findings informed the Public Realm and Traffic Management Strategies and have directly contributed to the identification of the key projects (see Chapter 7).
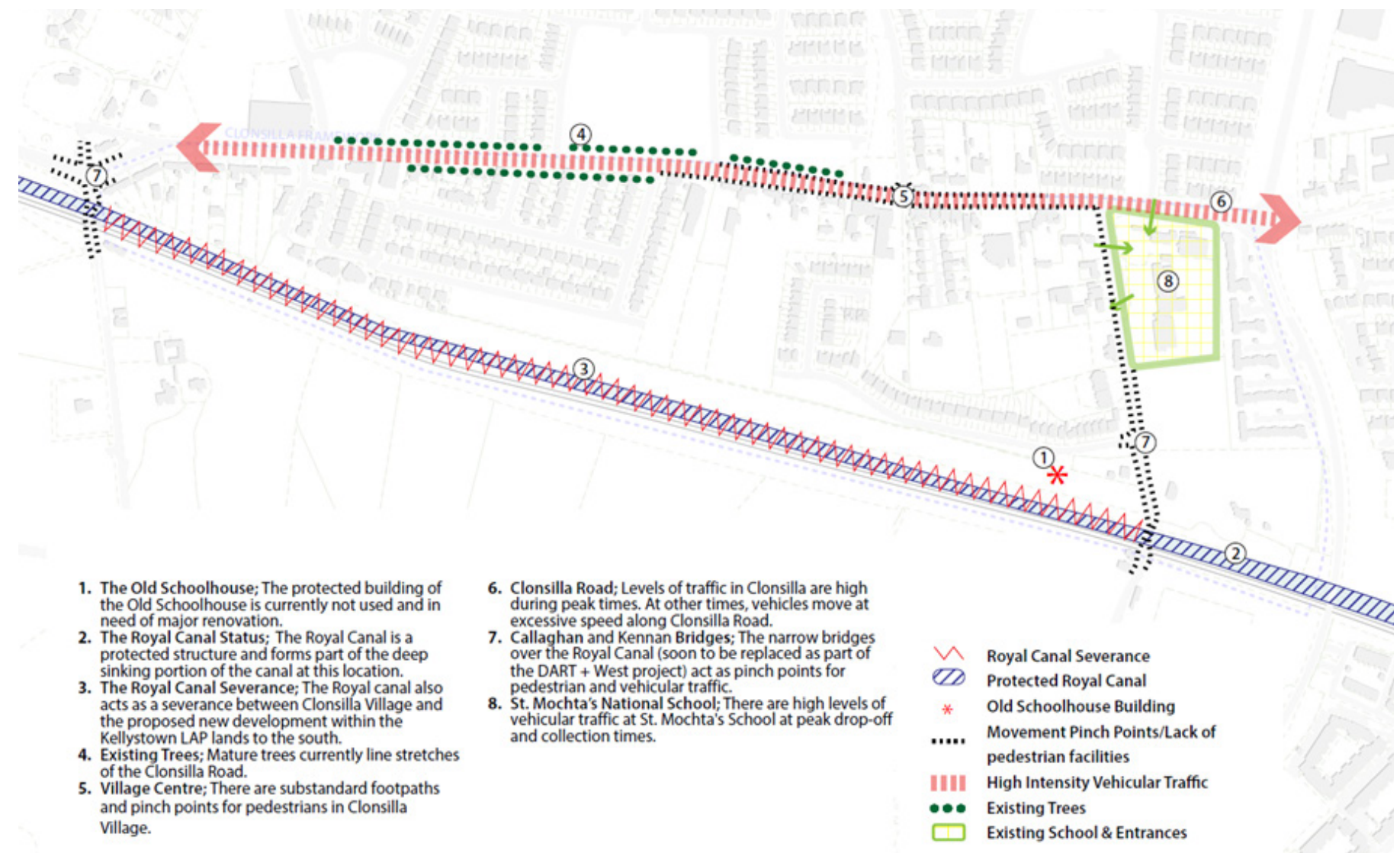
4.2   Area Audit

The urban environment in Clonsilla is characterised by residential developments with a number of business premises providing local services as well as educational and community uses. The village centre remains focused on the historic centre and includes a range of businesses including a public house, takeaway food outlets, a small convenience store, a builders' providers/DIY outlet, dental and doctors' surgeries, beauty salon, hairdressers / barbers, betting office, pharmacy and dry cleaners. Newer commercial developments on Clonsilla Road west, specifically Lidl and its associated commercial units and the Applegreen petrol station and shop, have altered the character of this area and act as attractors to this end of Clonsilla.

Primary education facilities are provided in St. Mochta's National School which is a gateway to Clonsilla from the east. Community facilities are provided at St. Mary's Church, the Meeting Hall of the Church of the Latter Day Saints and in Clonsilla Hall. The latter is located behind the row of commercial premises in the village centre and currently accommodates an after-school service.

Residential development is concentrated at either end of the Clonsilla Road and on the northern side of the Road, and there are pockets of infill residential development on the south side of the village. Connectivity between the village centre and individual housing is challenging however, with the exception of Orchard Avenue.

Fig. 4-1: Challenges Identified in Clonsilla

1. **The Old Schoolhouse;** The protected building of the Old Schoolhouse is currently not used and in need of major renovation.
2. **The Royal Canal Status;** The Royal Canal is a protected structure and forms part of the deep sinking portion of the canal at this location.
3. **The Royal Canal Severance;** The Royal canal also acts as a severance between Clonsilla Village and the proposed new development within the Kellystown LAP lands to the south.
4. **Existing Trees;** Mature trees currently line stretches of the Clonsilla Road.
5. **Village Centre;** There are substandard footpaths and pinch points for pedestrians in Clonsilla Village.
6. **Clonsilla Road;** Levels of traffic in Clonsilla are high during peak times. At other times, vehicles move at excessive speed along Clonsilla Road.
7. **Callaghan and Kennan Bridges;** The narrow bridges over the Royal Canal (soon to be replaced as part of the DART + West project) act as pinch points for pedestrian and vehicular traffic.
8. **St. Mochta's National School;** There are high levels of vehicular traffic at St. Mochta's School at peak drop-off and collection times.

Legend:
- Royal Canal Severance
- Protected Royal Canal
- Old Schoolhouse Building
- Movement Pinch Points/Lack of pedestrian facilities
- High Intensity Vehicular Traffic
- Existing Trees
- Existing School & Entrances

Overall permeability throughout Clonsilla requires improvement, with the village and its residential areas largely disconnected from the Royal Canal, which has the potential to not only act as a significant amenity for the area but also as an active travel route.

4.3 Character Areas

As the Royal Canal and railway form a natural barrier to the south, Clonsilla has witnessed significant residential development to the north of Clonsilla Road. There are some areas of backland residential development on the south side of the village, and however, connectivity with the village centre is generally challenging.

The pattern of development in Clonsilla is generally focused on the southern side of Clonsilla Road with the exceptions of St. Mary's Church, Lohunda Lodge, a single cottage at the junction of Shelerin Road/Clonsilla Road and the Castlefield Park/Woods housing developments.

The urban form of Clonsilla today is characterised by distinctive character areas primarily focused on Clonsilla Road, as shown in Figure 4-2 and outlined in Table 4-1.

As shown in Figure 4-2, in addition to the character area identified along the Clonsilla Road, there are several other locations with a distinct character, notably the Royal Canal and Porterstown Road.
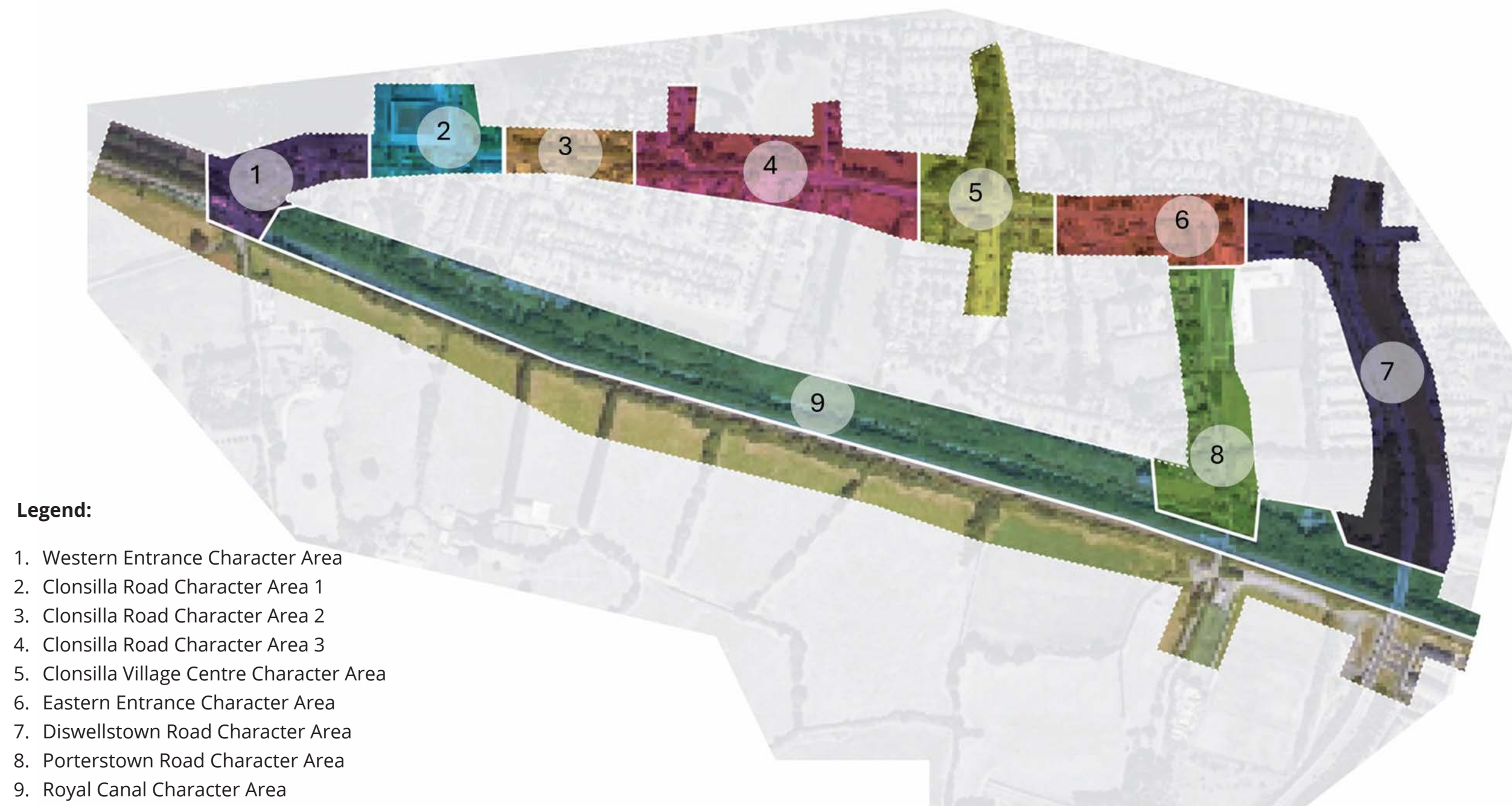
Fig. 4-2: Character Areas Along Clonsilla Road

Legend:

1. Western Entrance Character Area
2. Clonsilla Road Character Area 1
3. Clonsilla Road Character Area 2
4. Clonsilla Road Character Area 3
5. Clonsilla Village Centre Character Area
6. Eastern Entrance Character Area
7. Diswellstown Road Character Area
8. Porterstown Road Character Area
9. Royal Canal Character Area

Table. 4-1: Character Area Descriptions

#	Character Area	#	Character Area
1	The western gateway to Clonsilla, at the junction of Clonsilla Road with the Royal Canal and Clonsilla Train Station, is characterised by the mature trees of the former estate of Clonsilla House and the historic church and graveyard, and the original rail and canal structures. St. Mary's Church is just outside the boundary of the Framework Plan area, It and its setting forms the backdrop to northward views from Callaghan Bridge and the westward vista of Clonsilla Road. The single storey dwellings of Larch Grove on the south side and Churchview on the north side also contribute to the area's character.	6	The character at this length of road is mixed commercial and residential in nature. The Clonsilla Inn is located in this Character Area, as are the multiple individual property entrances and the new residential development on the north side of the road.
2	The western end of Clonsilla Road is characterised by a tight footpath and new supermarket on the northern side, an open space area directly opposite on the eastern side of the Clonsilla Link Road. Low density bungalow housing characterises the southern side of the Clonsilla Road at this location.	7	Diswellstown Road forms the eastern boundary of the Framework Plan area, with the section from the Dr. Troy Bridge to The Courtyard residential development having a distinct tree lined character on both sides. This character changes, with The Courtyard residential development and the strip of open space opposite, bound by the wall of the residential estates to the east, highlighting the width of the Road at this location. The eastern entrance to Clonsilla is marked by the Clonsilla roundabout. St. Mochta's National School forms the southern edge with the Roundabout acting as the eastern entry point. Clonsilla Road is lined on the northern side by modern semi-detached dwellings set back from the road.
3	Further along Clonsilla Road the character becomes more urban in pockets with the petrol station, funeral home and wider footpaths. The northern side of Clonsilla Road retains a tree-lined character indicative of the former estate landscape character associated with Lohunda House.	8	Porterstown Road within the Framework Plan area has a distinct character defined by its narrow width and the number of historic and vernacular structures along its relatively short length. The lack of a footpath along its eastern side from St. Mochta's National School to the Canal is also a characteristic of the Road.
4	Further east on Clonsilla Road the character changes with mature trees lining both sides of the road and narrow pedestrian footpaths. The lands to the north of Clonsilla Road are characterised by the wooded Castlefield Park which retains its estate landscape character and by residential estates mainly in the form of semi-detached and detached dwellings.	9	The Royal Canal is an important element of the industrial heritage of Clonsilla. For its length within the Framework Plan area, the Canal has a distinct overgrown, wooded ravine-like character.
5	The character of this length of Clonsilla Road is mixed commercial being the village centre and also accommodates a number of dwellings, including several cottages. The historic Weaver's Row and Lohunda Lodge form part of the streetscape, with the latter set within a wooden area reflecting the historic estate landscape.		

Fig. 4-3: Character Area 1

Fig. 4-4: Character Area 2

Fig. 4-5: Character Area 3

Fig. 4-6: Character Area 4

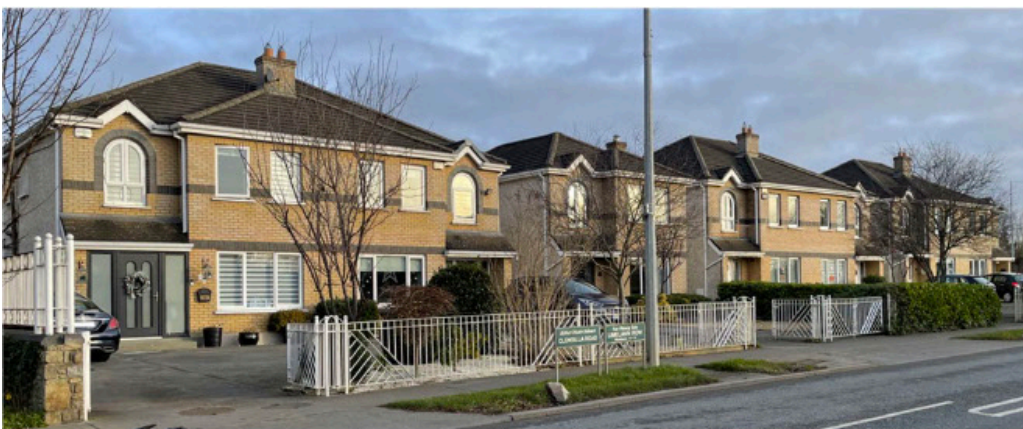Fig. 4-7: Character Area 5

Fig. 4-8: Character Area 6

Fig. 4-9: Character Area 7
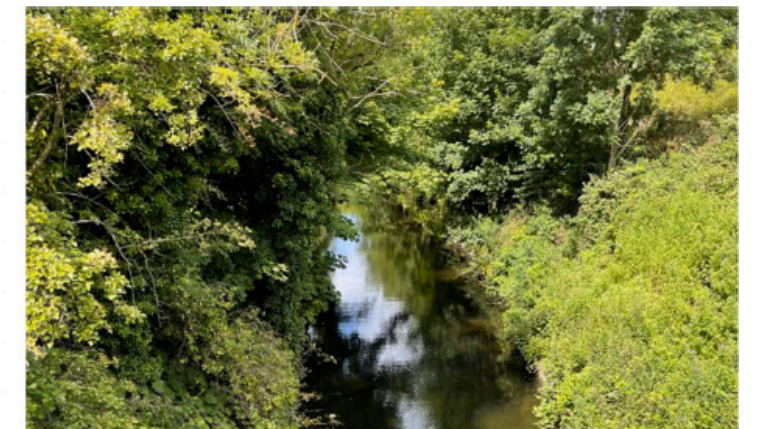

Fig. 4-10: Character Area 8

Fig. 4-11: Character Area 9

4.4   Accessibility

4.4.1 Introduction

A street accessibility audit is a systematic evaluation of public streets and places to ensure they are accessible to all individuals, including those with disabilities. In the external environment, such audits assess various elements such as footpaths, crossings, street furniture, signage, and public transport access points.

The importance of a street accessibility audit lies in identifying barriers that hinder mobility and ensuring compliance with accessibility standards. This process promotes inclusivity and improves the quality of life for everyone, particularly for people with disabilities, the elderly, and those with temporary impairments (e.g. carers/parents pushing a pram). By addressing these issues, communities can foster greater independence and social participation among all residents. This Section contains a high-level review of the existing barriers to accessibility encountered in Clonsilla and has informed the development of this Plan.

4.4.2 Physical Obstacles and Barriers

Obstacles and physical barriers impede pedestrian movement and the creation of attractive streetscapes. The decluttering and prioritisation of these barriers would greatly increase the functional and visual characteristic qualities of the urban environment.

Some instances of these physical obstructions include:

- Bollards placed along the pedestrian footpath, creating pinch points and inadvertently narrowing the footpath.
- Road signs placed within the pedestrian zone restrict movement.
- Barriers along the roadside intended to protect the pedestrian from vehicular traffic, however, in the framework area there are instances where the barrier placement is inconsistent.
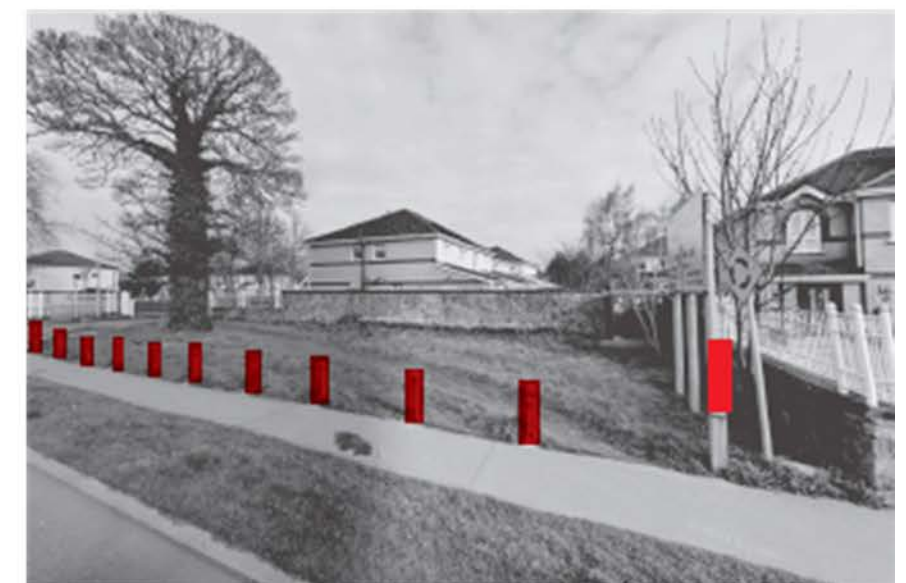

Fig. 4-12: Railing outside the Old Schoolhouse is a visually poor solution for protecting the heritage structure.
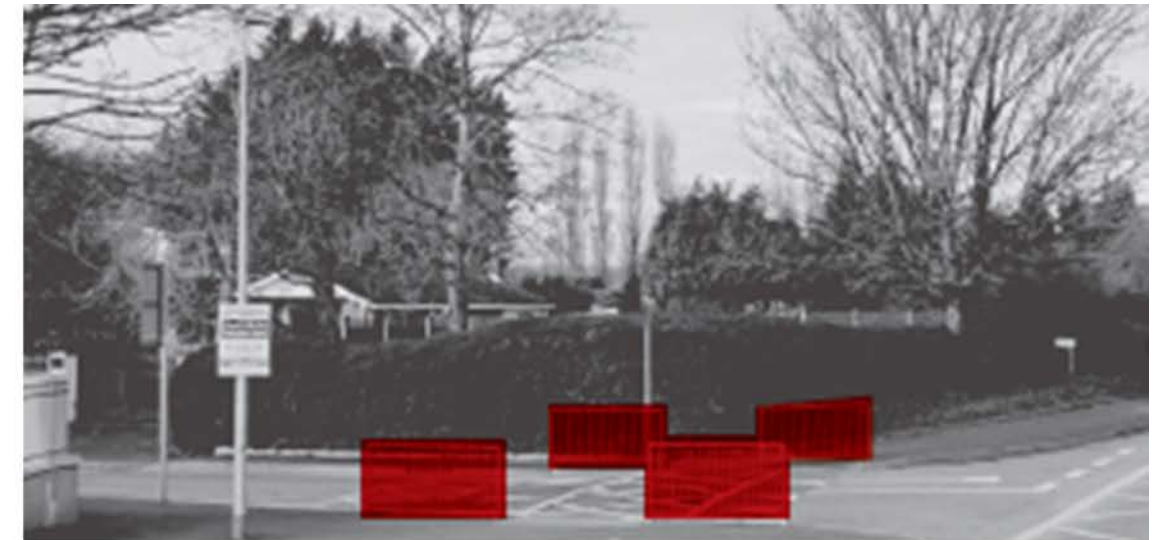
Fig. 4-13: Physical barriers at the junction at Porterstown Road and Clonsilla Road, funnel pedestrians through a narrow space

Fig. 4-14: Bollards along the eastern end of Clonsilla Road, create a pinch point on the pedestrian footpath.

Fig. 4-15: Bollards at the eastern end of Clonsilla Road discourage pedestrians from entering the green area.

4.4.3 Pedestrian Footpaths

At present, footpath conditions vary along Clonsilla Road. Poor quality pedestrian infrastructure discourages pedestrian usage.

There are also examples of lowered pedestrian kerbing, minimising the segregation between vehicles and pedestrians along Clonsilla Road, resulting in less of a physical barrier between the passing vehicles and the footpath. Narrow footpaths are also common within Clonsilla village centre.

There are instances within the Clonsilla Framework Plan area where pedestrian infrastructure is lacking. This also relates to instances where there are circulation desire lines exist without footpaths. These clear desire lines can be prioritised in creating quality pedestrian infrastructure.

4.4.4 Summary of Accessibility

The recommendations of the Framework Plan have sought to address the existing car orientated network through creating greater opportunities for travel by walking, cycling or access to public transport.

The concept level designs, presented in Chapter 7, have been prepared in accordance with the accessibility principles set out in best practice guidance such as the NTA's 'National Cycle Manual' or the Department of Transport's 'Design Manual for Urban Roads and Streets'.

As the individual projects progress, more detailed designs will be prepared (e.g. illustrating exact widths, gradients, surface treatments etc.) which will enable both Road Safety Audits and Accessibility Audits to be undertaken in accordance with Irish audit guidance and requirements.

Fig. 4-16: Illegal parking on footpath impedes users.

Fig. 4-17: Low footpath does not adequately segregate user from vehicular traffic.

Fig. 4-18: Narrow footpath on Porterstown Road makes it difficult for users to move safely.

Fig. 4-19: Large footpath outside St. Mochta's National School not optimally used as potential greening.

4.5   Visual Clutter Audit

There is an oversaturation of visual clutter on Clonsilla Road which creates a disjointed streetscape as well as creating a generic character not linked to the heritage of the area, a key element of placemaking.

The majority of this visual clutter is not necessary or could be improved.

Some examples of existing visual clutter include;

- Redundant roadworks signage.
- Advertising.
- Retail Signage.
- Unattractive Hoarding.
- Temporary Signage.
- Wirescape.
- Inconsistent Street Lighting.

Fig. 4-20: Examples of Visual Clutter due to extensive wirescape and redundant roadworks signage

4.6   Movement and Transport Analysis

Informed by the contextual overview of the existing and planned transport network in the vicinity, Table 4-2 provides a summary of the movement and transport analysis. As Clonsilla benefits from being located on the national rail network and is proximate to the M50 Motorway and N3 National Route the analysis focused primarily on the pedestrian and cycling infrastructure.

Analysis was also undertaken of traffic within Clonsilla with traffic surveys carried out in May 2024 in order to gain a greater understanding of the existing traffic volumes, movements and speeds along Clonsilla Road. Automatic Number Plate Recognition (ANPR) were recorded at 3 no. locations during the 07:00 – 19:00 period on a neutral weekday (Thursday 2nd of May) and summarised by 15-minute time intervals. Automatic Traffic Counts (ATC) were recorded at 1 no. location on

Clonsilla Road, for a continuous week, from Saturday 27th of April 2024 to Friday 3rd of May 2024 and summarised by 15-minute time intervals.

The data was analysed and has informed, the Traffic Management Strategy (see Chapter 6).

Table. 4-2: Summary of the Movement and Transport Analysis

| #	Pedestrian and Cycling Infrastructure Analysis
1	R121 and Diswellstown Road - Continuous crossings are not provided along the route, requiring pedestrians to drop down to road level while crossing. This is not an ideal environment for pedestrians who may have a physical disability or for parents/guardians walking with children.
2	Diswellstown Road - Adequate footpaths are provided on both sides of Diswellstown Road.
3	Porterstown Road - The pedestrian infrastructure is substandard with no footpath on the eastern side of the Road beyond the boundary of St. Mochta's National School. The footpath provided is narrow, even c. 1m wide, with pinch points such as hedges and lampposts impeding on the little space that is available.
4	Royal Canal Tow Path - The growth of vegetation, lack of public lighting, muddy surface and existing topography combine to make the path unusable for most of the year.
5	Permeability - The study area presents permeability issues in an east west direction, being the only connection through the R121. At present, barriers exist to permeability between the different residential developments.
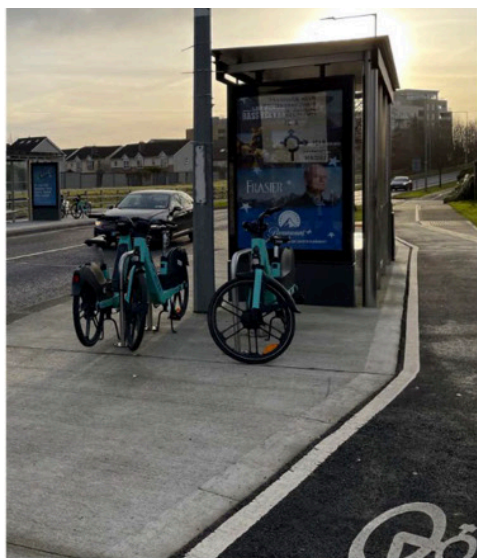
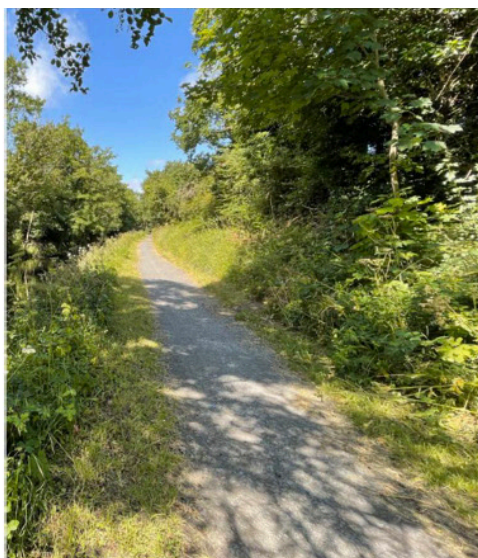**Fig. 4-21: Cycling Infrastructure on Diswellstown Road**

Fig. 4-22: Towpath Along the Canal

Fig. 4-23: Footpath on Western Side of Porterstown Road Only

5.   Consultation

5.1   Introduction

Public consultation formed an integral part of the process of preparing this Framework Plan. This Section documents the steps in the public consultation process and outlines the main issues raised by members of the public and community groups relating to the area, including its strengths as well as its challenges and the opportunities to improve the Clonsilla Framework Plan Area.

This Section also provides a summary of the findings from the 'Retailer' and 'Shopper/Visitor' surveys undertaken having regard to the Collaborative Town Centre Health Check (CTCHC) guidance developed by the Heritage Council. The results of the surveys are outlined in Appendix B of this Plan.

### 5.2   The Public Consultation Process

Engagement with and proactive participation by the community is a key feature of Framework Plans and Fingal County Council commenced a collaborative consultation process in Clonsilla as part of the Framework Plan process. The approach adopted, of engaging with local groups and undertaking focused workshops, is recognised as a best practice method of participatory planning. Fingal County Council's experience in using this method for similar plans has been that smaller, focused workshops are most productive in terms of providing information to inform plan preparation.

5.2.1   Community Groups Workshop

The first public consultation event was held on 6th February 2024 in Blanchardstown Library. Fingal County Council invited key members of the community including Residents Associations, Community Groups as well as Elected Members. Figure 5-1 shows the information board on 'Urban Design' presented at the event.

Participants were encouraged to consider a number of topics, including planning and infrastructure, urban design and public ream and movement and transport in terms of Strengths, Challenges, Opportunities and Threats (SCOT). The booklets also made provision for other comments to be made.

Fig. 5-1: Urban Design Information Board Presented at the First Community Groups Workshop
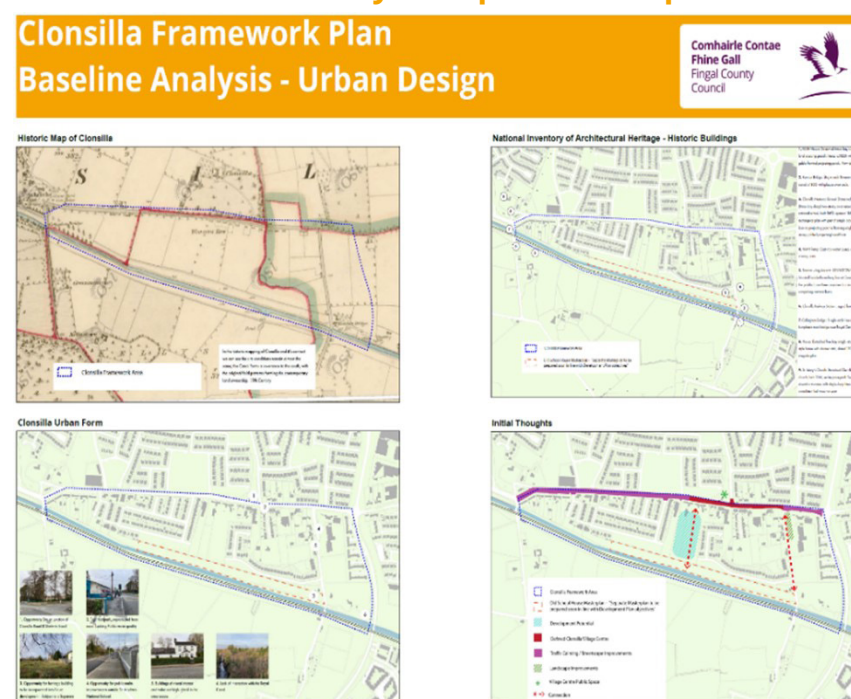
5.2.2   Primary School Consultation

Children are a central part of the community and represent the future of Clonsilla. The importance of their involvement in getting the views of all members of society and in planning the future of the area is acknowledged by Fingal County Council. Representatives of Fingal County Council contacted St. Mochta's National School to inform staff and students of the public engagement period and drop-in session, encouraging them to participate.

5.2.3   Public Drop-In Session

Following the initial workshop, a public consultation event was held on 19th February 2024 in Blanchardstown Library in the form of a 'drop-in session', where members of the public could drop in during a three hour period between 4pm and 7pm.

Those in attendance included local community groups and residents from Clonsilla and adjoining areas. Members of the Project Team, along with Fingal County Council planning staff, also attended the 'drop-in session' to ensure all those in attendance had the opportunity to engage and have their say.

5.2.4   Submissions Received During the Consultation Period

A total of 77 no. submissions were received either at the consultation events, by post or via the Fingal Consult Online Portal between 2nd February 2024 and 4th March 2024.

The issues that arose were broadly similar to those discussed at the consultation events and can be categorised under the following themes:

- Theme 1: Placemaking/Urban Structure
- Theme 2: Movement & Transport
- Theme 3: Community
- Theme 4: Heritage/Environment

These themes were categorised using a SCOT analysis (strengths, challenges, opportunities and threats).

The public consultation events offered the local community an opportunity to make submissions and observations as the Framework Plan developed.

5.3   Overview of Consultation Findings

Similar issues arose across all consultation events and related to public realm improvements (street furniture, shopfronts, planting, lighting), lack of amenities and community facilities in the village, need for proper traffic management, creation of a legible and more attractive village centre, the development of a clear identity for Clonsilla, local heritage and the canal as underutilised assets and the need for more signage.

In response to the publication of the Draft Framework Plan, 336 no. submissions were received from the public and other interested parties which indicates a high level of public engagement. These submissions, together with the organised drop-in sessions provided a comprehensive understanding of potential issues and opportunities relating to the plan area. Each submission was carefully considered and amendments were made to the plan as a result.

The amended Clonsilla Framework Plan was presented to the Elected Members of the Fingal County Council for agreement and then subsequent adoption on 12th May 2025, as per the Fingal County Development Plan 2023-2029.

The following sections provide a comprehensive summary of the specific issues raised during the course of the public consultation process.

5.3.1   Positive Attributes of Clonsilla

As part of the consultation process, participants were asked to identify Clonsilla's strengths, with a large number of responses highlighting positive attributes across a range of areas.

Responses described Clonsilla as having a strong sense of community, with active residents' associations, sporting and social/community groups. Specifically, the work of the Tidy Towns Group and the Heritage Society were noted. Local heritage within Clonsilla as well as proximity to surrounding amenities such as Shackelton Gardens and Beechpark were highly valued.

A number of the responses also identified existing characteristics of Clonsilla that they would like to see enhanced and showcased that would improve the 'sense of place' for residents. These included heritage assets such as the Station Master's House, Canal Bridges, Passenger Barge disaster memorial and the Famine Memorial.

Responses also identified the Royal Canal and the opportunities it presents in terms of biodiversity, green infrastructure, culture and tourism. Heritage signage and information boards to highlight these assets were also noted as required by some respondents.

5.3.2   The Village Core

A number of those who participated in the public consultation described the village as lacking a coherent core and being in need of rejuvenation. The lack of a gathering space within the village, concentration of fast food outlets and issues with litter were also noted as a negative.

Responses raised the need for investment in the existing commercial units, greater cohesion in shopfront designs and the diversification of commercial uses to include the provision of cafes and restaurants. The potential for market stalls/rotating pop-up shops to showcase local artisans and produce was also noted.

Fig. 5-2: The Public Drop-In Session

Responses raised the need for increased levels of planting/greening in the village, retention of trees, the

provision of seating, better lighting and the delivery of green spaces such as pocket parks and biodiversity pockets as well as active play spaces.

Responses also highlighted the opportunity to connect the village centre with the Canal and incorporate a new central public space. The development of a litter policy that combines litter and recycling bins, sustainable takeaway packaging and requirement for local businesses generating litter or causing litter around their premises to be accountable was called for.

The consultations identified existing challenges in relation to pedestrian/cycle accessibility within and around the village as well as a strong local desire to change this. Proposals to make Clonsilla more welcoming to pedestrians and cyclists included improvements to footpaths, replacement of bollards, provision of cycle parking and works to the main street as well as the introduction of additional traffic calming measures and the removal of through traffic/introduction of local access only. Responses also noted opportunities to link the village to surrounding amenities, specifically the Canal Greenway.

5.3.3   Community Facilities and Community Centre

The lack of community facilities in Clonsilla emerged as a key issue during the public consultation with respondents highlighting that there is no community centre, no coffee shop, no cultural venue, no place to host an exhibition, and no space/area where the community can gather.

Additional educational and medical facilities, including a community defibrillator, alongside support for children with additional needs were identified as necessary additions to Clonsilla village by respondents.

In developing amenities and creating spaces participants were keen to see multi-generational spaces that cater for the diverse population. The provision of playgrounds for children of all ages was also sought with several locations

around the village suggested as potential playground locations including the area around St. Mary's Church and green areas in the village's estates which could accommodate seating, small playground or basketball/tennis courts.

Other suggestions included a central square/plaza where the community can gather, socialise and enjoy outdoor events.

A variety of community uses were also suggested by respondents, such as a community garden, a duck pond and a central public space just north of the canal to include a covered area/public seating/small café/mobile cafe. It was also suggested that additional Senior Citizen's

Fig. 5-3: Extract from Submission by St. Mochta's National School Pupils

supported independent living units could be provided in the village. There were calls to refurbish and extend the old Clonsilla Hall as well as to provide a new community hall/centre and associated coffee shop, with Blakestown Community Centre noted as an example.

Responses also sought that the Council take ownership of lands for use for community facilities, as well as restore, preserve and maintain a number of old buildings for community facilities including Lohunda Lodge and the Old School House.

Responses identified a need to foster community spirit and establish a sense of place suggesting the organising of community events and festivals in the village, the

delivery of youth services along with the promotion of youth events, the enhancement of buildings of historic importance and the promotion of connections to the surrounding landscape and wildlife.

Finally, there were requests for Garda units or a Garda station that would link in Ongar / Clonee and Hansfield SDZ to increase Garda presence in Clonsilla.

5.3.4 Active Travel, Movement and Transport

The importance of being able to safely walk and cycle to and from the village, the school and the train station from surrounding areas and to be able to move through the village with ease were seen as important by a number of respondents. While some respondents did not support increased permeability, specifically with regard to existing residential estates, others strongly supported it not just from an accessibility perspective but also in terms of increased security through passive surveillance.

The provision of safe cycle paths along Clonsilla Road, given its width and the current high speed of traffic was identified as a challenge. Respondents proposed a cycle track at Castlefield Park and along Castlefield Woods running parallel to the Clonsilla Road as well as a track between the Clonsilla Link Road and Clonsilla village. Respondents also noted opportunities presented by the Royal Canal Urban Greenway, specifically in terms of facilitating a safe route to St. Mochta's National School. Some participants also called for increased secure cycle parking outside of the village and shelters at Clonsilla village, Lidl, Clonsilla Inn and Clonsilla Station.

Clonsilla as a "pedestrian first" area was proposed by respondents as was the pedestrianisation of the village centre. However, existing footpaths were noted as being in poor condition, waterlogged, narrow, overgrown, uneven at points, inaccessible for wheelchair users and unsafe in places due to illegal parking and conflicting traffic movements. Respondents sought improvements to footpaths, cleaner pavements and the replacement of

bollards to make the footpaths suitable for pedestrians and to facilitate the "Safe Routes to School" programme and future active travel initiatives.

Porterstown Road was also identified as requiring upgrade works to facilitate footpath widening. Respondents also suggested giving priority to pedestrians around the train station and viewed the provision of a pedestrian bridge to link Clonsilla and Kellystown as an opportunity.

While access to the bus and train services in Clonsilla was viewed as a strength, respondents sought more direct bus routes to the village, avoiding the busy Blanchardstown shopping centre and surrounding Hartstown/Blakestown areas, as well as a route that would operate from Clonsilla to the airport. Concerns were also expressed about the upgrading of the rail line to a DART status, the closure of vehicular crossing points over the rail line and canal and proposed new footbridges. The design of the footbridges as well as their segregating impact on the community were also raised as concerns by respondents, as was the impact of the associated works on the Canal Towpath.

5.3.5   New Development

The issue of new development within Clonsilla was raised extensively during the public consultation process including concerns relating to overdevelopment viewed as not respecting the character of the village or contributing to its physical and/or community infrastructure.

Responses noted the need for new developments to consist of a high-quality design to complement existing buildings, is appropriate to the size of the village and reflect Clonsilla's unique character/heritage and which prioritises the delivery of an appropriate level of supporting infrastructure such as parks, playgrounds, creches and football pitches.

Responses wanted to see new developments contribute to the appearance of the village and enhance its environment through high quality architecture and an increase in

public open spaces. There was also local support for the provision of guidance in relation to height with some respondents seeking a cap on development heights to reflect existing heights in the village. Development of an appropriate density to allow for family living was also sought with respondents proposing the inclusion of a design vision or prescription for in-fill development sites/locations in the new Framework Plan.

5.3.6   Traffic Management

Some respondents identified traffic management as a key issue with the desire for a traffic management plan for Clonsilla village identified by a number of respondents, who noted current issues with the condition of Clonsilla Road, congestion, speed, through traffic, night-time joy racing and the lack of safe pedestrian/cycle routes and active travel facilities in the village. Respondents also expressed concerns in relation to the capacity of Clonsilla Road to accommodate current and future levels of traffic and noted that the heavy traffic at peak times is making entry/exit onto Clonsilla Road difficult.

A number of respondents expressed concerns in relation to potential changes to the road network on foot of Irish Rail proposals and the knock-on effects these may have on traffic levels within the village and overall congestion in the area. The operation of existing junctions including at St. Mary's and the Railway Bridge and safety at junctions

Fig. 5-4: Current Traffic Layout in Clonsilla Village Centre

including at the Shelerin Road/Clonsilla Road junction, were also raised as concerns.

Some respondents supported a redesign of how traffic moves through the village, on both safety and aesthetic grounds, proposing the introduction of measures such as local access only through the village, making the village one-way between Shelerin Road and St. Mochta's National School and introducing roundabouts. Traffic calming measures such as speed bumps and speed cameras were also identified as a necessary addition to the village by respondents to help reduce the speed of through traffic.

A number of respondents expressed the need to review parking provision in the village which was described as being in poor visual condition and not designed for the daily level of traffic. Safety issues were also raised in relation to the current layout of the existing parking in front of the commercial units in the village centre. Lack of parking restrictions in residential estates, problems with non-estate residents parking as well as the abandonment/long term parking of cars on public roads were all raised as concerns.

There were calls for a safer village centre at the commercial units, with car parking relocated behind the buildings and including pedestrian access paths with good lighting. Double yellow lines and enforcement in relation to illegal parking were also identified as required by respondents, as was the need for new residential developments to provide sufficient parking. It was also proposed that an underground car park would cater for short-term parking requirements. Some respondents requested a parking strategy to be included in the Framework Plan.

5.3.7   Built Heritage

The importance of conserving the heritage of Clonsilla and the need to retain, enhance and showcase heritage features and sites emerged as a key issue during the public consultation. Respondents identified heritage as

key to the revitalisation and improvement of Clonsilla and to establishing its identity.

A number of respondents called for the preservation and retention of Clonsilla's heritage, with historic features such as Clonsilla Station House (Signal Box), St. Mary's Church and Graveyard, the Old School House, the Forge, the 19th century railway cottage at Porterstown level crossing and the Royal Canal and its surrounding lands to be maintained and preserved.

Concerns were expressed about the on-going demolition/destruction of historical buildings in the area.

While it was made clear that the Old School House will be subject to a separate masterplan, a number of respondents addressed it, its current condition, its ownership and the role of Fingal County Council in ensuring its protection. Participants highlighted the opportunities the Old School House presents given its historic significance and location on the Canal and greenway. Suggestions included its use as a community facility or as part of the wider heritage offer of Clonsilla including opportunities to develop it as a Canal Museum or Canal Quarter linking heritage sites.

Fig. 5-5: Examples of Clonsilla's Built Heritage

There were also calls to make Clonsilla a heritage destination, promoting its potential for tourism and as a centre for culture and local heritage. Respondents proposed the creation of a heritage walk to take in key attractions and that could be linked in with the greenway, along with heritage signage and information boards at key locations including signage to the Royal Canal at either end of the village and a "Welcome to Clonsilla" heritage map, outside Clonsilla train station. The opportunity for integrated audio/digital heritage trial was also noted by respondents.

5.3.8 Natural Environment

Clonsilla's natural environment including its wildlife, biodiversity, original hedgerows and the canal ecosystem were identified as a key asset by numerous respondents. There were calls for the Framework Plan to give consideration to biodiversity and green infrastructure enhancement opportunities.

The responses raised the issue of the underutilised nature of the Canal at present. Respondents proposed improving the attractiveness of the canal by thinning trees on the northern bank, installing footpaths and cycle paths along the north bank, retaining the south bank in its current state to support wildlife and planting more furze bushes to brighten up the dark vegetation.

A number of locals supported making the Canal part of the daily life of the community proposing a guided canal side walk, canal boat trip, a biodiversity and nature trail for the deep sinking towpath and potentially a Royal Canal quarter and/or eco park with access via the Aldi site, Porterstown Road and Clonsilla train station.

The protection of wildlife was also sought by respondents, with concerns expressed about the impact of new developments on wildlife and its movement. Requests were made for Fingal County Council to ensure that policy for wildlife protection is enforced, and loss of habitat addressed.

For areas that are currently overgrown and prone to antisocial behaviour or illegal dumping respondents suggested the provision of green space/garden/pocket parks/pollinator pockets/biodiversity pockets with benches and flower beds/baskets.

5.3.9 Signage

A significant number of respondents called for the provision of additional signage along the main routes into the village including at the train station, alongside the implementation of wayfinding signs displaying directions to all of the local historical sites and identifying heritage and natural assets.

Support was expressed for the provision of guidance in relation to signage with respondents seeking the adoption of a signage policy to set standards for local businesses and estate agents facing the Main Street.

5.3.10 Street Furniture and Public Art

There was a request for the provision of additional seating, specifically in the village centre. Improved public lighting was also sought by respondents.

Several respondents also called for the provision of public art to represent the farmland, stud farms, racing stables and equestrian history of the village. Proposals included a sculpture, a mural, a decorative fountain or a light display.

5.3.11 Access for All

Respondents encouraged the introduction of safety measures around the village such as the removal of bollards and the improvement and widening of footpaths to make Clonsilla more accessible. There were also requests to ensure that designated parking was provided for those with disabilities.

5.4 Summary of Public Consultation

In summary, it can be seen that a number of specific issues were raised by participants as part of the public consultation process carried out to inform the preparation of this Framework Plan. These issues are summarised as follows:

- Improve the public realm in Clonsilla;
- Address current issues with traffic management within Clonsilla;
- Provide additional community facilities and areas where community events and gatherings can take place;
- Ensure better facilities and improved connectivity for active travel throughout the Framework Plan area and specifically with the Royal Canal;
- Better preserve, retain and showcase Clonsilla's heritage;
- Ensure that policies for wildlife protection are enforced and loss of habitat addressed;
- Ensure that new development is carried out to a high standard and contributes to the physical and community infrastructure of Clonsilla.

This Framework Plan builds on the insights gained through the public consultation process in setting out both a Public Realm Strategy and a Traffic Management Strategy supported by key projects. These in combination, address the primary issues raised and seek to deliver real improvement for Clonsilla.

5.5   Retailer and Shopper/Visitor Surveys

Following the initial public consultation workshops, the Project Team prepared 'Retailer' and 'Shopper/ Visitor' surveys having regard to the Collaborative Town Centre Health Check (CTCHC) guidance developed by the Heritage Council. The surveys were conducted on Thursday 22nd February 2024, during school term and on a day when the conditions were dry and pleasant.

The questions contained in the Retailer Survey sought to attain information on trading conditions, numbers of employees, opinions on the village centre, suggestions for improvement, etc.

In addition to this, the Shopper/Visitor Survey sought to establish, *inter alia*:

- The main reason for visiting the village centre.
- The nature and types of business/shops visited.
- Key improvements required.

The results of the surveys are summarised in Table 5-1 and outlined in more detail in Appendix B of this Plan.

5.5.1 Overview of Survey Findings

Table 5-1 provides a high level summary of issues raised in the surveys which have informed the preparation of the key projects and interventions proposed in the urban environment of Clonsilla.

Table 5-1: Overview of Survey Findings

#	What We Learned
1	**Strong Community Spirit:** The surveys highlighted that "Community" is the most prominent word associated with Clonsilla. Retailers and residents alike see this as the village's strongest attribute. This sense of community is central to life in Clonsilla, making it a welcoming and connected place to live and work.
2	**Traffic and Parking are Key Challenges:** Both the Retailer and Shopper/Visitor surveys identified traffic congestion and parking availability as major issues in Clonsilla. These challenges not only affect the daily lives of residents and visitors but also impact the business environment, with a number of retailers citing them as barriers to customer satisfaction and business growth.
3	**Retail Environment Centres on Convenience:** Clonsilla's retail environment is currently driven by convenience, with Lidl and Spar being the most frequented businesses. While the presence of these stores is valued, there is a clear demand for more variety, particularly in dining and café options, which could enhance the shopping experience and encourage longer stays in the village.
4	**Growth Opportunities Seen in Expanding Amenities:** Both surveys revealed a strong desire for more amenities in Clonsilla. The introduction of a café, in particular, was frequently mentioned as a needed addition to the village. Such developments could attract more visitors, improve the quality of life for residents, and support local businesses.
5	**Retailers are Optimistic About the Future:** Despite some of the current challenges, Clonsilla's retailers are generally optimistic about the future. The majority believe that the increasing local population and new housing developments will lead to improved trading conditions over the next few years. This optimism suggests that with the right support, Clonsilla could see significant economic growth.

6.　Public Realm and Traffic Management Strategies

6.1　Introduction

This Chapter sets out the basis for the development of the strategy for the Clonsilla Framework Plan area. Given that the Framework Plan is aimed at identifying actions required to encourage the rejuvenation and revitalisation of Clonsilla, a Public Realm Strategy and Traffic Management Strategy were considered to form key parts of the Framework Plan from the outset.

This Chapter acknowledges the increasing importance given to the quality of the urban environment and addresses the rationale for the key projects from both a public realm and traffic management context. The key projects, set out in the subsequent Chapter, have the potential to deliver significant improvements not only to the built environment but for the community of Clonsilla through their interaction with that environment. This Chapter seeks to guide their delivery and in turn the enhancement, development and management of the public realm of Clonsilla.

This Chapter provides a Public Realm Strategy, outlining the overall approach to its preparation as well as its main recommendations. These recommendations are incorporated into the key projects and are addressed in the guidance contained in the subsequent chapters.

6.2　Public Realm Strategy

6.2.1　Context

The need for improvements to the public realm of Clonsilla was recognised from the outset and was reflected in the feedback received from the consultation events. In response to this, the provision of a coherent, holistic approach to the enhancement and improvement of the public realm became a key focus of the Clonsilla Framework Plan. In light of this, this Framework Plan identifies phased, co-ordinated projects that will enhance and improve the public realm within Clonsilla and provides guidance on design and delivery.

Fig. 6-1: Photos of Materials in Use in Clonsilla

Footpaths　　　　　　　The Canal

Public Realm

Materials

The strategy has been directly informed by feedback from consultations as well as by detailed urban, transportation, infrastructure and placemaking analysis of Clonsilla. Figure 6-1 provides a snapshot of the varied elements and material palette across the Framework Plan area.

The strategy provides an overall approach that responds to the linear nature of Clonsilla and the challenges this presents in terms of the delivery of a coherent and legible public realm. The aim is to improve and enhance the physical environment of Clonsilla while visually bringing together its various elements across the extent of the Framework Plan area.

The Framework Plan also covers the existing amenities along the northern side of Clonsilla Road, notably Castlefield Park and Lohunda Lodge as well as greenspace immediately north of Clonsilla Road to the Clonsilla Link Road.
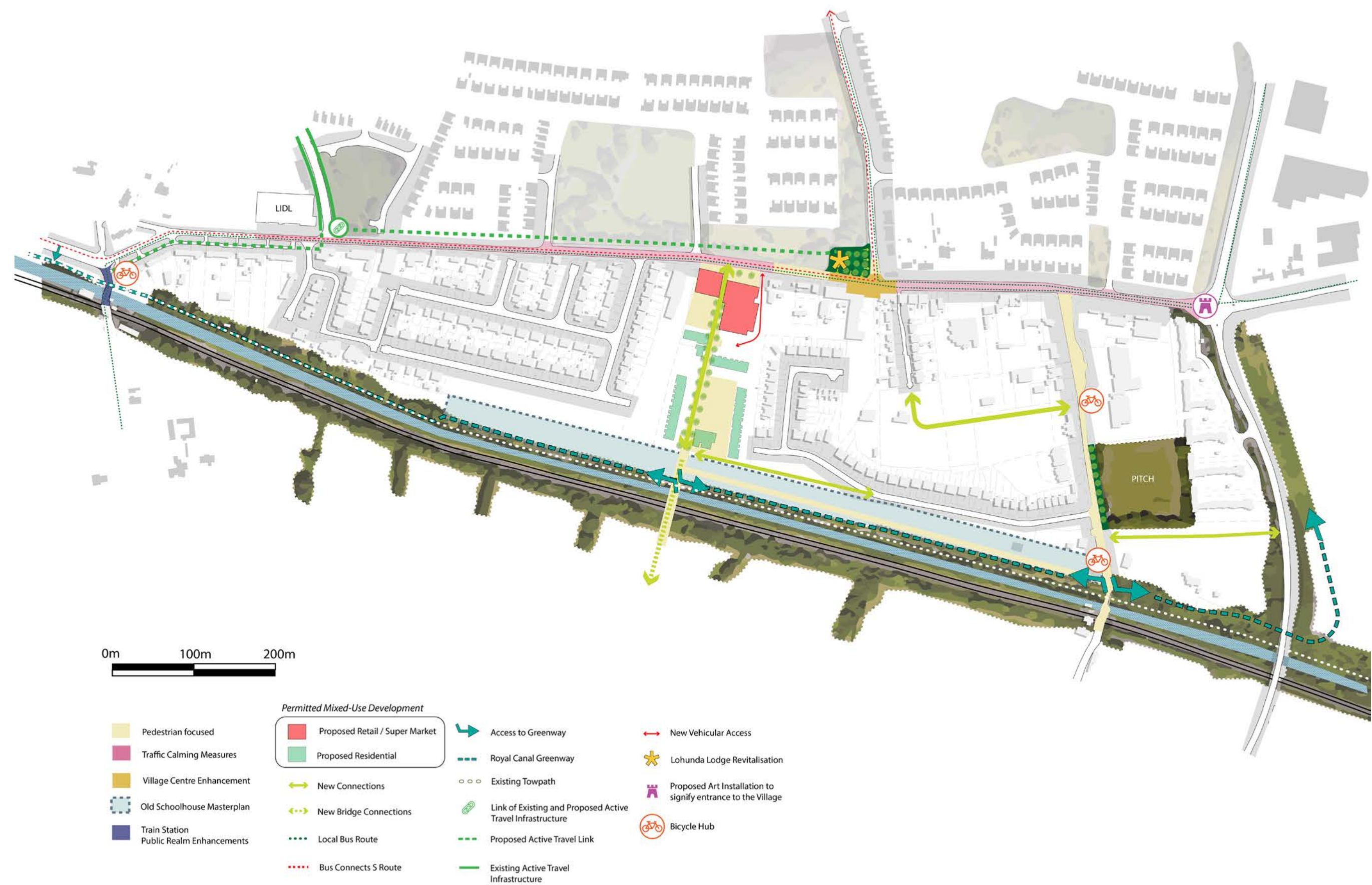
The strategy acknowledges the role of the public realm in creating a sense of place and defining an identity for Clonsilla. In relation to the public realm, the Framework Plan seeks to deliver the following:

- Identify co-ordinated projects of different scales that will enhance and improve Clonsilla's public realm, and which can be progressed on a phased basis, with a view to delivering the overall strategy over the long term.
- Promote high quality design that respects and reflects the history, location and character of Clonsilla and that is accessible to all. All materials should be of high quality, durable and considered in the context they are to be used.
- Consider the public realm improvements in the context of mechanisms for their delivery and opportunities to attract funding.

Figure 6-2 brings together the supporting elements of the Public Realm Strategy putting in context the key projects, connectivity proposals, typologies of public realm addressed in the strategy and areas identified for public realm improvements, setting out an overall Framework Plan Strategy for Clonsilla.

Fig. 6-2: Overall Framework Plan Strategy

LIDL

PITCH

0m   100m   200m

Permitted Mixed-Use Development

Pedestrian focused	Proposed Retail / Super Market	Access to Greenway
Traffic Calming Measures	Proposed Residential	Royal Canal Greenway
Village Centre Enhancement	New Connections	Existing Towpath
Old Schoolhouse Masterplan	New Bridge Connections	Link of Existing and Proposed Active Travel Infrastructure
Train Station Public Realm Enhancements	Local Bus Route	Proposed Active Travel Link
	Bus Connects S Route	Existing Active Travel Infrastructure

New Vehicular Access

Lohunda Lodge Revitalisation

Proposed Art Installation to signify entrance to the Village

Bicycle Hub

6.2.1 Guiding Principles of the Public Realm Strategy

The Heritage Council broadly defines the public realm as those areas of a town or city to which the public has access, including streets, footpaths, parks, squares, bridges and public buildings and facilities. It is also considered to include the building frontages that enclose the public spaces as these contribute to the life and character of public streets and open spaces and define their use. These public spaces give a place its character and also determine how residents and visitors travel through and interact within it.

The public realm is an integral part of Clonsilla and how the village functions. It impacts on the attractiveness of Clonsilla not only as a place to live and work but also as a destination to visit. How Clonsilla's public realm is planned, designed and managed is therefore central to its long term vitality.

This Public Realm Strategy aims to guide the enhancement, development and management of the public realm in Clonsilla, improving legibility, character and identity and delivering an integrated and permeable Clonsilla through linkages. The strategy also considers how public realm improvements can support other initiatives such as improving human health and wellbeing and promoting biodiversity, specifically in the context of the key projects set out in the following chapter.

The Guiding Principles underpin the Public Realm Strategy for Clonsilla are as follows:

Making Space for People

Delivering an inclusive Clonsilla

Incorporating the Environment

Showcasing Clonsilla Uniqueness

Promoting Quality

Facilitating Movement

Making Space for People

The Traffic Management Strategy seeks to redress the dominance of vehicular traffic in Clonsilla, delivering an Active Travel Network through enhanced pedestrian and cyclist facilities. This Public Realm Strategy supports this and seeks to capitalise on it by taking space back from vehicular traffic to deliver a high quality public realm and where possible to create new or enhanced spaces.

There are a number of significant development initiatives that will positively impact Clonsilla including the DART + West project and Royal Canal Urban Greenway. These, in conjunction with the permitted development in the village centre, present opportunities to deliver new public spaces and public realm which in combination will significantly enhance Clonsilla. It is an objective of the Public Realm Strategy to define the network of spaces and routes in which these will sit and interconnect.

While Clonsilla has significant environmental and biodiversity assets, including the Royal Canal and mature estate tree rows, its village scale also facilitates opportunities to provide and improve smaller spaces. This may be through the provision of new planting or urban greening which will not only contribute to Clonsilla's existing natural assets but will enhance biodiversity and resilience to climate change. The provision of seating and informal resting places will also contribute to the creation of more intimate spaces within Clonsilla while supporting the age friendly objectives of the Strategy.

The Public Realm Strategy also promotes the use of spaces to the front of existing properties, creating the potential to build on existing established uses while also attracting a mix of uses, both public and commercial.

Showcasing Clonsilla's Uniqueness

Clonsilla has a rich history and significant natural assets which have directly informed the Public Realm Strategy.

The strategy is inspired by and seeks to showcase these

unique assets, in particular the historical significance of the Royal Canal, the many important structures within Clonsilla and the open parkland landscape to the north of Clonsilla Road which provides a unique, green amenity.

Fig. 6-3: Examples of Clonsilla's Built Heritage

Signal Box

Old School House

Old Forge

Traditional Style House

Traditional Cottage

Water Pump

The Public Realm Strategy aims to emphasise and enhance the physical setting of Clonsilla's existing landmarks and historical assets.

Delivering an Inclusive Clonsilla

A key provision of the Public Realm Strategy is making Clonsilla and it's public realm as welcoming and accessible as possible. The strategy promotes universal design and improved road surfaces, footpaths and paving to help open up the village centre, enhance users' experience and to improve accessibility.

The Public Realm Strategy will help Clonsilla to better provide for young and old, in particular through the provision of seating, both formal and informal. In addition to new spaces, existing spaces are redefined, with the purpose of playing host to a range of one-off and regular events, including incidental play spaces and spaces for community events and gatherings.

Promoting Quality

It is important that a unified approach is taken to the overall improvement of the public realm to deliver a coherent and legible Clonsilla and consolidate a sense of place. While the final design and specification of public realm improvements will be determined at the project level, the Public Realm Strategy seeks a unified approach to the public realm through the use of high quality, durable materials that respect the character of Clonsilla and which are appropriate for the location and context they are being used in.

The Public Realm Strategy also proposes the removal of visual clutter, as well as providing for consistency of signage and shopfronts. This in combination with the use of high quality materials will enhance the setting and visual character of structures within Clonsilla which will significantly contribute to creating a sense of place.

Fig. 6-4: Examples of Quality Paving Materials
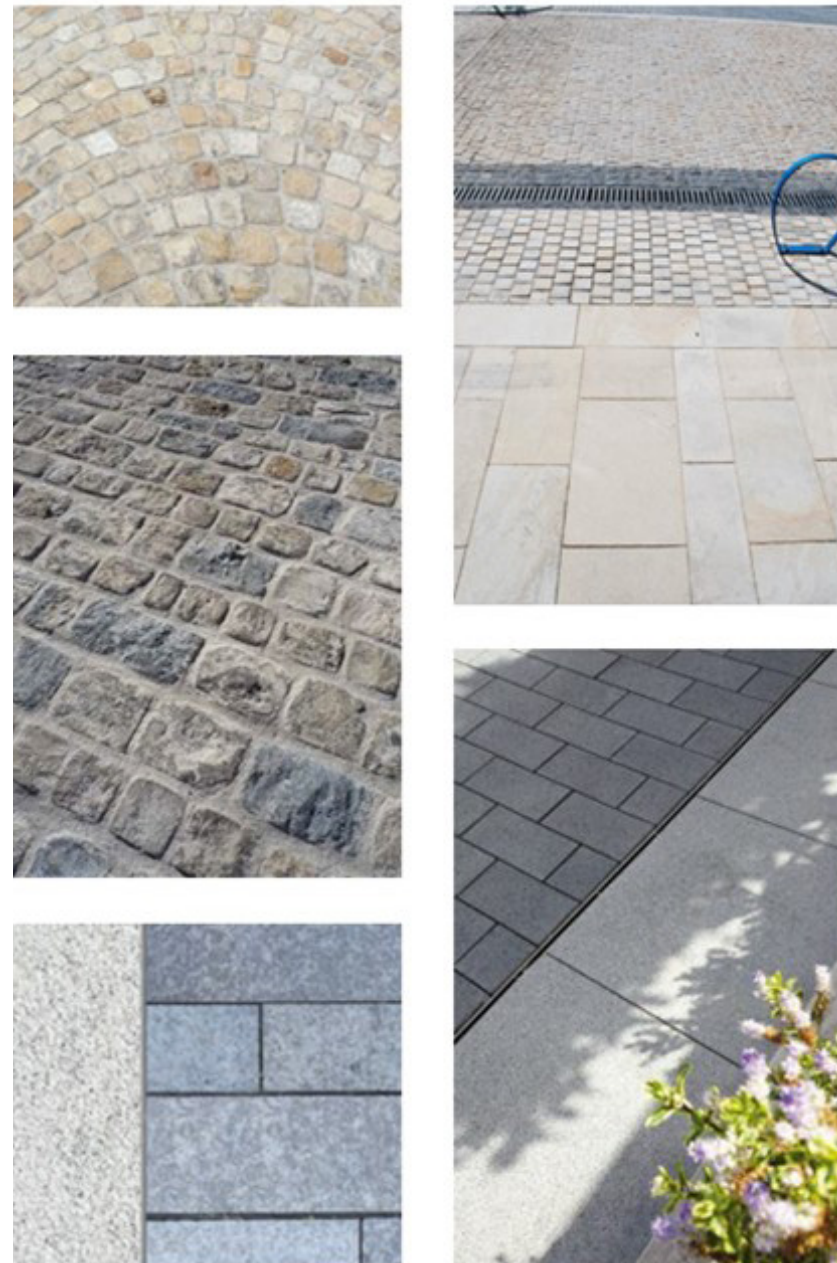
Incorporating the Environment

One of Clonsilla's most valued assets is its relationship with nature, specifically the biodiversity sustained by the Royal Canal. It is this connection with the Canal that presents an opportunity to both better integrate the public realm and support the natural environment. Other opportunities exist within the village centre, with its historic tree stands and elements of the former estate landscape.

Sustainability should be central to all new development within the Framework Plan area. The Public Realm Strategy requires that new development respects and protects the natural environment and its rich biodiversity, integrates natural assets and seeks to reduce unnecessary infrastructure and the overuse of resources.

Environmental sustainability is further promoted through the appropriate use of materials and the designation of potential biodiversity spaces. Such measures will also enable Clonsilla to positively respond to the challenges presented by climate change.

Facilitating Movement

Clonsilla offers significant potential in terms of movement through the village centre and connections between the pedestrian, cycle, bus and rail networks. While the Traffic Management Strategy for Clonsilla addresses accessibility and sustainable mobility, the Public Realm Strategy supports this by seeking to enhance and facilitate the intuitive navigation of Clonsilla.

The strategy supports prioritising space for pedestrians and cyclists, the provision of people focused streets and enhanced walkability through direct and ehanced access throughout the village. This is not at the exclusion of vehicular traffic but through its management as set out in the Traffic Management Strategy.

6.3   Traffic Management Strategy

Supporting the overall vision of the Clonsilla Framework Plan, this Traffic Management Strategy sets out a framework for addressing the identified issues, with the central aim of enriching the local community through the creation of a calmed and attractive village centre which prioritises travel by sustainable modes.

The measures contained in this Traffic Management Strategy align with best practice policy and guidance and have been informed by the outcome of the baseline assessments, consultations and data collection.

6.3.1   Context

Clonsilla Road continues to be a defining characteristic of Clonsilla, resulting in a linear settlement which extends for over 1.2km from east to west of the Framework Plan area. The street functions as a Regional Road (R121), connecting Lucan village to the southwest, to Blanchardstown and the M3 to the northeast. As such, Clonsilla Road currently acts as a road through Clonsilla as opposed to a main street within it.

As a linear settlement Clonsilla is not only focused on but is heavily influenced by the Clonsilla Road. In order to gain a greater understanding of the existing traffic situation a series of traffic surveys were carried out in Clonsilla in May 2024 examining traffic volumes, movements and speeds along Clonsilla Road. The results of these surveys have directly informed this Traffic Management Strategy. The key points from these surveys can be summarised as follows:

- Peak Traffic Volumes: In peak traffic periods, the Clonsilla Road carries on average over 700 vehicles in the morning peak hour from 8:00am to 9:00am and over 800 vehicles in the evening peak hour from 5:30pm to 6:30pm.
- Daily Traffic Volumes: Over a typical weekday (24 hours), the Clonsilla Road carries in excess of 10,000 vehicles.

- Daily Traffic Speeds: Throughout the day, over one third of drivers (average 37%) exceed the 50kph speed limit through Clonsilla.
- Peak vs Off Peak Traffic Speeds: During peak traffic periods (8:00am to 9:00am and 5:00pm to 6:00pm), the average speed of vehicles on Clonsilla Road is 44 kmh. This increases by 25% in off periods, where the observed average speed increase to 55 kmh.
- Through Movements: Between 60-70% of traffic travelling along the Clonsilla Road throughout the day are through movements only and do not have a destination within the village centre.

The results of the traffic surveys corroborate the feedback received during the consultation, demonstrating that the Clonsilla Road currently serves as both a through route for traffic orbiting the City, as well as a centre for local residents visiting the schools and shops.

Fig. 6-5: Aerial View of Clonsilla Road

Heavy daily volumes along the Road presently impact on the vibrancy of the village centre, contributing to both noise and vehicle emissions pollution. The recorded traffic speeds and perception of higher speeds during off-peak periods, combined with the lack of pedestrian and cycle facilities, create an environment less conducive to active travel, which in turn leads to local short trips being made by car instead of sustainable modes.

With regard to active travel infrastructure, Clonsilla Road is currently connected to the wider active travel network via segregated cycle routes along Hansfield Road, Clonsilla Link Road, Ongar Distributor Road and the Diswellstown Road. The current absence of dedicated cycle routes through Clonsilla, however, discourages travel by active modes for those living within the local community.

There are, however, a number of significant development initiatives that will influence sustainable travel within Clonsilla including the DART + West project and Royal Canal Urban Greenway. These, in conjunction with the permitted mixed-use development in the village centre, present opportunities to deliver an active travel network for Clonsilla which supports both local trip-making to the shops, park or schools, as well as longer distance trips towards the city centre via the proposed Greenway or as part of an integrated cycle and rail trip from Clonsilla train station.

6.3.2   Purpose of the Traffic Management Strategy

The purpose of this Traffic Management Strategy is to redress the balance in favour of pedestrians and cyclists over vehicular traffic in order to deliver an attractive and more accessible Clonsilla, from the train station to the west to St. Mochta's National School to the east.

Through the delivery of considered traffic management measures and the provision of new active travel infrastructure, this Traffic Management Strategy seeks to address the current high levels of through traffic in

Clonsilla, promote sustainable mobility and facilitate active travel.

The measures proposed will retain vehicular traffic to the commercial core of Clonsilla whilst seeking to encourage through traffic to use more appropriate routes on the wider transport network. It will also deliver new active

travel infrastructure that in the short term will provide direct assess between the train station, village centre and St. Mochta's National School and will connect with the existing wider active travel infrastructure network. In the medium term it will connect with the Royal Canal Urban Greenway, providing an alternative route to St. Mochta's National School.

In the longer term, it may be appropriate to introduce a one-way traffic system for Clonsilla subject to a future detailed traffic analysis exercise.

Figure 6-6 brings together the elements of the Traffic Management Strategy proposed at the current time as part of this Framework Plan.

Fig. 6-6: Overall Traffic Management Strategy

Clonsilla Road

Traffic Calming Measures	▬
Village Centre Enhancement	▬
Mixed Traffic	▮▮▮
Western and Eastern Gateways	●
Junction Tightening	✳
Additional Pedestrian Crossing	⟨□□□□⟩
Controlled Raised Crossing	▱
Ammended Roundabout at Diswellstown Road	○

6.3.3   Potential New Connections

The Traffic Management Strategy supports the delivery of an active travel network for Clonsilla and seeks to maximise the Royal Canal Urban Greenway, once completed, through the delivery of active travel only permeability links at appropriate locations.

Figure 6-7 sets out the existing active travel infrastructure within and serving Clonsilla, as well as proposed new active travel infrastructure and potential new and enhanced connections.

Fig. 6-7: Active Travel Network and Potential New Connections
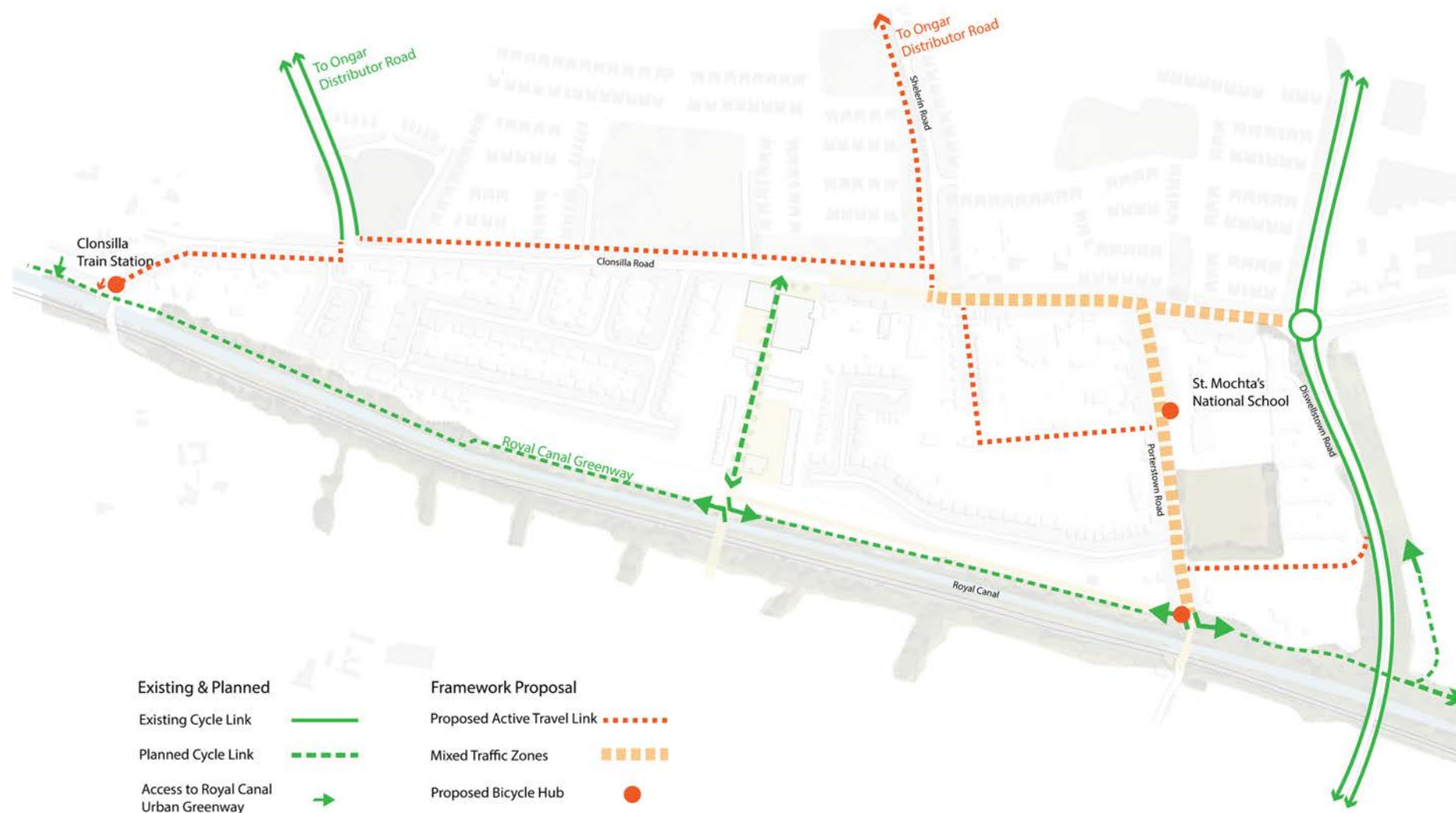
The Traffic Management Strategy shown in Figure 6.7 supports the provision of an alternative route to access the train station from the village centre, via the permitted mixed-use development and the Greenway, and the delivery of an alternative active travel link to St. Mochta's Primary School on the lands to the south of Clonsilla Road.

The latter would connect the Shelerin Road junction to the St. Mochta's National School entrance on Porterstown Road.

It also supports an enhanced active travel connection to the Greenway from Weavers Wood, a new active travel connection between the permitted mixed-use development in the village centre and 'the Village' Housing Estate as well as a new active travel link between Porterstown Road and Diswellstown Road as part of the redevelopment of the lands to the east of Porterstown Road.

Fig. 6-8: Potential New Connection to the Royal Canal via the Permitted Mixed-Use Development

6.3.4   Outcomes of the Traffic Management Strategy

The implementation of this Traffic Management Strategy will deliver a number of positive outcomes for Clonsilla which will not only facilitate and encourage more sustainable forms of travel but will enhance Clonsilla both visually and as place to visit and spend time. These outcomes include:

- Redress the balance in favour of pedestrians and cyclists over vehicular traffic in Clonsilla.
- Improved journey time reliability for bus passengers travelling through Clonsilla.
- Creation of a calmed environment on Clonsilla Road though the removal of through traffic.

- Reduction in vehicular speeds through Clonsilla thereby improving noise and air quality.
- Delivery of high quality, attractive active travel routes from Clonsilla and its surrounding residential communities to attractions in the area.
- Consider the removal of barriers to permeability and active movement in the residential areas to the south of Clonsilla Road.
- Improved access to the train station for pedestrians and cyclists.
- Creation of an enhanced environment for pupils and parents visiting St. Mochta's National School by sustainable modes.
- Better integration of and access to the Royal Canal Urban Greenway from the village centre.

6.4   Delivering the Public Realm and Traffic Management Strategies

To facilitate the delivery of the Public Realm and Traffic Management Strategies, a number of key projects have been identified that address the spatial interventions, design objectives and traffic management measures that have been identified as follows:
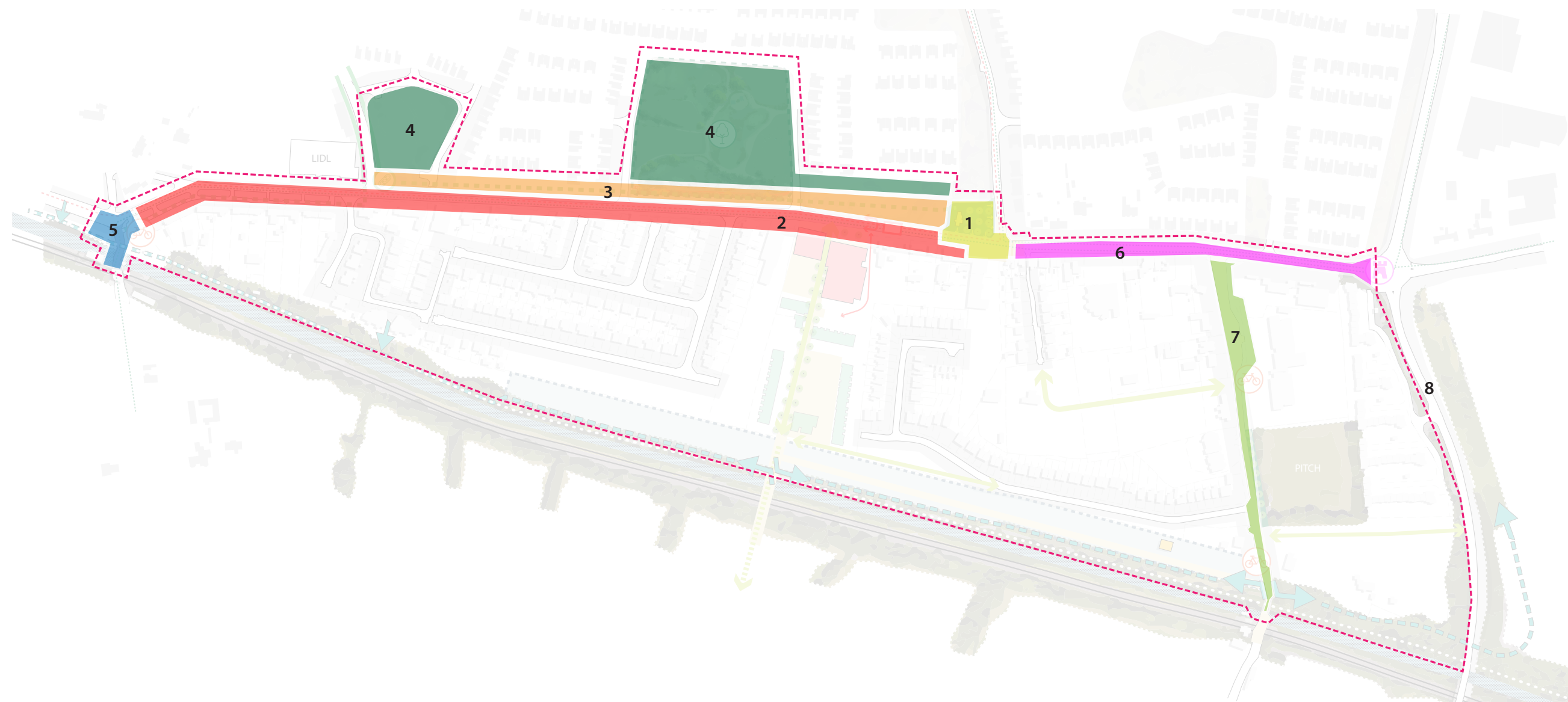
1. A Redefined Village Centre
2. Clonsilla Road Traffic Management
3. Clonsilla Active Travel Link
4. Castlefield Park
5. Clonsilla Road Western Gateway
6. Clonsilla Road Eastern Gateway
7. Porterstown Road
8. Wayfinding

While measures align with and support the delivery of the Public Realm and Traffic Management Strategies, further detailed assessment of each key project and its unique context, together with stakeholder engagement, will be required to inform detailed contextual design responses for each individual project. Similar assessment and

stakeholder engagement will also apply to the potential new connections, where relevant.

Where works are proposed that will impact on the historic building stock of Clonsilla, particularly any works to or in proximity to a protected structure, the input of a conservation professional with relevant conservation expertise and experience will be required to inform the design of the intervention.

Similarly, where a project has the potential to impact on the natural environment or unique biodiversity of the Royal Canal the input of an ecologist may be required. This will be assessed on a case-by-case basis.

Fig. 6-9: Mobility in Clonsilla

Projects that support the delivery of the Traffic Management Strategy may also be required to undertake further appraisals and/or assessments including but not limited to safety, speed limits, footpath and carriageway quality, pedestrian crossings and accessibility for people with disabilities.

In the case of Clonsilla Road, while a baseline assessment has been undertaken to inform proposals contained in this Plan, further assessment would be required to inform the detailed design and extent of works.

Implementation of the traffic and transportation related projects must have regard to all relevant guidance and policy requirements including *inter alia* the National Transport Authority's Cycle Design Manual and the Department of Transport's Design Manual for Urban Roads and Streets (DMURS).

Engagement and consultation with the community of Clonsilla, including residents, business owners, schools, community groups and landowners will also be a central feature of the detailed design process, with projects subject to the necessary consent process.

7. Key Projects

7.1 Introduction

Informed by the urban analysis, feedback from consultations and the research undertaken to gain an understanding of Clonsilla, a number of key projects have emerged. These align with and support the delivery of the Public Realm and Traffic Management Strategies and have the potential to significantly improve the public realm, provided enhanced accessibility while also providing valuable new recreational facilities and spaces for Clonsilla.

Fig. 7-1: Key Projects

These key projects include:

1. A Redefined Village Centre
2. Clonsilla Road Traffic Management
3. Clonsilla Active Travel Link
4. Castlefield Park
5. Clonsilla Road Western Gateway
6. Clonsilla Road Eastern Gateway
7. Porterstown Road
8. Wayfinding

The location of key projects 1 to 7 is indicated on Figure 7-1 below, with key project 8 applying to the whole area.

Each project is reviewed and presented in terms of:

- Purpose of the Project
- Project Features
- Project Physical Changes
- Project Outcomes

As set out in Chapter 6, each Key Project will be subject to further assessment and design expertise to inform detailed contextual design responses, with the information presented in this Chapter intended to form the basis for the development of more detailed project briefs. Examples of relevant projects are also presented to demonstrate how several projects have been delivered and may successfully contribute to urban regeneration.

7.2   Key Project 1 – A Redefined Village Centre

At present the principal visual elements of Clonsilla village centre are the commercial units and the multiplicity of facades and signage along with the on-street parking fronting Clonsilla Road, bollards, railings and wirescape. Lohunda Lodge, the former gate lodge to the historic 'Lohunda Park', is located opposite. Its associated green space, on the corner of Clonsilla Road and Shelerin Road, retains its former estate landscape character but is currently enclosed by fencing and largely inaccessible to members of the public.

A reconfiguration of the existing on-street parking and the revitalisation of Lohunda Lodge and its underutilised green space presents an opportunity to redefine the village centre.

7.2.1 Purpose of the Project

The purpose of this project is to redefine Clonsilla village centre while providing a central space for the community which embraces and highlights the heritage of the area. The opportunity to re-imagine Clonsilla village centre as a place/space for people to meet, spend time and socialise is central to this Framework Plan.

The project aims to create a more pedestrian friendly and welcoming place through an enhanced public realm. It also seeks to improve the visual appearance of the village centre while delivering opportunities for new economic activities.

The project will address the identified need for a focal point for the village, delivering a recreational space centred around Lohunda Lodge and promote opportunities to utilise this building to the benefit of the community while having regard to its historic context.

Figure. 7-3 presents a concept for the redefined village centre, indicating how this space could be reimagined, centred around Lohunda Lodge. Future use of the Lodge and proposed improvements to the associated open space should have regard to the importance of the structure as a heritage building of significance within Clonsilla, its existing mature trees and the requirements of the Fingal Development Plan.

7.2.2 Project Features

- Consolidates this space as the village centre and an arrival point to Clonsilla.
- Enhances the setting of Lohunda Lodge, a former gate lodge of a historic house, within the village centre and promote its active use while having regard to its overall historic character.
- Showcases the heritage of Clonsilla at a key space.
- Redefines the arrangement and relationship between vehicular and pedestrian space in the village centre.
- Retains the existing mature trees.
- Delivers a recreational space that will act as a focal point for the community and will in turn increase vibrancy and vitality.
- Improves the visual appearance of the village centre through the use of high-quality materials that contribute to the delivery of a legible public realm across the Framework Plan area.
- Revised car parking arrangements prioritises the pedestrian and provides a more usable, accessible and attractive public realm while also prioritising space for economic, social and cultural activities.
- Delivers a more inclusive, accessible Clonsilla.
- Delivers a recreational focused node within Clonsilla's active travel network.
- Promotes pedestrian activity in the village centre and improves active travel infrastructure.
- Ensure that all improvements will have full regard to any and all requirements relating to pedestrian and road user safety at this location.

Fig. 7-2: Current View of Green Space on the Corner of Clonsilla Road and Shelerin Road

7.2.3 Project Outcomes

- Creates a sense of place.
- Brings Lohunda Lodge back into use to the benefit of the community while having regard to its historic context.
- Creation of a pedestrian-friendly environment and new community space through the re-purposing of existing spaces.
- Implementation of hard and soft landscaping as a means of enhancing the visual quality of the village centre and creating new space for economic activities.
- Improves the attractiveness of Clonsilla and visually delivers increased interest and consistency.
- Greater economic activity generated in Clonsilla village centre.
- Reduces vehicular speed in the village centre.

Fig. 7-3: Key Project 1 - Concept for the Redefined Village Centre

7.2.4 Project Physical Changes

1. Integrates this public recreational space with the active travel link (Key Project 3).
2. Provides an Enhanced Public Realm Area
3. Removes the existing railings.
4. Redefines the green space as a multi-use space that can accommodate social gatherings e.g. farmers markets.
5. Implements junction tightening and introduces surface/textural changes across the junction (see also Key Project 2).
6. Revises the car parking arrangements to the front of the commercial units.
7. Rationalises or relocates the existing bollards, railings, wirescape and lampposts where possible while ensuring the area is well lit at night.

Fig. 7-4: Two-Way Cycle Track Integrated with Public Realm and Parking (Source: Google Street View)

Fig. 7-5: CGI Image of Concept Design for the Redefined Village Centre

7.3 Key Project 2 - Clonsilla Road Traffic Management

As identified through consultations, the length and relatively straight alignment of Clonsilla Road results in congestion through Clonsilla at peak times. The results of traffic surveys corroborate this feedback, demonstrating that Clonsilla Road currently serves as both a through route and a route for local traffic, with heavy daily volumes impacting the vibrancy of the village centre.

In addition, inadequate footpaths, poor pedestrian continuity and the lack of a cycle track were raise as concerns in public consultation.

The above, in combination with noise, vehicle emissions and the perception of higher speeds during off-peak periods, combine to create an environment less conducive to active travel. This has resulted in short local trips being made by car instead of sustainable modes.

Fig. 7-6: Clonsilla Road Heading West

7.3.1 Purpose of the Project

The purpose of this project is to redress the balance in favour of pedestrians and cyclists over vehicular traffic in order to deliver a more attractive, accessible village centre.

Fig. 7-7: Junction of Clonsilla Road and Shelerin Road

Through the delivery of considered traffic management measures, the project will address the current high levels of through traffic in Clonsilla, while providing for public transportation and local traffic.

The measures proposed will retain vehicular traffic to the commercial core of the village centre whilst seeking to encourage through traffic to use more appropriate routes on the wider transport network.

As noted previously in Chapter 6, in the longer term, it may be appropriate to introduce a one-way traffic system for Clonsilla subject to a future detailed traffic analysis exercise.

7.3.2 Project Features

- Addresses the current high level of through traffic within Clonsilla.
- Redefines the arrangement and relationship with vehicular traffic in Clonsilla.
- Creates a more pedestrian and cyclist friendly environment on the approach to, and within Clonsilla village centre.
- Improves journey time reliability for public transport along Clonsilla Road
- Maintains vehicular access to Clonsilla village commercial core from the east and vehicular access

for residents.
- Allows for space to be reallocated to pedestrians, cyclists and the public realm.
- Supports ease of access for pedestrians and cyclists traversing the Clonsilla Road.

7.3.3 Project Outcomes

- Maintains two-way access for bus services.
- Improves connectivity, encourages lower vehicular speeds along Clonsilla Road and reinforces the provision of alternative routes for through traffic.
- Redresses the balance in favour of pedestrians and cyclists over vehicular traffic in Clonsilla.
- Creates pedestrian and cyclist friendly environment.
- Implements of traffic management measures.
- Provides an enhanced approach to and public realm within Clonsilla.

Fig. 7-8: Example of Junction Tightening with High Priority for Pedestrians from NTA Advice Note 6

Fig. 7-9: Key Project 2 - Concept for the Clonsilla Road Traffic Management

7.3.4 Project Physical Changes

(1) Implements directional signage on the west side of Clonsilla Link Road and on the east side of Shelerin Road which redirects through traffic onto the Ongar Distributor Road, whilst signposting local services along Clonsilla Road.

(2) Implements traffic management measures to the west of the village centre, to discourage through traffic on Clonsilla Road, whilst prioritising the needs of bus services along this route.

(3) Provides additional traffic calming measures on Clonsilla Road in the form of surface treatment changes, junction tightening and road narrowing to help maintain consistently lower traffic speeds.

(4) Delivers additional raised crossings on Clonsilla Road at desired locations, for example at parks and bus stops, to slow traffic and prioritise pedestrian movements at key desire lines.

Fig. 7-10: Example of Directional Signage (Source: Google Street View)

Fig. 7-11: Artist's Impression of Proposed Bus Priority Measures in Rathmines (Source: BusConnects project)

Fig. 7-12: Traffic Calming – Surface Treatments (Source: DMURS, Advice Note 2 - Materials and Specifications)

Fig. 7-13: Example of Raised Crossing (Source: NTA Cycle Design Manual)

7.4   Key Project 3 – Clonsilla Active Travel Link

The extensive tree planting on either side of Clonsilla Road on approach from the west creates a sense of enclosure. However, a narrow road, vehicular speeds, narrow footpaths, lack of cycle infrastructure and limited passive surveillance all reduce the attractiveness of this entrance and limit usability from an active travel perspective.

While the varying width of Clonsilla Road does not allow for the provision of a continuous segregated cycleway along its entire length, a number of options have been considered for the road and adjacent lands, which seek to deliver an active travel link that connects to the wider network and to key destinations within Clonsilla via a series of enhanced and attractive routes.

The development of an active travel route to the immediate north of Clonsilla Road through existing open spaces and along existing estate roads and informal paths has been identified as the preferred option. This option also seeks to retain the tree-lined character of the area.

Fig. 7-14: Existing Active Travel Infrastructure on Clonsilla Link Road

The purpose of this project is to provide a new active travel route along Clonsilla Road to the west of the village centre, while retaining two-way traffic. The project also seeks to integrate with the existing active travel

infrastructure along the Clonsilla Link Road, extending into the village centre to the east. From the Clonsilla Link Road to the train station, the active travel link will cross the Clonsilla Road and will be segregated from Clonsilla Road traffic.

The active travel link will be directly accessible by residents of the numerous housing estates in this area, providing them with a direct link to the village centre and the wider network. The provision of this active travel link in combination with the other projects in this Plan will also encourage active travel beyond Clonsilla, create an enhanced cycle route to St. Mochta's National School and will facilitate links with the Royal Canal Urban Greenway.

7.4.2 Project Features

- Addresses the current lack of cycling facilities on Clonsilla Road.
- Creates a more pedestrian and cyclist friendly environment on the approach to and within Clonsilla village centre.
- Links the 'village centre' and 'Castlefield Park' key projects, as nodes along this active travel route.
- Links with the mixed-traffic zone to the east of the village centre to continue active travel priority to St. Mochta's National School.
- Ties in at crossing points, with existing active travel infrastructure and with proposed facilities.
- Incorporates sympathetic lighting and additional landscaping.
- Provides the residential areas to the north of Clonsilla Road with an active travel route that directly links them with the village centre, train station and with surrounding active travel infrastructure.
- Improves connectivity to Clonsilla train station and the planned extension of the Royal Canal Urban Greenway.
- Retains and enhances the setting of significant

trees and hedgerows and provides for the maintenance and improvement of the tree lined/vegetated area along the north of Clonsilla.
- Re-purposes currently underutilised land to deliver active travel infrastructure.
- Ensure that all improvements will have full regard to any and all requirements relating to pedestrian and road user safety at this location.

7.4.3 Project Outcomes

- Delivers a convenient and connected active travel network for Clonsilla, meeting the needs of cyclist and pedestrians of all ages and ability.
- Enhances access via the active travel network for residents of Clonsilla to the village centre, St. Mochta's National School, the train station and wider cycle and pedestrian infrastructure.
- Substantially improves connectivity to Clonsilla train station from Clonsilla and its environs.
- Creates a vibrant village centre prioritising the needs of vulnerable road users.
- Provides greater accessibility to the planned extension of the Royal Canal Urban Greenway
- Provides visual enhancement of the western approach to the village centre.

Fig. 7-15: Existing Space in Castlefield Woods to the North of Clonsilla Road

Fig. 7-16: Key Project 3 – Concept for the Clonsilla Active Travel Link

7.4.4. Project Physical Changes

1 Between Clonsilla train station and the junction of Weavers Walk, segregates the active travel link from Clonsilla Road traffic via the existing link to the north of Larch Grove residential properties, or if deemed appropriate, via a new segregated link within the green verge on the south side of Clonsilla Road.

2 Provides a crossing point on Clonsilla Road to the east of Weavers Walk, connecting to the existing active travel infrastructure on Clonsilla Link Road.

3 Provides an active travel link immediately north of Clonsilla Road through existing open areas to the proposed public recreational space at the junction with Shelerin Road, retaining the existing mature trees and undertaking work for the maintenance and improvement of the tree lined/vegetated area along the north of Clonsilla Road.

4 At the eastern end of the link adjacent to Lohunda Lodge, provides an active travel crossing on Clonsilla Road to enable cyclist to cross from the active travel link to the village centre or join the calmed section of Clonsilla Road as set out in the Eastern Gateway (Key Project 6).

Fig. 7-17: Area to the front of Larch Grove

Fig. 7-18: Example of Crossing Point (Source: NTA Cycle Design Manual)
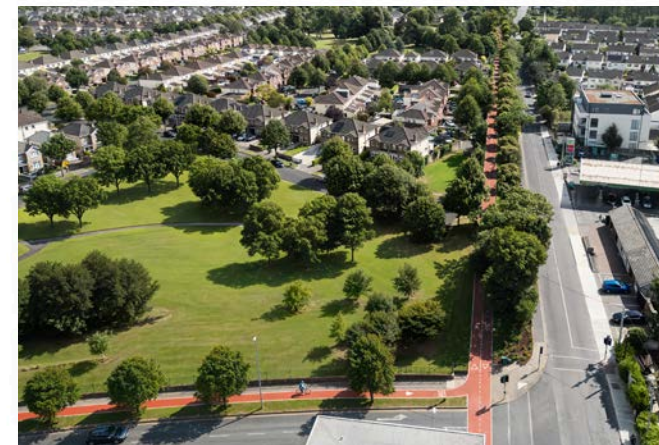
Fig. 7-19: CGI Image of Active Travel Link (Indicative)
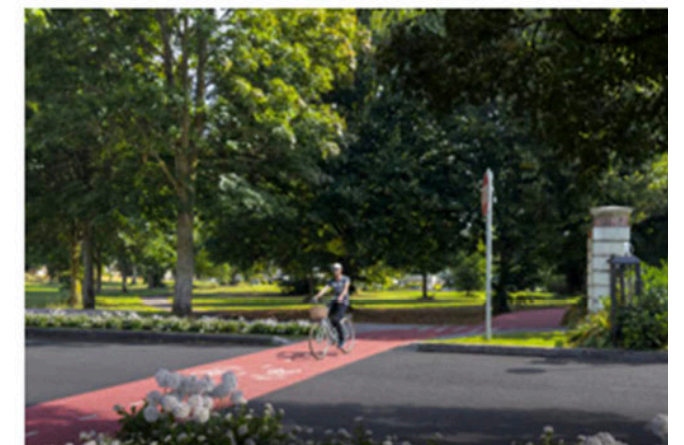
Fig. 7-20: CGI Image of Active Travel Link at Crossing (Indicative)

7.5　Key Project 4 – Castlefield Park

The Castlefield Park project encompasses Castlefield Park north of Clonsilla Road between Castlefield Woods and Castlefield Park, the rectangular green space between Castlefield Park and Lohunda Lodge and the area of greenspace to the east of the junction of Clonsilla Road and Clonsilla Link Road.

Castlefield Park, once part of the Lohunda House estate, retains several historic tree stands that reflect its former estate landscape and provides a unique, large open space for informal, low intensity recreational uses. It is separated from Clonsilla Road, both physically and visually, by a mature tree stand, with the space itself also containing clusters of mature trees and established pathways.

The area of green space between Castlefield Park and Lohunda Lodge, south of Castlefield Woods also retains mature tree stands along Clonsilla Road and with Lohunda Lodge, reflecting its estate heritage. This space is also an informal green space with no designated recreational uses.

The space to the east of the junction of Clonsilla Road and Clonsilla Link Road is currently a green space with no formal recreational facilities. It too retains some mature trees along its southern boundary fronting Clonsilla Road.

Fig. 7-21: Aerial View of Castlefield Park and Adjacent Open Space to Lohunda Lodge

All three spaces are currently connected by formal and informal paths within the residential estates, north of Clonsilla Road.

7.5.1　Purpose of the Project

The provision of high quality and useable green spaces and recreational areas not only provide a focal point for the community but can also attract people back to the village centre thereby assisting its overall vibrancy. The purpose of this project is to enhance the quality, attractiveness and usability of these open spaces, maximising their benefit for the community while respecting their historic character.

Fig. 7-22: Open Space at the Junction of Clonsilla Road and Clonsilla Link Road

In addition, this Project integrates with the Clonsilla active travel link, Key Project 3, which will not only enhance accessibility to these spaces and link them with the new recreational space at Lohunda Lodge but will make them destinations within the wider active travel network.

7.5.2　Project Features

- Retains the existing mature trees.
- Provides enhancements to an area of green space to facilitate more intensive recreational use.
- Delivers informal green spaces to provide for increased biodiversity in accordance with the principles of the All-Ireland Pollinator Plan.
- Enhances the visual quality and user experience of the urban environment.
- Incorporates public seating areas, planting, trees and lighting to define the spaces.
- Integrates with the active travel link, delivering recreational nodes along its route within Clonsilla.
- Improves accessibility and inclusivity.

7.5.3　Project Outcomes

- Provides an improved resource for the local community that will positively contribute to the quality of life for those living in Clonsilla.
- Creates new destinations in Clonsilla that can facilitate and generate social interaction.
- Contributes to a sense of community and place for Clonsilla.
- Provides an amenity that will enhance the quality of the urban environment in Clonsilla, contributing to making it a more attractive place to live and spend time in.

Fig. 7-23: Key Project 4 – Concept for Castlefield Park

7.5.4 Project Physical Changes

1 Retains and enhances the natural landscape areas.

2 Incorporates Active Travel Link (see Key Project 3).

3 Provides public realm enhancement.
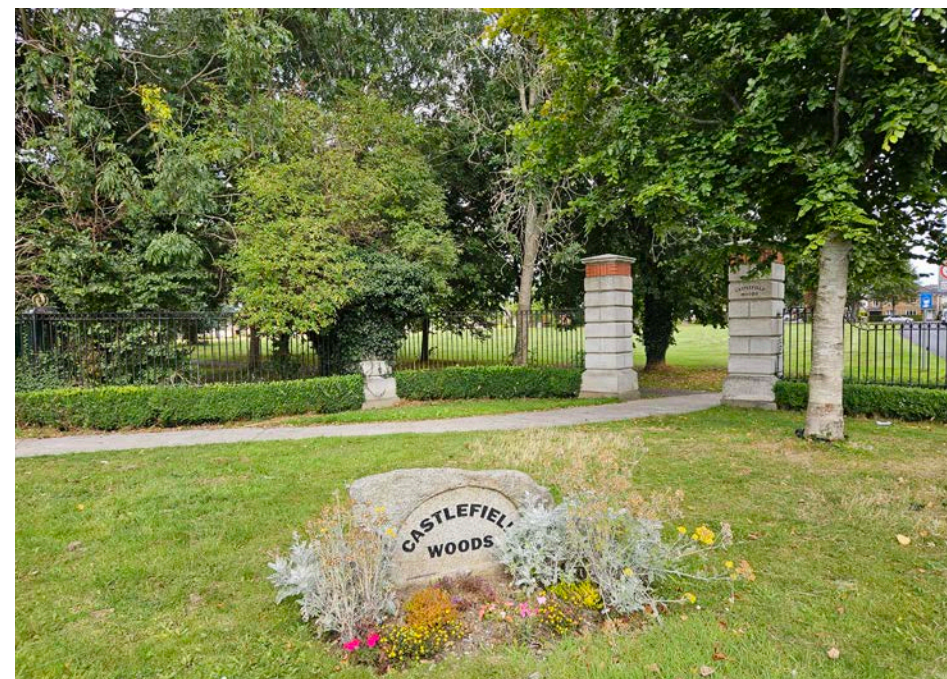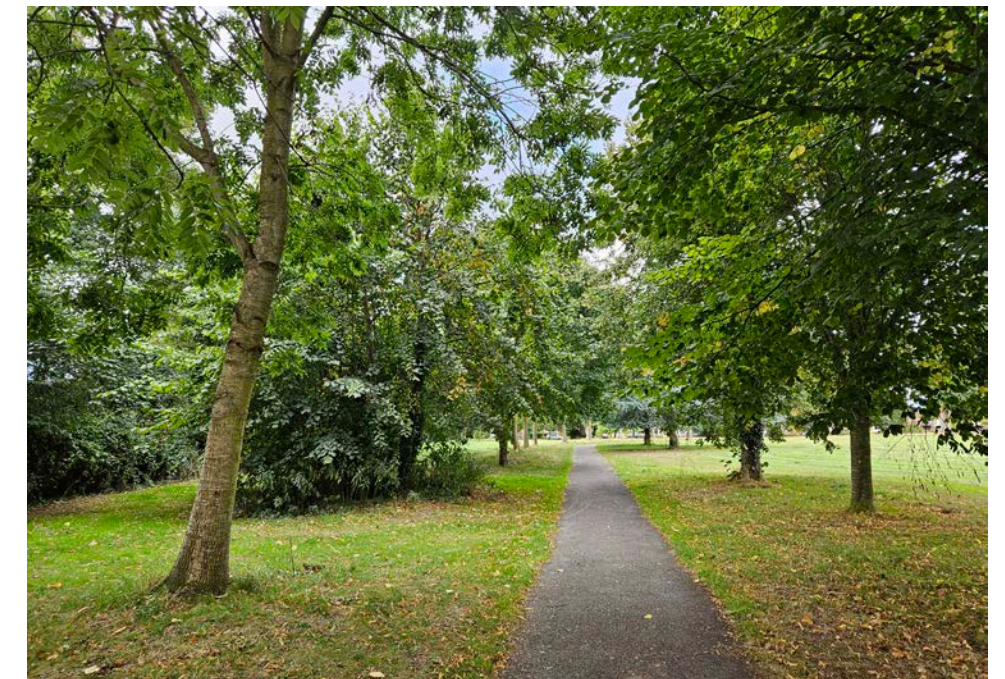
Fig. 7-24: Castlefield Park

Fig. 7-25: Open Space at Clonsilla Link Road

7.6 Key Project 5 – Clonsilla Road Western Gateway

The western gateway to Clonsilla is currently marked by a 'Welcome to Clonsilla Village' sign located on Clonsilla Road, the junction of Clonsilla Road and Callaghan Bridge and by the train station and the Royal Canal adjacent. The area acts as a transport node providing access to rail and bus transport and covered cycle parking. The cycle parking along with multiple railings are principal visual elements of this gateway.

The Royal Canal at this location has a formal footpath but is not directly accessible from the train station, with access provided from the Clonsilla Road further west. The urban context surrounding the train station is currently car dominated, however, this will change on foot of DART + West with the Clonsilla level crossing at Callaghan Bridge permanently closed to vehicular traffic. Pedestrian and cyclist access will be maintained at this location with the construction of a new bridge.

7.6.1 Purpose of the Project

In line with the approved DART + West works, the road between Clonsilla Road and the rail line, over Callaghan Bridge, when closed to traffic will become a 'planned public realm enhancement area'.

Fig. 7-26: Traffic Currently Crossing Callaghan Bridge

This project seeks to redefine the area as an identifiable gateway to Clonsilla from the west, providing an attractive, high-quality public realm that gives priority to pedestrian and cyclist movements. The project also seeks to enhance the visual appearance of the area on foot of the DART + West works, once the design is finalised, and assist in visually integrating the pedestrian and cyclist bridge over the Royal Canal and rail line.

There is also the opportunity to improve cycle-rail integration through the provision of dock and store bicycle facilities which integrate with wider proposals to improve active travel infrastructure within Clonsilla.

While Figure 7-28 presents a concept for what the redefined western gateway could look like, Fingal County Council will work with the NTA and Irish Rail as part of the delivery of DART + West to finalise the detailed design and delivery of the project.

7.6.2 Project Features

- Consolidates this space as a gateway to Clonsilla.
- Defines the area surrounding the train station as part of the public realm of Clonsilla.
- Redefines the relationship between the new pedestrian and cyclist bridge, the Canal and Clonsilla Road.
- Enhances the setting of the Clonsilla Signal Box and Callaghan Bridge (Protected Structures).
- Provides a more direct link between the train station and Royal Canal.
- Provides a high quality arrival space for pedestrians and cyclists travelling to the train station via the segregated cycle facilities on Hansfield Road from the west, or via the planned active travel link to the east.
- Improves the visual appearance of Clonsilla through the use of high-quality materials that contribute to the delivery of a legible public realm across the Framework Plan area.

Fig. 7-27: Clonsilla Signal Box (a Protected Structure)

7.6.3. Project Outcomes

- Creates a sense of arrival to Clonsilla from the west.
- Creates a pedestrian and cyclist friendly environment through the re-purposing of an existing space.
- Creates a low-speed environment for vehicular traffic traversing Clonsilla Road from the west.
- Creates a transportation node that promotes and facilitates sustainable mobility.
- Implements hard and soft landscaping as a means of enhancing the visual quality of the train station following the DART + West works.
- Improves the attractiveness of Clonsilla and visually delivers consistency and legibility of the public realm across the length of Clonsilla.
- Improves the setting of Protected Structures.
- Links with wider improvements in active travel infrastructure to promote greater pedestrian and cyclist activity.

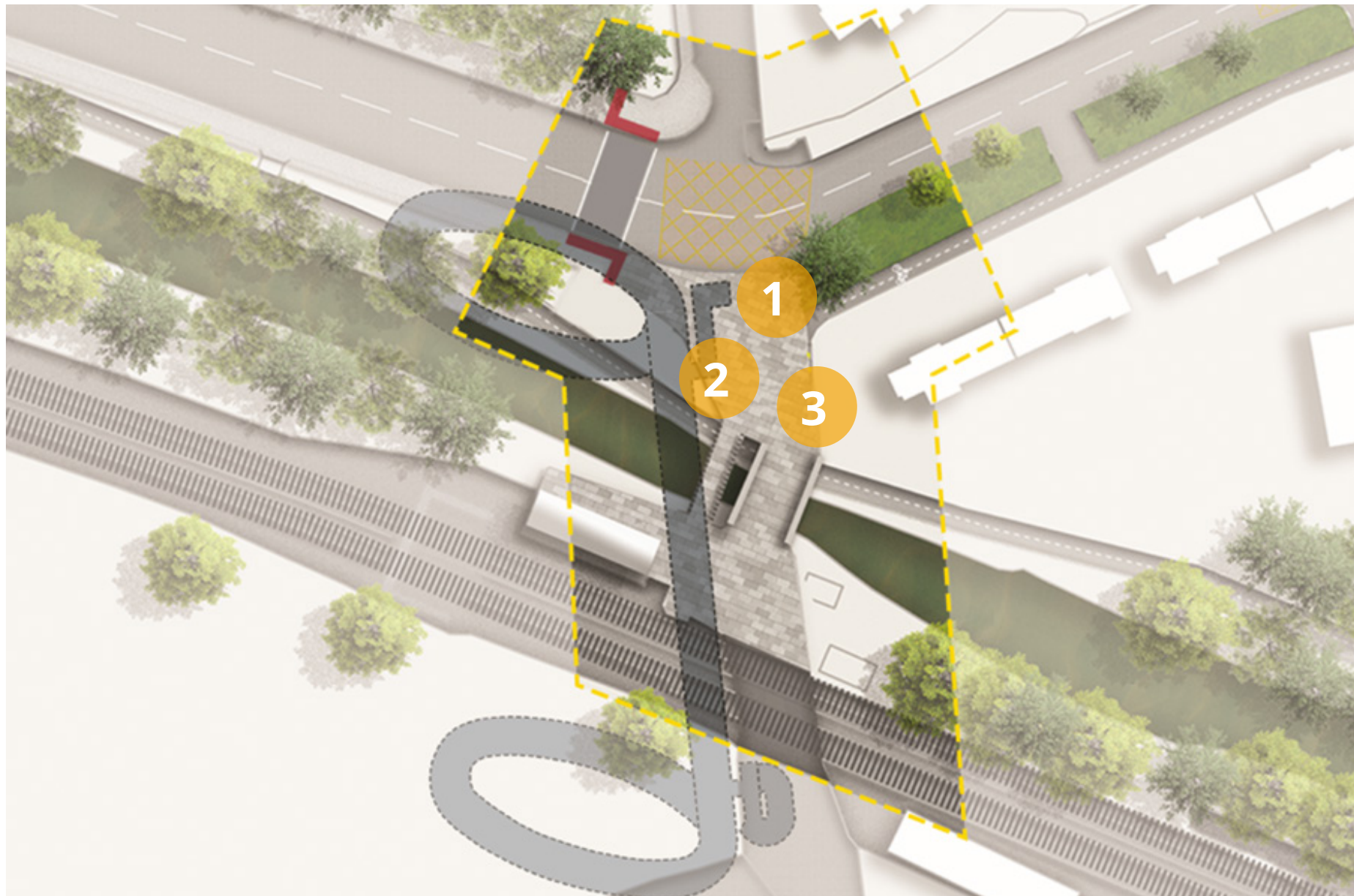**Fig. 7-28: Key Project 5 – Concept for the Clonsilla Road Western Gateway**

Fig. 7-29: LUAS Plaza at Broadstone

7.6.4 Project Physical Changes

1. Uses high-quality materials to create an attractive public realm arrival space as part of the Dart + West project delivery.
2. Provides formal and secure bicycle docking and storage facilities.
3. Provides signage as part of the heritage interpretation for Clonsilla.

Note: The layout relating to the DART + West works is indicative based on available information and will be subject to final detailed design by the NTA and Irish Rail.

7.7　Key Project 6 - Clonsilla Road Eastern Gateway

The eastern approach to Clonsilla is more suburban in nature with limited planting and is characterised by a mix of detached and semi-detached houses and business premises, the majority of which have their own access onto Clonsilla Road. St. Mochta's National School is a key feature, signifying the transition from Diswellstown Road to the settlement of Clonsilla. The Diswellstown Road roundabout, with its wide flares and entry radius currently encourages high vehicular speeds on entry to Clonsilla Road.

While this section of Clonsilla Road connects the multiple residential estates to the north and north west of Clonsilla with St. Mochta's National School it is uninviting for pedestrians and cyclists. This is due to a combination of factors including narrow and low-lying footpaths with varying types and quality surfaces, multiple access points to residential and business premises, current junction arrangements and parking. In addition, there is currently limited space to continue the segregated active travel link from the village centre to Diswellstown Road.

Fig. 7-30: Aerial View of Clonsilla Road from Shelerin Road to Diswellstown Road Roundabout

7.7.1　Purpose of the Project

The purpose of this project is to enhance Clonsilla Road from the Diswellstown Road roundabout to the junction with Shelerin Road, redefining it as the eastern gateway to Clonsilla village centre. Amending the entrance to the roundabout on the Clonsilla Road to reduce traffic speeds will create an enhanced environment for pedestrians and cyclists on approach to the school from the east. The provision of a 'mixed traffic' environment to the east of Shelerin Road junction would reduce vehicular speeds on approach to the school from the west, creating an environment whereby cyclists can share the carriageway with vehicular traffic.

7.7.2　Project Features

- Implements traffic management measures to the east of the village centre which substantially reduce vehicular speeds and discourages through traffic on the Clonsilla Road.
- Provides a cycle facility between the Shelerin Road junction to St. Mochta's National School.
- Integrates with the active travel link to connect residential areas to the north of Clonsilla Road with St. Mochta's National School.
- Provides for a new bus set down for St. Mochta's National School.
- Reduces traffic speeds on the Diswellstown Road roundabout.
- Creates a more pedestrian and cyclist friendly environment on the eastern approach to Clonsilla village centre.
- Introduces new trees, planters and other landscaped features.
- Facilitates future links with the Royal Canal Urban Greenway.

**Fig. 7-31: Example of a Mixed-Traffic / Cycle Street from the NTA Cycle Design Manual**

7.7.3　Project Outcomes

- Delivers a convenient and connected active travel network for Clonsilla meeting the needs of pedestrians and cyclist of all ages and ability.
- Provides an enhanced environment for pedestrians and cyclists on approach to Clonsilla from the east.
- Improves greening along the street that visually enhances the eastern entrance to Clonsilla and supports biodiversity.
- Delivers active travel routes from Clonsilla village centre and its surrounding residential communities to St. Mochta's National School, St. Mochta's Football Club, Scoil Choilm Community National School and Luttrellstown Community College.
- Creates a vibrant village centre prioritising the needs of pedestrians and cyclists.

Fig. 7-32: Key Project 6 - Clonsilla Road Eastern Gateway
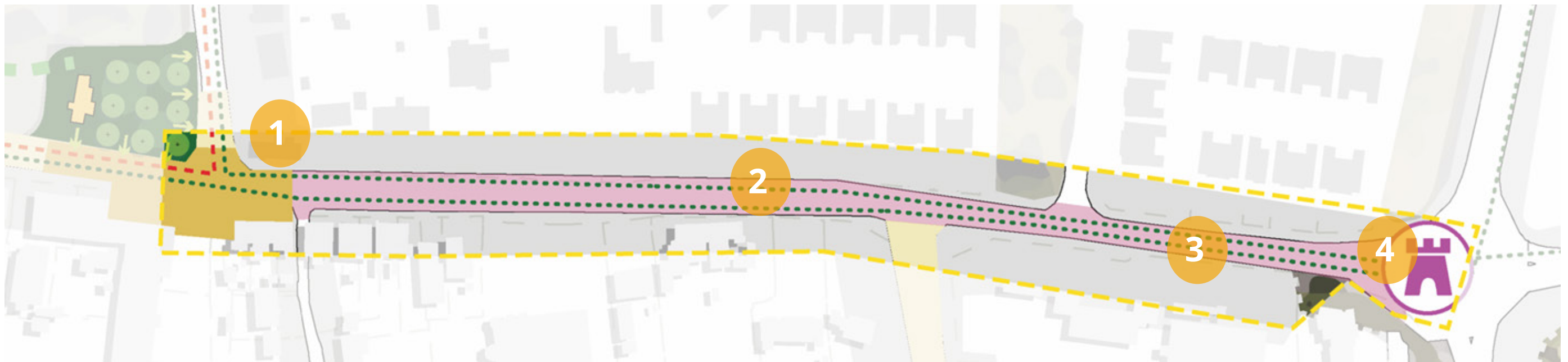
7.7.4 Project Physical Changes

1 On Eastern side of Shelerin Road junction provides enhanced controlled active travel crossing in keeping with the National Cycle Manual standards to guide cyclists travelling on Shelerin Road or starting their journey from the village centre onto the mixed- use street section of Clonsilla Road.

2 Creates a calmed environment on Clonsilla R oad to enable cyclist to share the carriageway in a central position with traffic. Shared environment to be achieved through narrowing of the carriageway, removal of central lane markings, introduction of textural surface treatments and enhanced landscaping to visually reduce sightlines.

3 Creates an enhanced School Zone in front of the St Mochta's Nati onal School to prioritise pedestrian and cycle access and improve bus set down for school and public services. Visibility of school entrance to be enhanced through signposting and placemaking.

4 In keeping with the guiding principles set out in the National Cycle Manual, the entrance to the Diswellstown roundabout on the Clonsilla Road is to be amended to reduce traffic speeds and create an enhanced environment for pedestrians and cyclists on approach to the school.

Fig. 7-33: Controlled Active Travel Crossing (Source: NTA Cycle Design Manual)

Fig. 7-34: CGI Image of Mixed-Traffic Zone

Fig. 7-35: Artists Impression of a School Zone (Source: Safe Routes to School Design Guide)

Fig. 7-36: Active Travel Facilities at Roundabout (Source: Source: NTA Cycle Design Manual)

7.8   Key Project 7 – Porterstown Road

Porterstown Road is located to the east of Clonsilla village centre, running in a north south direction crossing the Royal Canal and the railway line. The Road has a mix of modern residential developments along with heritage buildings and structures. St. Mochta's National School and playing pitches add to the mix of uses along the stretch of Porterstown Road within the Framework Plan area.

As noted in Chapter 4, Porterstown Road is currently uninviting to pedestrians and cyclists, with the roadside boundary overgrown in places. The level crossing on Porterstown Road is to permanently close to vehicular traffic as part of the DART + West project with pedestrian and cyclist access maintained through the construction of a new bridge.

The removal of through traffic will substantially reduce traffic volumes and speeds on Porterstown Road.

7.8.1   Purpose of the Project

The purpose of this project is to redefine Porterstown Road as an environment that is pedestrian and cyclist friendly. This potentially includes making provision for the future delivery of a mixed-traffic zone to the proposed Dart + West active travel bridge.

Fig. 7-37: Porterstown Road Looking South

Fig. 7-38: 3D Visualisation of a Mixed-Traffic Street (Source: Source: NTA Cycle Design Manual)

7.8.2 Project Features

- Integrates with and seeks to utilise the changing urban context of Porterstown Road to the benefit of the active travel network within Clonsilla.
- Enhances pedestrian and cyclist facilities between the Clonsilla Road Junction to Kennan Bridge.

7.8.3 Project Outcomes

- Provides greater accessibility to the planned extension of the Royal Canal Urban Greenway, community uses and development at Kellystown.
- Delivers a convenient and connected active travel network for Clonsilla meeting the needs of pedestrians and cyclist of all ages and ability.

Fig. 7-39: Key Project 7 – Concept for Porterstown Road

7.8.4 Project Physical Changes

1. Provides a controlled raised crossing on Porterstown Road to facilitate access to Clonsilla including for children accessing St. Mochta's National School.
2. Facilitates the potential delivery of a mixed-traffic zone.
3. Protects and preserves the existing historic water pump.

7.9 Key Project 8 – Wayfinding

The preceding key projects will deliver public realm improvements at key locations such as the village centre and train station and the new public recreational spaces, along with an enhanced active travel network.

In order to facilitate pedestrian and cyclist movement between these key project locations, and as part of implementing traffic management changes, it will be necessary to provide additional wayfinding signage in the Framework Plan area.

Any such signage will comply with Fingal County Council's standard signage guidance (see https://www.fingal.ie/sites/default/files/2021-06/a4-fcc-hertiage-signage-booklet-eng-web.pdf.

With regard to the area's built and cultural heritage, Fingal County Council are currently working with local groups in promoting heritage interpretation for the area.

In terms of wayfinding and heritage signage, a strategic heritage sign is to be located near the train station at Clonsilla's Western Gateway.

7.9.1 The Purpose of the Project

The purpose of this project is to assist with wayfinding around Clonsilla.

Sensitively designed and sited signage will be provided at key nodes where appropriate, such as the train station, Castlefield Park and the village centre.

Where necessary, signage shall be provided to facilitate specific key projects such as directional signage or signage relating to traffic management measures.

As stated above, any such signage will be provided in compliance with Fingal County Council's signage guidance.

Fig. 7-40: Fingal's Standard Signage

- Heritage Trails
- Park Trails
- Coastal Walk

A Freestanding 'lectern style' interpretive display panel
B Freestanding medilith interpretive display panel
C Wall mounted interpretive display panel
D Freestanding medilith mapboard display panel
E Freestanding maxilith mapboard display panel
F Round pole with fingerpost
G Markerpost
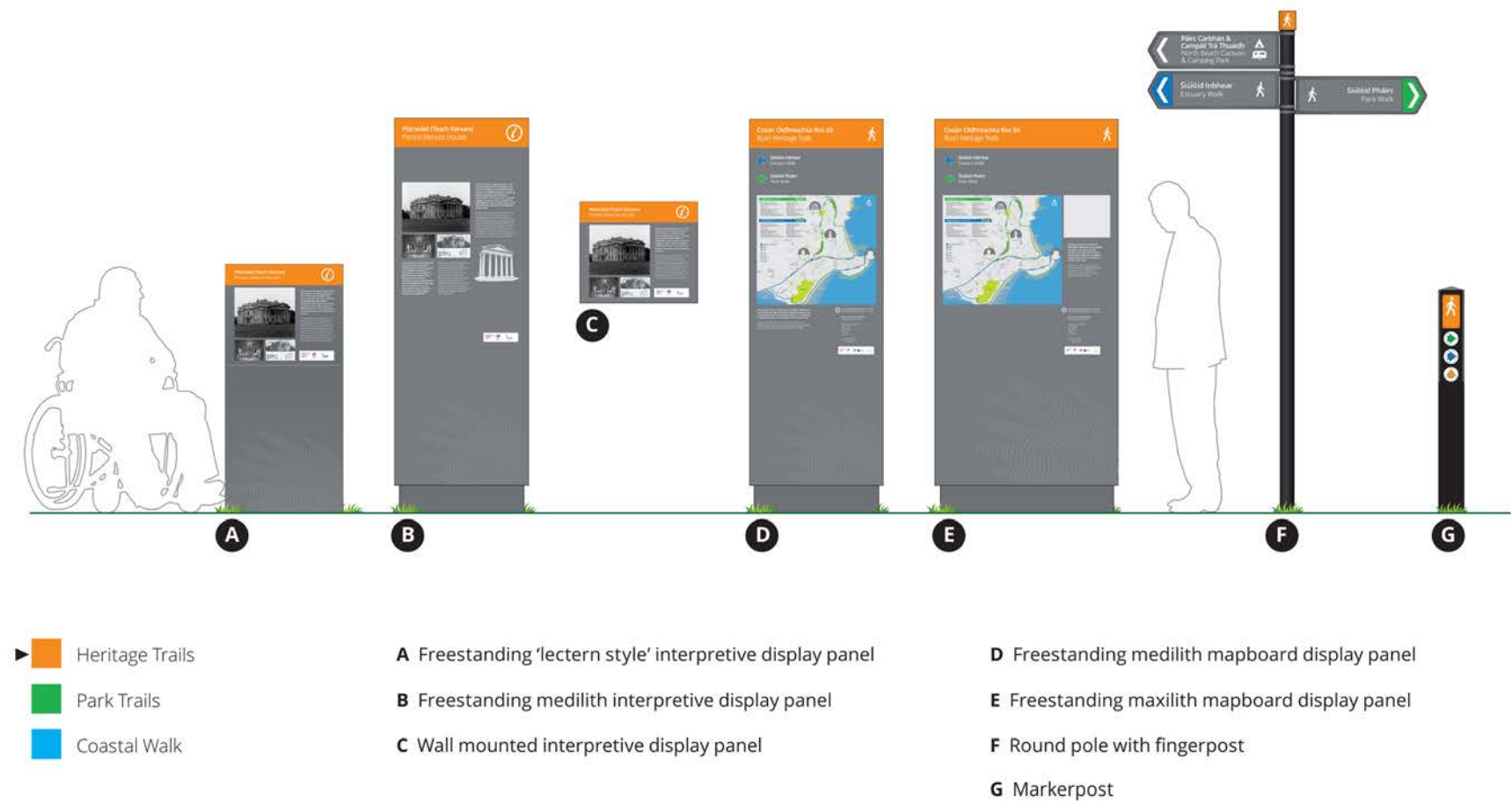
7.9.2 Project Features

- Seeks to improve legibility and connectivity between identified key projects in the Framework Plan area.
- Links key assets and features through accessible and recognisable signage.
- Provides an enhanced and integrated public realm.

7.9.3 Project Outcomes

- Improves the attractiveness of Clonsilla as a place to visit.
- Improves wayfinding in the Clonsilla Framework Plan area.

7.9.4 Project Physical Changes

- Provides sensitively designed and sited signage in accordance with Fingal County Council signage guidance at each key project location where appropriate.

8. Implementation and Monitoring

8.1 Introduction

This Chapter sets out how the Vision for Clonsilla, along with the key projects can be successfully achieved over the long term.

These interventions will, and are required to, deliver enhancements that can bring about significant changes to Clonsilla's urban structure, patterns of movement and how people use and interact with the urban and natural environment.

The key projects are considered to have the potential to regenerate and reinvigorate Clonsilla, enhancing its unique characteristics and showcasing its heritage, cultural and natural assets.

Together, the actions identified in this Framework Plan form the basis for a Schedule of Actions which is set out in tabular form at the end of this Chapter.

8.2 Delivery

The preparation of a Framework Plan is the first step in rejuvenating Clonsilla, making it a more attractive, more vibrant, more connected and more identifiable place.

The delivery process undertaken in respect of the proposed key projects, and ultimately the success of the Plan, will involve a framework of different stakeholders at national, regional and local levels.

The degree of success in relation to delivery will be reliant upon the successful engagement of and interaction with stakeholders at all levels.

The extent to which different stakeholders will need to take the lead in implementation will vary depending on the nature and scope of the proposed project or projects, and the priority attached to them.

While the Council will take the lead on public realm projects, specifically those relating to streets and public spaces, the Council will also work with community groups and other stakeholders in delivering projects as appropriate. In addition, there may be scope for public private partnership arrangements or joint ventures, particularly where a key project seeks to bring an underutilised site into active use.

Some of the projects will require buy-in from and coordination with multiple stakeholders, including landowners, community groups, residents, developers and agencies such as Irish Rail and the NTA.

Other key stakeholders may include the Heritage Council, the Tidy Towns Team as well as local community groups. There will also be close consultation with Disabled Persons Organisations prior to, and during implementation of this Plan.

The Schedule of Actions, see Table 8-1, provides details relating to each of the projects contained in this Framework Plan including details of the stakeholders who would be responsible for the implementation of each project.

8.3 Establishing Priorities

Implementing the Framework Plan will require substantial works and investment over the short, medium and long term.

A further aspect to be considered within the overall delivery process relates to how the key projects are prioritised. This requires the identification of priorities and may include a range of items such as, *inter alia*:

- **Value for Money:** 'Value for Money' may be used to prioritise certain projects, particularly where a project(s) can create additional indirect benefits. For example, active travel development has been shown to provide new recreation and leisure amenities for residents and visitors, however, it is also proven to deliver indirect economic benefits.

- **Finance:** Targeting funding streams which provide financial assistance for certain project types.
- **Need:** There may be an identified regeneration need which is considered to be the main priority over short to medium terms. For example, the need to enhance walking and cycling infrastructure.
- **Complexity:** Prioritising the less complex projects as a means of generating momentum at the start.

8.3.1 Immediate / Short Term Priorities

Those projects which may proceed in the short term should be prioritised.

Such actions relate primarily to the need to improve the public realm in Clonsilla and will be guided by the principles set out in the Public Realm Strategy.

As set out in Chapter 7, these improvements are required within the village centre, on Clonsilla Road, at the train station and on Porterstown Road and include the following:

- The rationalisation of street furniture including bollards, railings and lampposts and relocating existing wirescape underground.
- Improvements to the existing street surfaces and consistency in the use of quality paving materials.
- Additional planting and urban greening.
- The provision of secure bicycling parking and lighting at appropriate locations within Clonsilla.
- The promotion of a shopfront improvement scheme for the village centre.

In addition, when considering planning applications for development in Clonsilla village centre, there will be a renewed focus on high quality design that respects the character of the area and aligns with the requirements of the Fingal County Development Plan.

Fig. 8-1: Existing Signage, Wirescape, Paving, Railing and Bollards in Clonsilla Village Centre

8.3.2 Medium and Long Term Priorities

The delivery of the Key Projects set out in Chapter 7, including the range of traffic management measures as well as the delivery of new public amenity spaces and active travel infrastructure, will require additional work and resources. Such projects are considered as medium to long-term priorities in the context of this Plan.

These projects include:

- A Redefined Village Centre
- Clonsilla Road Traffic Management
- Clonsilla Active Travel Link
- Castlefield Park
- Clonsilla Road Western Gateway
- Clonsilla Road Eastern Gateway
- Porterstown Road.

As set out in Chapter 7, the Clonsilla Road Western Gateway and the Porterstown Road key projects are connected to and will integrate with the delivery of changes on foot of the DART + West Project.

In addition, all projects will require study analysis prior to, and as part of the consent process. This would also include the identification of suitable funding sources and stakeholder engagement.

Finally, a number of enhancements to the existing active travel infrastructure as well as the provision of new active travel linkages as part of the future development of sites within Clonsilla have been identified including:

- New active travel connection between Clonsilla Road and the Royal Canal Urban Greenway via the permitted mixed-use development in the village centre.
- New active travel link between the Shelerin Road junction to the St. Mochta's National School entrance on Porterstown Road via Orchard Avenue.
- New active travel connection between the permitted mixed-use development in the village centre and 'the Village' Housing Estate.
- New active travel link between Porterstown Road and Diswellstown Road.

8.4 Funding Opportunities

Opportunities for different sources of funding for each project and actions identified in this Plan should be explored, particularly in terms of their potential to provide for significant improvements to the public realm and deliver new amenity spaces for the community and active travel infrastructure.

Given the variety of stakeholders that may be involved in the regeneration process, funding and investment for the delivery of the Framework Plan may be secured from a range of sources including:

- Urban Regeneration and Development Fund (URDF).
- National Transport Authority's (NTA) Active Travel Investment Programme.
- Heritage Council Grants Scheme.
- Community Centre Grant Scheme.
- Local Enhancement Programme.

- Fingal Shopfront Improvement Grant Scheme.
- Fingal Streetscape Enhancement Scheme.

The following section provides an overview of the possible funding sources listed above, as well as examples of how these funds were successfully used elsewhere in Ireland.

8.4.1 Urban Regeneration and Development Fund

The €2 billion Urban Regeneration and Development Fund (URDF) was announced as part of Project Ireland 2040, to support the compact growth and sustainable development of Ireland's five cities and other large urban centres.

The URDF is distributed by central government to be invested in urban areas up to 2030. By part-funding regeneration and rejuvenation projects it aims to deliver more compact and sustainable development, as envisaged under Project Ireland 2040.

In the context of this Framework Plan, proposals for URDF funding are made by a public body. Eligible proposals typically include but are not limited to:

- The development of areas, sites and buildings;
- Public amenity, planting, streetscape/public realm, parks, recreational facilities, safety, security and/or crime prevention works;
- Community facilities, which may include childcare;
- Infrastructure that enables improved accessibility, in particular sustainable modes such as walking and cycling, public transport and multi-modal interchange, but also including roads, bridges and car parking.

A recent example of the type of projects supported by the URDF is the €20.8 million funding allocation to Carlow County Council to support the implementation of Project Carlow 2040, a regeneration strategy for Carlow Town.

In Fingal, two separate rounds of URDF were approved under Call 1 and Call 2 to part-fund eight of the projects identified in the Council's Our Balbriggan Plan.

Fig. 8-2: URDF Funded Project Planned for Balbriggan

8.4.2 NTA Active Travel Investment Programme

The NTA's Active Travel Programme is underpinned by aims and objectives set out in the Government's Climate Action Plan 2024. One of the key aims cited is to increase the number of walking and cycling networks so that walking, cycling and public transport will account for 50% of all journeys made by 2030.

Fig. 8-3: Active Travel Infrastructure on Diswellstown Road

Projects are funded by the Department of Transport through the NTA's Active Travel Programme and are managed and delivered by Local Authorities. In 2024, almost €320 million was allocated by the NTA through

Active Travel Investment Grants. Projects awarded funding under the Active Travel Investment Grants in Fingal include *inter alia*:

- Damastown to Clonsilla Cycle Route.
- Royal Canal Urban Greenway.

In addition to providing funding for specific projects, the NTA has a dedicated Active Travel team who work in collaboration with Local Authorities across the country to identify and deliver new Active Travel projects such as the development of segregated cycle lanes and widened footpaths, new walking and cycling bridges, and pedestrian crossings.

8.4.3 Heritage Council Grants Scheme

The Heritage Council offers a range of funding for different types of projects ranging from Community Heritage Grants, to Heritage Organisation Support, to Local Biodiversity Action Plan Funding and County Heritage Plan Funding.

Schemes such as the Community Heritage Grants focus on the community and enabling them and heritage non-governmental organisations (NGOs) to continue their work on existing projects or to start new initiatives. A broad range of project types are eligible for funding under this scheme including *inter alia* workshops and training events, development of digital heritage resources, conservation surveys, reports, plans, and audits and conservation works.

8.4.4 Community Centre Grant Scheme

In 2024 it was announced that €20 million has been allocated to the Community Centre Investment Fund under which community organisations will be supported with grants of between €10,000 - €100,000 to develop and enhance their existing community facilities. Under the Scheme, which will be delivered in conjunction with Pobal, there are two categories of funding as follows:

- Category 1- Small scale projects/improvements to facilities: €10,000 - €25,000.
- Category 2 - Larger scale projects: €25,001 to €100,000.

8.4.5 Local Enhancement Programme

The Local Enhancement Programme is targeted towards enhancing facilities in disadvantaged communities through the provision of small grants essential for the many small community groups and organisations. Launched in December 2023 with funding of €6 million available, it is administered locally by Local Community Development Committees (LCDCs) across the country, with support from their Local Authority.

8.4.6 Fingal Shopfront Improvement Grant Scheme

Fingal County Council in partnership with the Dublin Fingal Chamber of Commerce, Balbriggan Chamber of Commerce and Malahide Chamber of Commerce developed a Shopfront and Main Street Residence Painting and Improvement Grant Scheme.

The scheme which ran during 2021 focused on the core areas of towns and villages of Fingal. In May 2023, Fingal County Council Regeneration Office together with the Our Balbriggan Office launched a shopfront painting, decluttering, signage and improvement scheme for the town.

The scheme provides contributions for improvement along eligible streets in Balbriggan. The Town Regeneration Office within the Council managed a shop front scheme in Donabate in 2023, funded through the Town and Village Renewal Scheme.

Fig. 8-4: Existing Shopfronts in Clonsilla Village

8.4.7 Fingal Streetscape Enhancement Scheme

The Streetscape Enhancement Scheme 2024 provided up to 50% of the cost of improvements, up to a maximum grant amount of €1,500 per eligible property for qualifying commercial and community premises located within areas designated as "Major Town Centre", "Town and District Centre", "Local Centre" or "Rural Village" within the Fingal Development Plan. Clonsilla is an eligible area within the Castleknock, Mulhuddart Operational Area.

8.4.8 Other Potential Funding Streams

In addition to the above, there are a range of other funding and grant schemes available to support community development, enterprise, tourism and recreation, culture, arts and heritage, the environment and the built environment. The range of funding under such schemes varies with schemes ending and/or being replaced by new schemes on a continual basis. The exact schemes applicable and the funding available should be reviewed and considered at the time the Key Projects are being brought forward.

8.5   Monitoring Progress

Monitoring should be undertaken on an annual basis and indicators can relate to a range of items which for Clonsilla may include:

- The actions undertaken and projects commenced and/or completed;
- Funding opportunities identified, applied for and secured.

8.6   Schedule of Actions

Table 8-1 overleaf is an outline schedule of the main actions arising from this Framework Plan. The Schedule includes details as to the ownership of each action, bodies which are expected to provide project support, sources of potential funding as well as indicative timelines.

It should be noted that as many of the actions identified as part of this Framework Plan are likely to be subject to additional detailed design and consent processes, the overall timeframe for the completion of all actions could take 5 to 10 years in total.

Table 8-1: Schedule of Actions Gateway

Project/Opportunities	Actions	Owner	Project Support	Potential Funding Sources	Indicative Timelines
A Redefined Village Centre	Prepare detailed drawings Seek consent through relevant consent process Review available funding, prepare and submit application(s)	FCC	Local Residents, Private Landowners, Local Community, Local Businesses.	URDF, Local Enhancement Programme	Medium Term
Clonsilla Road Traffic Management	Undertake a Transport Appraisal as appropriate Prepare detailed drawings Seek consent through relevant consent process Review available funding, prepare and submit application(s)	FCC	NTA, Local Residents, Local Community, Local Businesses.	Active Travel Investment Grant	Medium Term
Clonsilla Active Travel Link	Undertake a Transport Appraisal as appropriate Prepare detailed drawings Seek consent through relevant consent process Review available funding, prepare and submit application(s)	FCC	NTA, Local Residents, Local Community, Private Landowners.	Active Travel Investment Grant	Medium - Long Term
Castlefield Park	Prepare detailed drawings Seek consent through relevant consent process Review available funding, prepare and submit application(s)	FCC	Local Residents, Private Landowners, Local Community.	URDF, Local Enhancement Programme	Medium - Long Term
Clonsilla Road Western Gateway	Engage with all relevant stakeholders including the NTA and Irish Rail Prepare detailed drawings Seek consent through relevant consent process Review available funding, prepare and submit application(s)	FCC	NTA, Irish Rail, Local Residents, Local Community.	URDF, Active Travel Funding associated with DART + West	Medium Term
Clonsilla Road Eastern Gateway	Undertake a Transport Appraisal as appropriate Prepare detailed drawings Seek consent through relevant consent process Review available funding, prepare and submit application(s)	FCC	NTA, Local Residents, Local Community, Private Landowners, St. Mochta's National School.	Active Travel Investment Grant	Short - Medium Term
Porterstown Road	Engage with the NTA and Irish Rail Prepare detailed drawings Seek consent through relevant consent process Review available funding, prepare and submit application(s)	FCC	NTA, Irish Rail, Local Residents, Local Community, Private Landowners, St. Mochta's National School.	URDF, Active Travel Funding associated with DART + West, Heritage Council, Local Enhancement Programme.	Medium Term
Wayfinding	Provision of a strategic heritage sign near the train station. Review available funding, prepare and submit application(s)	FCC	Local Residents, Local Community, Local Businesses, Private Landowners, Developers	URDF, Local Enhancement Programme.	Short - Medium Term
Monitoring	Ongoing	FCC	Local Community		

Appendix A - Relevant Planning Policy

This Appendix provides an overview of the relevant national, regional and local planning policy as it relates to the Clonsilla Framework Plan area.

National Planning Policy

National Planning Framework - Project Ireland 2040

The National Planning Framework (NPF) is a high-level strategic framework for guiding Ireland's future growth and development to 2040. The goal of the NPF is to help rural and urban Ireland successfully accommodate growth and change by supporting a shift towards Ireland's regions and cities while simultaneously acknowledging the importance of rural areas.

The NPF is made up of ten National Strategic Outcomes (NSOs), which drive Ireland's economic, environmental, and social growth at national, regional, and local levels. The purpose of the NPF is to create a shared vision and set of goals for all communities across the Country. The following NSOs are of particular relevance to the Clonsilla Framework Plan:

- Compact Growth: Carefully managing the sustainable growth of compact cities, towns and villages which will add value and create more appealing places in which people can live and work.
- Transition to a Low Carbon and Climate Resilient Society: The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050.
- Enhanced Amenities and Heritage: This objective will ensure that our cities, towns and villages are desirable and can offer a good quality of life. Investment will be required in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure.

- Sustainable Mobility: The movement away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets to promote clear, quieter and more sustainable cities and towns.
- A Strong Economy, supported by Enterprise, Innovation and Skills: This will depend on creating places that can foster enterprise and innovation and attract investment and talent. It will require the coordination of growth and place making with investment in world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness and enterprise growth.
- Sustainable Management of Water, Waste and other Environmental Resources: Conserving and enhancing the quality of our natural and environmental resources such as our water sources will become more important, as well as our capacity to create beneficial uses from products previously considered as waste, creating circular economic benefits.
- Access to Quality Childcare, Education and Health Services: Compact, smart growth in urban areas and strong and stable rural communities will enable the enhanced and effective provision of a range of accessible services.

The NPF also provides a number of policy objectives structured around National Policy Objectives (NPOs).

National Development Plan 2021 - 2030

As part of Project Ireland 2040, the National Development Plan (NDP) sets out the Government's investment strategy and budget for the period 2021 -2030. It balances the significant demand for public investment across all sectors and regions of Ireland with a focus on improving the delivery of infrastructure projects to ensure speed of delivery and value for money. The NDP will incorporate a total public investment of €165 billion over the period 2021-2030.

Since the adoption of the NPF in 2018 a range of supporting measures have been implemented including the roll-out and operation of the Urban Regeneration and Development Fund (URDF). The URDF has proved to be vital in the promotion of coordinated investment in the renewal and redevelopment of cities and towns and is extended to 2030 with an associated level of additional investment. Post-Covid-19 the role of URDF has gained an increased significance as a catalyst for economic recovery, social renewal and regeneration of cities and towns.

The Plan highlights the National Active Travel Programme which encourages the use of walking, cycling and other active travel methods through investment in active travel infrastructure projects including the Transport Strategy for the Greater Dublin Area. The Greater Dublin Drainage Project is also included in the NDP which is a key part of Irish Water's investment in new wastewater infrastructure for the region. The project includes the development of a new regional wastewater treatment facility and associated infrastructure and is vital for residential and commercial development across north Dublin and south Fingal.

Other specific infrastructure projects identified in the NDP which are of relevance to the Clonsilla area include *inter alia*:

- Metro Link/ Dart Expansion/Bus;
- Enhancing and linking networks of green spaces / Metropolitan cycle network GDA Cycle Network Plan;
- Development of Technological Universities (TU4Dublin, includes IT Blanchardstown).

Town Centre First Policy

Irish towns are facing significant challenges and opportunities that require a coordinated and comprehensive response. The Town Centre First policy aims to facilitate that response by towns of all sizes across the country so that their centres can function as the sustainable and vibrant heart of the communities they serve, in ways that are adaptable and appropriate to 21st century needs.

The Town Centre First Policy also provides a co-ordinated, whole-of-government policy framework to proactively address the decline in the health of towns across Ireland and support measures to regenerate and revitalise them. The Fingal Development Plan 2023 – 2029, promotes a Town Centre First: A Policy Approach for Irish Towns and seeks to implement a strategic approach to town centre regeneration by utilising existing buildings and unused lands for new development and promote residential occupancy.

Fingal County Council also recognise that taking a Town Centre First Policy approach to development is key for revitalising Fingal's towns and villages and making them vibrant places to live, work, shop and do business in.

Regional Planning Policy

Eastern & Midland Regional Assembly (EMRA) Regional Spatial & Economic Strategy (RSES) 2019-2031

The Eastern and Midland Region's (EMRA) Regional Spatial and Economic Strategy (RSES) outlines the regional policies and provides the basis for sustainable development over the period of the strategy. The RSES identifies regional assets, opportunities and pressures and provides appropriate policy responses. One of the key challenges facing the Region is the need for better alignment between population growth, location of residential development and employment to create healthy and attractive places, and this is reflected in the Vision Statement:

"to create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all."

The Strategy is underpinned key cross-cutting principles that reflect the three pillars of sustainability; Social, Environmental and Economic, and expressed in a manner which best reflects the challenges and opportunities of the Region. The 3 Key Principles are:

- Healthy Placemaking
- Climate Action
- Economic Opportunity

The Strategy sets out 16 Regional Strategic Outcomes (RSOs), which are aligned with international, EU and national policy and which in turn set the framework for city and county development plans. The RSES supports continued population and economic growth in Dublin City and suburbs, with high quality new housing promoted and a focus on the role of good urban design, brownfield redevelopment and urban renewal and regeneration. There is an opportunity to promote and improve the provision of public transport and active travel and the development of strategic amenities to provide for sustainable communities.

MASP Boundary

Dublin City & Suburbs
MASP Boundary
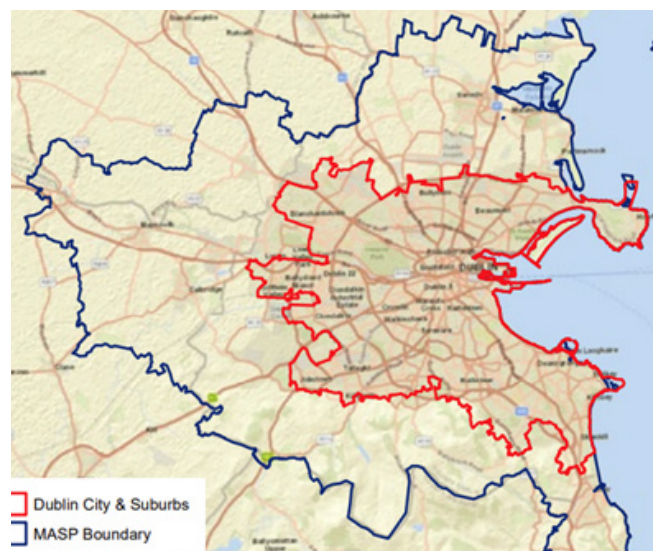
Metropolitan Area Strategic Plan (MASP)

Clonsilla is within the Dublin Metropolitan Area which includes the continuous built up city area and a number of highly urbanised surrounding settlements within a polycentric metropolitan area. The Metropolitan Area Strategic Plan (MASP) is an integrated land use and transportation strategy for the Dublin Metropolitan Area that sets out:

- A Vision for the future growth of the metropolitan area and key growth enablers, identifying strategic corridors based on their capacity to achieve compact sustainable and sequential growth along key public transport corridors, existing and planned.
- Large scale strategic residential, employment and regeneration development opportunities and any infrastructure deficits or constraints that need to be addressed.
- A sequence of infrastructure priorities to promote greater co-ordination between local authorities, public transport and infrastructure providers for the phased delivery of sites.

The MASP sets out the following Vision Statement for the Dublin Metropolitan Area:

"build on our strengths to become a smart, climate resilient and global city region, expanding access to social and economic opportunities and improved housing choice, travel options and quality of life for people who live, work, study in or visit the metropolitan area"

The Vision is underpinned by a spatial framework that supports the overall RSES Settlement Strategy and sets out an integrated land use and transportation strategy for the sequential development of the metropolitan area, including *inter alia* the consolidation of Dublin City and suburbs.

To achieve the Vision the MASP identifies a number of

Guiding Principles for the sustainable development of the Dublin Metropolitan Area including *inter alia*:

- Achieving compact sustainable growth and accelerated housing delivery.
- Integrating Transport and Land Use
- Increasing Employment density in the right places
- Aligning growth with enabling infrastructure
- Facilitating Social Recognition
- Identifying future development areas
- Implementing metropolitan scale amenities
- Achieving co-ordination and active land management

A key principle underpinning the development of the MASP is the effective integration of transport planning with spatial planning policies, from regional down to local level and the alignment of associated transport and infrastructure investment priorities. The alignment of the MASP NTA's Transport Strategy for the Greater Dublin Area is key to the coordination of policy making and investment within the Dublin Metropolitan Area. The MASP also supports the promotion and development of greenway infrastructure in the Dublin metropolitan area and support the expansion and connections between key strategic cycle routes and greenways as set out in the NTA Greater Dublin Area Cycle Network Plan (RPO 5.8).

In addition, there are four strategic residential and employment development corridors identified as part of the MASP:

- City Centre within the M50 (Multi Modal)
- North – South Corridor (DART Expansion)
- North – West Corridor (Maynooth/Dunboyne line and DART expansion)
- South – West Corridor (Kildare line, DART expansion and Luas red line)

Clonsilla is referred to in relation to the North-West Corridor (Maynooth/Dunboyne line and DART expansion) and specifically the phasing/enabling infrastructure, with Clonsilla Station noted as 'short term' in this regard.

Local Planning Policy

Fingal Development Plan 2023-2029

Development in Clonsilla is set against the policies and objectives of the Fingal Development Plan 2023 – 2029. The Development Plan provides a settlement hierarchy to align with the goals and ambitions of the NPF and the RSES. This aims to ensure future growth is targeted in the appropriate locations.

Clonsilla along with Castleknock, Mulhuddart, Ongar, Hollystown, Tyrrelstown and Dunsink are designated as being part of the wider Blanchardstown settlement. Blanchardstown is listed within the 'Dublin City and Surburbs Consolidation Area', forming the majority of Fingal's urban area and is described as having an *"international business core with a highly concentrated and diversified employment base and higher order retail, arts, culture and leisure offer. Acts as national transport hub with strong inter and intra-regional connections and an extensive commuter catchment."* Blanchardstown is designated as a Level 2 'Major Town Centre' in the Retail Strategy for the Greater Dublin Area with prominent sites such as Connolly Hospital, Technological University Dublin (TU Dublin), the Dublin Enterprise Zone and the National Sports Campus all located within this settlement boundary.

Clonsilla is defined as Level 4 within Fingal's Retail Strategy. This level is comprised of important small towns, urban village centres and local centres which should meet the everyday needs of the local population and surrounding catchment.

The area is served by existing and planned high-capacity rail transport. One of the key strategic objectives of the Fingal Development Plan 2023 – 2029 is to strengthen the integration of land-use and transport planning with a priority focus on increased provision of walking, cycling and public transport infrastructure. The Plan promotes an integrated and sustainable transport network that is inclusive and accessible for all and actively supports public transport accessibility and key public transport projects such as DART + West and BusConnects.

The Development Plan details the introduction of Framework Plans for numerous areas across Fingal including Clonsilla (FP 13.C). These non-statutory plans will provide more detailed design guidance in order to unlock the potential of the applicable lands. The Development Plan states that active public engagement will be central to the preparation of Framework Plans with opportunities for local communities, landowners and relevant stakeholders to contribute throughout the process (Objective SPQHO17).

The Development Plan also includes a list of Masterplans to be prepared over the lifetime of the plan period including;

- Objective CSO11 – Masterplan for the Old School House, Clonsilla: *Master Plan for the Old School House, Clonsilla, to be completed within 2 years from the commencement of the Development Plan.*

In terms of land use zoning, the primary land use zoning objectives in the Clonsilla Framework Plan area are 'TC' in the Village Centre/commercial core area within which the Development Plan seeks to *'protect and enhance the special physical and social character of town and district centres and provide and/or improve urban facilities'; 'RS'* to *'provide for residential development and protect and improve residential amenity; 'OS'* to *'preserve and provide for open space and recreational amenities';*

and CI to *'provide for and protect civic, religious, community, education, health care and social infrastructure'* focused on St. Mochtas National School.

Clonsilla Framework Plan

The Clonsilla FP lands extend to the south of the Royal Canal which is a Protected Structure (RPS Id 0944 a) and includes the late 18th century man-made canal, including the tow paths, the canal channel with its stone and earth banks, historic stone culverts or arches within the banks, and the canal locks (10th, 11th and 12th Lock). Kennan Bridge (RPS Id 698), Keeper's Cottage (RPS Id 699) and the Old School House (RPS Id 700) to the east of the Framework Plan area are also Protected Structures, with the latter subject to a separate Masterplan. In addition, the Protected Structures of Callaghan Bridge (RPS Id 700) and Clonsilla Signal Box & Overbridge (RPS Id 700) are located to the west of the Framework Plan lands. There are also a number of vernacular heritage assets in the area. The Fingal Development Plan including policies and objectives to protect and enhance the County's built heritage, including vernacular heritage, as set out in Chapter 10 'Heritage, Culture and Arts' of the Plan.

The Clonsilla Framework Plan area is also identified as a 'highly sensitive landscape' about which the Development Plan states:

"A highly sensitive landscape is likely to be vulnerable to change whereas a landscape with a low sensitivity is likely to be less at risk from change."

The Royal Canal is a proposed Natural Heritage Area (pNHA). Objective HCAO49 – Royal Canal seek to *'protect and enhance the built and natural heritage of the Royal Canal and ensure that development along it or within its vicinity is sensitively designed and does not have a detrimental effect on the character of the Canal, its built elements and its natural heritage values...'*.

In addition, the Development Plan recognises the Royal

Canal for its potential as a greenway which can serve recreational, commuter and functional users and offer the potential for a wide range of economic, social, health and environmental benefits. The Royal Canal Greenway is identified as a greenway project which will be progressed during the lifetime of the Plan.

The Clonsilla Framework Plan area also contains a 'Nature Development Area, (primarily within the Old School House Masterplan lands, but not entirely). Part of the ecological network of Fingal, the Development Plan describes such areas as a key element of the County's natural heritage and as reservoirs of biodiversity in the wider countryside.

The Development Plan seeks to protect the most important biodiversity conservation areas in the County, including providing opportunities for nature through the development of conservation initiatives in nature development areas (Objective GINHO37). The Clonsilla Framework Plan area, and adjacent lands, also contain a number of specific objectives to *"Protect & Preserve Trees, Woodlands and Hedgerows"*.

The Development Plan includes a number of policies and objectives relating to the protection of the County's natural heritage as well as support for the advancement of a Green Infrastructure Network for the County, as set out in Chapter 9 'Green Infrastructure and Natural Heritage' of the Plan.

Fingal Development Plan Zoning Map – Clonsilla

Kellystown Local Area Plan 2021-2027

The Kellystown Local Area Plan, adopted in January 2021 is also relevant to the Framework Plan as the boundary of the LAP runs adjacent to the Framework Plan study area. It is important to be aware of the development policies in this Plan that will guide future development for an area immediately south of Clonsilla.

The vision statement for Kellystown is as follows:

"The vision for Kellystown is to promote the development of a distinctive, sustainable, high quality new residential quarter, connected to the neighbouring suburbs of Clonsilla and Carpenterstown. Kellystown will provide a sustainable residential community, comprising a choice of high quality new homes, with a mix of dwelling types, size and tenure based around a new civic square that incorporates local services with new schools, public open space and access to high capacity public transport links."

The LAP outlines key objectives for the sustainable development of the lands in relation to:

- New residential development;
- Infrastructural investment including the new Kellystown Link Road;
- Pedestrian, cyclist and vehicular movement;
- Development of a central civic square;
- Education and community uses;
- Public open space and recreation areas; and
- Water and drainage

The LAP identifies 3 no. Development Areas with specific objectives for each:

- Eastern Development Area (DA1): Approx. 14.9 ha (gross)
- Central Development Area (DA2): Approx. 7.4 ha (gross)
- Western Development Area (DA3): Approx. 10.23 ha (gross)

The Central Development Area located immediately south of the 'TC' zoned lands in Clonsilla and will provide a range of important amenities to support day-to-day life in the area to consist of a local centre, a primary and secondary school, a central open space/civic square as well as residential development. Access to the lands will be achieved from the proposed Kellystown Link Road with a future cyclist/pedestrian bridge indicated connecting into the Framework Plan area.

Indicative Layout – Kellystown Local Area Plan

Key for Development Areas

- Residential
- Commercial
- Place of Worship
- Primary School
- Post-Primary School
- Mixed Use
- Cafe
- Changing Facility
- Existing Traveller Halting Site
- Gateway Building
- Architectural Landmark
- Future Train Station and/or Metro West Transport Node
- Archaeological Monument - Ring Barrow
- Future Pedestrian/Cyclist Bridge

Figure 6.1: LAP Indicative Layout Plan

Appendix B - Retailer and Shopper Surveys

This Appendix provides a high-level summary of the results of the retailer and shopper surveys which were carried out in to inform the preparation of the Draft Clonsilla Framework Plan.

Introduction

Following initial public consultation workshops 'Retailer' and 'Shopper/Visitor' surveys were prepared having regard to the Collaborative Town Centre Health Check (CTCHC) guidance developed by the Heritage Council. The surveys were conducted on Thursday 22nd February 2024, during school term and on a day when the weather was good and the day was dry.

The Retailer Survey contained 27 no. questions and sought to attain information on trading conditions, numbers of employees, opinions of the Village Centre, suggestions for improvement, etc.

Shopper/Visitor Survey were also undertaken on the above day and included 10 no. questions which sought to establish, *inter alia*:

- the main reason for visiting the Village Centre
- the nature and types of business/shops visited
- key improvements required

A copy of both surveys is provided opposite and below.

The findings of both surveys were collated and analysed, with the key points from respondents drawn out. These are presented in the following pages.

Copy of Retailer Survey

Clonsilla Framework Plan - Village Centre Health Check: Retailer Survey

Q. 1. When you think of Clonsilla Village what are your first thoughts? – Please list 3 main words that come to mind

Q. 2. How long have you been trading from this address?

Q. 3. Does your business own or rent this space?

Own ☐　　Rent ☐

Q. 4. Are you satisfied with your current premises?

Yes ☐　　No ☐

Q. 5. What do you think is the main thing that attracts customers to Clonsilla Village? (one answer only)

Q. 6. Please rate the following aspects of Clonsilla Village where; 5= very good, 4= good, 3= neither good nor bad, 2= poor, 1= very poor

	5	4	3	2	1
Traffic Flow					
Parking					
Pavement Quality					
Pavement Cleanliness					
General Ease of getting around Clonsilla Village					
General attractiveness of the area					
Parks & Green spaces in Clonsilla Village					
Attractions other than shopping					
Seating & areas to congregate					
Variety/ range of shops					
Value for money of shops					
Standard of service					
Café/ restaurant choice					
Café/ restaurant quality					
Feeling of safety & security at night					
Feeling of safety & security during the day					
Range of events in Clonsilla					
General feeling of vibrancy in Clonsilla Village					

Q. 7. What is your principal competition area (Please rank the following 1-5, with 1 being the highest and 5 being the lowest competition ranking)

Blanchardstown	
Ongar	
City Centre	
Other (please specify):	

Q. 8. Has your business traded better, worse or the same in the;

	Disimproved	Improved	No change
Last 12 months			
Last 2 years			

Q. 9. What is your approximate customer flow within this outlet?

Daily:

Weekly:

Q. 10. Are most of your customers:

Frequent ☐
Occasional ☐
Passers by ☐
Tourists ☐
All of the above ☐

Q. 11. (a) What are your expectations for trading over the next two years?

Improvement ☐
No change ☐
Worsen ☐

Q. 11. (b) if you expect the trading conditions to change, what is the main reason for this change (One answer only)

Q. 12. What investment plans have you put into action in the past 5 years

Q. 13. What investment plan, if any, do you envisage in the future? (Shop front works, improved access, refurbishment, etc.)

Q. 14. (a) Do you intend to continue trading in Clonsilla Village as your first choice in the future?

Yes ☐　　No ☐

Q. 14. (b) if not, what are the main reasons for your decision?

Q. 15. What improvements would you make to Clonsilla Village Centre?

Q. 16. What do you think is the main strength of Clonsilla Village (only one answer)

Q. 17. What kind of events would you like to se in Clonsilla Village (which would entice people to spend time in the area)

Q. 18. Would you be willing to participate in organizing events to attract people to Clonsilla?

Yes ☐　　No ☐

Q. 19. Does your business have a website?

Yes ☐　　No ☐

Q. 20. Do you sell online?

Yes ☐　　No ☐

Q. 21. Do you have a Facebook page for your business?

Yes ☐　　No ☐

Q. 22. Do you have an Instagram account for your business?

Yes ☐　　No ☐

Q. 23. How long do you spend on updating your social media accounts per day?

Q. 24. What percentage of your business is

Online: _____
Offline: _____

Q. 25. How many staff do you employ (including owner) at this outlet?

Full time staff: _____
Part-time staff: _____

Q. 26. (a) Do you have floor space on the upper floors?　Yes ☐　　No ☐

.... If Yes, is it:

Vacant ☐
Occupied ☐

...If occupied, what is the upper floor used for?

Q. 26. (b) if vacant, what incentive would encourage you to rent out your upper floors?

Q. 27. Any other comments?

Respondent Details

Name of Business	

*Completed survey questionnaires can be emailed to PlanningSecretariat@fingal.ie by Monday 4th March

Clonsilla Framework Plan - Village Centre Health Check: Shopper / Visitor Survey

Q. 1. When you think of Clonsilla Village, what are your first thoughts? – Please list 3 MAIN WORDS that come to mind.

Q. 2. Do you shop in Clonsilla Village?

Yes ☐   No ☐

If yes ....

Q. 3. What is the main reasons why you shop in Clonsilla Village from time to time? (please tick one only)

- Habit/always shop here ☐
- Selection / range of shops ☐
- Prices cheaper / good value ☐
- Nice environment /atmosphere ☐
- Quality of shops/ good/ nice shops ☐
- Discounts ☐
- Easy to get to/ handy ☐
- Interesting events taking place ☐
- Good car parking / easy to park ☐
- Variety of goods available ☐
- Other ☐

Q. 4. Which businesses /shops do you visit regularly?

Q. 5. How often do you go shopping in the following areas and online? (please only tick one in each case)

	Blancha rdstown	Ongar	City Centre	Other	Online
Every day					
2/3 times a week					
Weekly					
Monthly					
Less often					
Never					
Don't know					

Q. 6. What key improvements, if any, do you think Clonsilla Village could benefit from? Please list one main improvement.

Q.7 Please rate the following aspects in Clonsilla Village where:

5= very good, 4= good, 3= neither good nor bad, 2= poor, 1= very poor

	5	4	3	2	1
Traffic Flow					
Parking					
Pavement Quality					
Pavement Cleanliness					
General Ease of getting around Clonsilla					
General attractiveness of the area					
Parks & Green spaces in Clonsilla Village					
Attractions other than shopping					
Seating & areas to congregate					
Variety/ range of shops					
Value for money of shops					
Standard of service					
Café/ restaurant choice					
Café/ restaurant quality					
Feeling of safety & security at night					
Feeling of safety & security during the day					
Range of events in Clonsilla					
General feeling of vibrancy in Clonsilla Village					

Q. 8. What facilities / amenities would encourage you to visit and spend time in Clonsilla Village?

Q. 9. What form of transport did you use to get here today? (Please only pick one)

Walk ☐   Bike ☐
Car ☐   Bus ☐
Motor Bike ☐   Taxi ☐
No travel ☐   Other ☐

Q. 10. How far do you live from Clonsilla Village?

Less that 1km ☐   7-5km ☐
1-3km ☐   16-30km ☐
4-6km ☐   +30km ☐

Demographic Questions

Q. 11. What age are you?

18-25 ☐   50-66 ☐
26-34 ☐   67+ ☐
35-49 ☐

Retailer Survey

Q. 1. When you think of Clonsilla Village, what are your first thoughts?

The most used word by retailers to describe Clonsilla was **'Community'** with various other words used including:

- Traffic
- Parking
- Busy
- Clean/Tidy
- Vibrant
- Safety
- Friendly
- Dated
- Dirty
- Unappealing

Q. 2. How long have you been trading from this address?

The average number of years that businesses have been trading in the Clonsilla area for is 13 years. The lowest number of years trading for any business was 1 year, with three other business trading for over 20 years in Clonsilla.

Q. 3. Does your business own or rent this space?

Retailers and business operators were asked whether they own or rent their unit/building in order to get an idea of how likely they are to remain operating in the area.
It was found that c. **63%** of businesses surveyed rented their space with the remaining c. **37%** having ownership.

Q. 4. Are you satisfied with your current premises?

Retailers were simply asked as part of this survey to indicated Yes or No whether they were satisfied with their premises.

55%   **45%**

Were 'Not Satisfied'   **Were 'Satisfied'**

Q. 5. What do you think is the main thing that attracts customers to Clonsilla Village?

According to retailers and business operators, the main thing that attracts customers to Clonsilla Village is the range of shops, with the Clonsilla Inn and Lidl being the next most popular in their opinions.

Q. 6. Please rate the following aspects of Clonsilla:

Survey participants were asked to rate aspects of Clonsilla such as traffic flow, parking, attractiveness, range of shops, etc. to determine their opinion of their quality (from 'very good' to 'very poor').

50% of retailers described the quality of café & restaurants as positive but **36%**

felt the range was negative. **91%** of retailers described the range of shops as very poor, poor or neutral.

### Q. 7. What is your principal competition in the area?

Retailers were asked to rank what they thought as being the location which they compete with most for business, i.e. Blanchardstown, Ongar, City Centre, or Other.
Most businesses agreed that Blanchardstown is their principal competition area with Ongar and the City Centre jointly next.
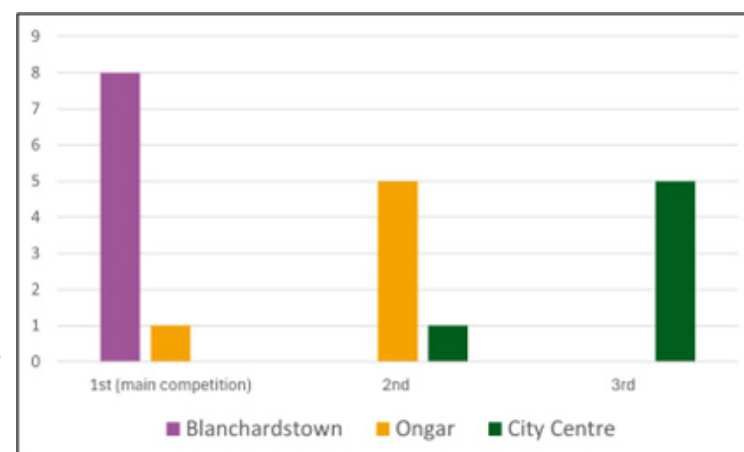

Q. 8. Has your business traded better, worse, or the same in the last 12 months/last 2 years?

Survey participants were asked to give an indication of how their business has traded in the last year/2 years. Most responses noted that there was 'no change' with equal numbers noting that trading has 'worsened' and 'improved' in the last year.
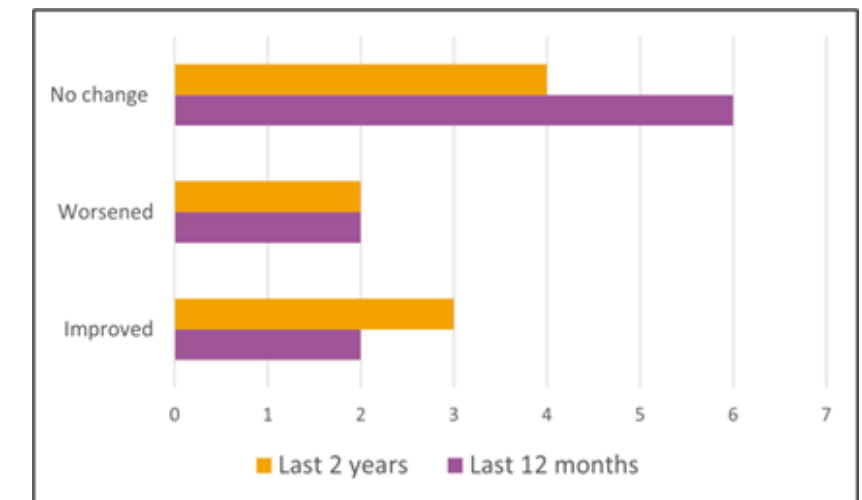

Q. 9. What is your approximate customer flow within this outlet?

Out of the retailers that responded, Lidl had the highest customer flow at 15,000 people per week, with Applegreen having 13,500 customers a week, as the table across demonstrates.
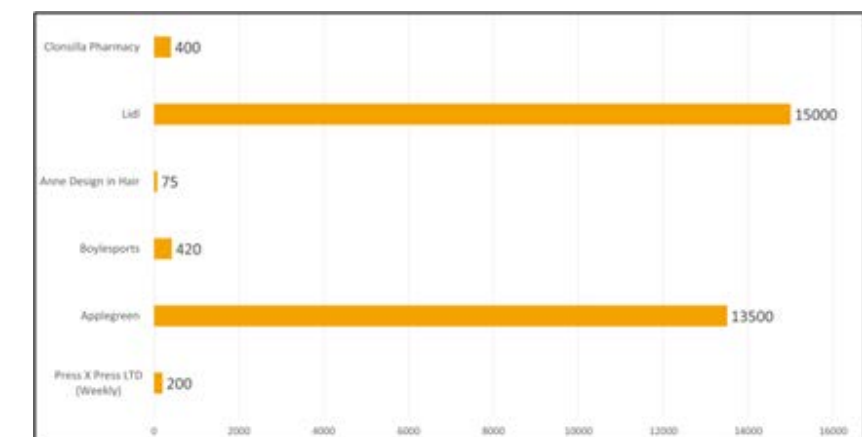
Q. 10. Are most of your customers - frequent, occasional, passers by, tourists, or all of the above?

The retailers that were surveyed outlined that the majority of their customers were frequent, 60%, with 30% being a combination of all of the options, i.e. occasional, frequent, passers by, and/or tourists.
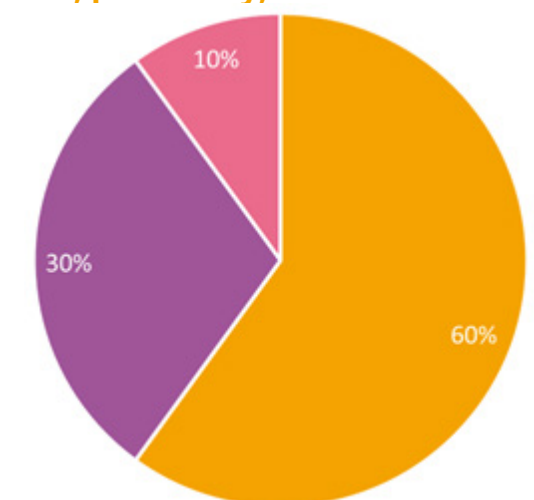
Q. 11(a). What are your expectations for trading over the next two years?

The retailers and business operators surveyed were positive about their current situation with 80% indicating that they expect an improvement. 10% expected no change and 10% expected their situation to worsen.

Q. 11(b). If you expect the trading conditions to change, what is the main reason for this change?

Of those retailers who expected their trading conditions to change (whether positive or negative), the reasons noted were as follows:

Increasing local population

Housing Development

Not an attractive destination

Quality

Q. 12. What investment plans have you put into action in the past 5 years?

This traders in the study area generally did not put any investment plans into action in the last 5 years, however, one retailer noted that they had a total refit of their premises, and another retailer improved their shopfront.

Q. 13. What investment plan, if any, do you envisage in the future?

This question was put forward to retailers to gauge whether any investment plans are in place for their area of business. The result was that no retailer/business operator surveyed provided details of any future plans for investment.

Q. 14(a). Do you intend to continue trading in Clonsilla Village as your first choice in the future?

All participants answered this question in the affirmative which indicates that while some trading conditions may not be favourable (such as traffic issues, attractiveness of the area, etc.) they still intend on trading in the Village.

Q. 14(b). If not, what are the main reasons for your decision?

There were no answers received to this part of the question as Question 14(a) indicated that all participants intend to continue trading in Clonsilla Village.

Q. 15. What improvements would you make to Clonsilla Village Centre?

In terms of improvements need to Clonsilla, retailers described the need for more parking for their customers and visitors as well as the need for a café unit in the area to draw potentially more customers.

Other improvements such as traffic management, public lighting/seating, safety issues and a community centre were noted also.

Q. 16. What do you think is the main strength of Clonsilla Village?

When asked for their opinion on what is the main strength of Clonsilla Village, 29% of retailer s noted the 'local community' and another 29% noted the local pub as the main strength. Other strengths noted were 'cleanliness', 'customer service' and 'the supe rmarket'.

Q. 17. What kind of events would you like to see in Clonsilla Village?

A list of the event that retailers outlined they would like to see in Clonsilla Village are below:

- Football matches
- Community Cleaning
- Dance Party
- Parade

- Music Festival
- Food Festival
- Classic car show
- Fun things for children and teenagers

Q. 18. Would you be willing to participate in organising events to attract people to Clonsilla?

Retailers were asked whether they would be willing to participate in organising events like those listed above (Yes/No).

44%
Indicated they would be willing

56%
Indicated they would not be willing

Q. 19. Does your business have a website?

Retailers were asked whether they had an online presence through a website and **80% said they did** which is a positive way for residents and visitors to learn more about their business.

Q. 20. Do you sell online?

Despite 80% of businesses having a website only **30%** of retailer sell their products online with the majority (70%) noting that they do not.

Q. 21. Do you have a Facebook page for your business?

Similar to the responses received regarding Q19, **70%** of retailers surveyed said that they have a Facebook page for their business.

Q. 22. Do you have an Instagram account for your business?

Slightly fewer retailers **(60%)** noted that they have an Instagram account to promote their business and help drive sales.

### Q. 23. How long do you spend on updating your social media accounts per day?

Of those retailers with an online social media presence, **50%** spent an hour updating their accounts, with 16% spending 30 minutes, and the remaining spending 'very little' time.

Q. 24. What percentage of your business is online/offline?

According to the retailers only 30% (3 businesses) sold their products online and in each case it accounted for less than half of their overall business. The rest of the retailers operated solely offline with customers buying products in-store.

Q. 25. How many staff do you employ at this outlet?
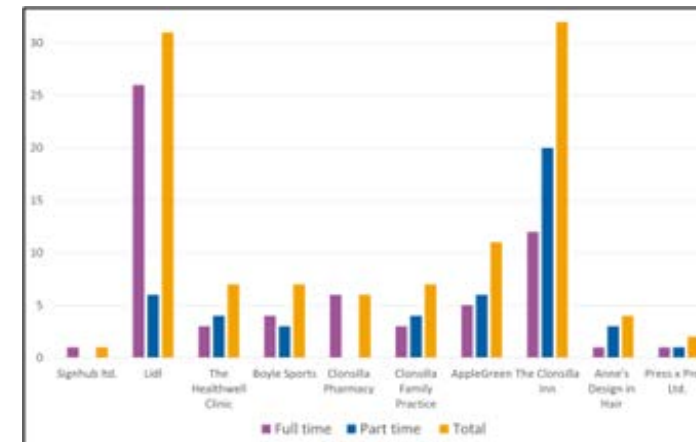
The Clonsilla Inn has the largest number of employees (both full and part time) with 32, with Lidl employing a combined number of 31.

Q. 26(a). Do you have floor space on the upper floors?

Out of the retailers and businesses survey, only **18% had floor space on their upper floors** (where relevant). In each of these cases, the units in their upper floors were occupied.

Q. 26(b). If vacant, what incentive would encourage you to rent out your upper floors?

As per Part (a) of this question, none of the upper floors were vacant.

Q. 27. Any other comments?

The final question of the survey allowed for any additional comments to be made that were not captured in the previous questions. Below are the comments received:

"Clonsilla needs a coffee shop"

"A local scheme to improve litter picking has been a brilliant idea and I would love to see this get more support and the council to improve the amount of bins and provide education and resources to reduce litter!"

"Clonsilla really needs a community centre & astro all weather pitch. There is nothing for teenagers and children to do."

Shopper/Visitor Survey

Q. 1. When you think of Clonsilla Village, what are your first thoughts?

Among shoppers and visitors surveyed, the most commonly used word to describe Clonsilla Village was 'Traffic' which begins a trend within these surveys. Additional words used are shown in the word cloud opposite.


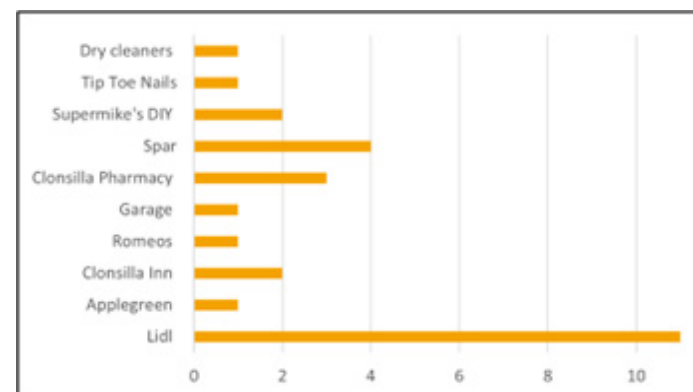
Q. 2. Do you shop in Clonsilla Village?

The response options for this question was Yes/No, with 76% of respondents answering in the positive that they shop in Clonsilla Village. The remaining 24% indicated they do not shop in the Village.

Q. 3. What is the main reason why you shop in Clonsilla Village?

The majority of survey participants (70%) who shop in the Village noted that the main reason they shop there is that it is easy to get to. 12% noted that they have always shopped there, while the other participants noted that the range and quality of shops as reasons.


- Habit / always shop here
- Selection / range of shops
- Quality of shops
- Easy to get to / handy
- Other (Clonsilla Inn)
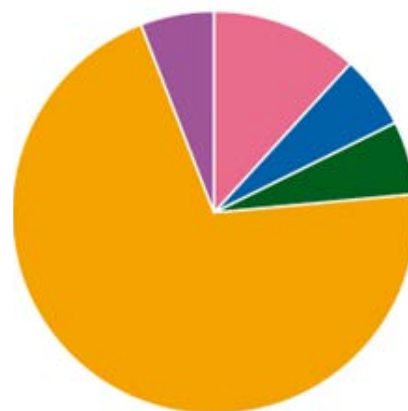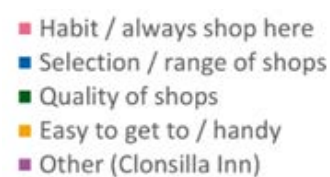
Q. 4. Which businesses/shops do you visit regularly?

Among particip ants, Lidl was the most visited business in the area with Spar the second-most.

Q. 5. How often do you go shopping in the following areas and online?

According to those surveyed, the most frequently shopped areas are Blanchardstown with 8 people shopping there 2/3 times a week and 2 people everyday.
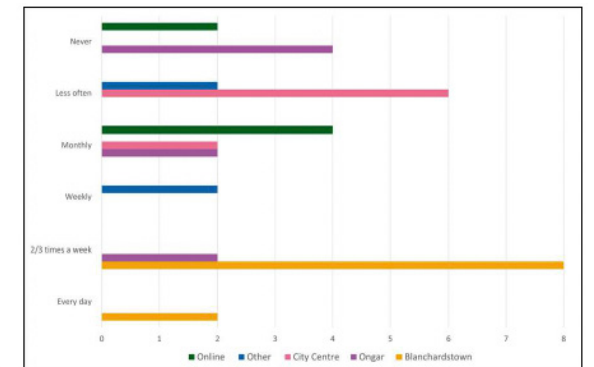
Q. 6. What key improvements, if any, do you think Clonsilla Village could benefit from?

The key takeaways from what shoppers/visitors to the area thought as being the key mprovements required are shown opposite, with Traffic Management' and Pedestrian Footpaths' being the most commonly used words.


Q. 7. Please rate the following aspects in Clonsilla Village?

Survey participants were asked to rate aspects of Clonsilla such as traffic flow, parking, attractiveness, range of shops, etc. to determine their opinion of their quality (from 'very good' to 'very poor'). It was generally acknowledged that 'feeling of safety during the day' was considered as very good by the majority of participants, while the negative aspects were considered to be seating, parking, and choice and quality of cafes/restaurants, amongst others.

Q. 8. What facilities/amenities would encourage you to visit and spend time in Clonsilla Village?

By far the facility/amenity that the majority of respondents sought for Clonsilla that would encourage them to visit the Village and spend time there is a café. Other amenities are listed in the table across.
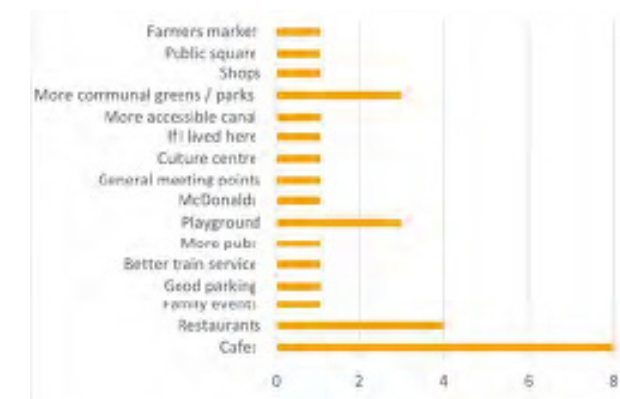
Q. 9. What form of transport did you use to get here today?

The majority of survey participants walked to their destination in Clonsilla to shop, visit, and drop-off/pick-up children from school.
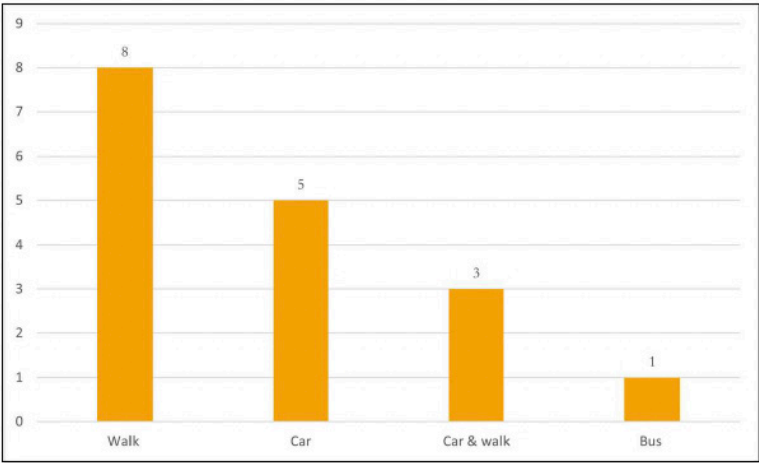
Q. 10. How far do you live from Clonsilla Village?

Shoppers/visitors were asked to give a range of how far they live from the Village to determine how far they travel to visit the area.

65%

of respondents lived less than 1 kilometre from Clonsilla Village

29%

of respondents lived 1-3 kms from the Village

6%

of respondents lived 4--6kms away.

Q. 11. What age are you?

Shoppers/visitors were also asked to give an idea of their age range. The majority of survey participants were aged 35-49 (76%), with 18% aged 50-66 and 6% aged 67+.

It is of note that on the day on which the surveys were undertaken, there were no survey participants recorded within the 18-25 or26-34 age ranges.