

OLD SCHOOL HOUSE MASTERPLAN



NOVEMBER 2025



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Old School House

Masterplan

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Executive Summary

This Masterplan has been prepared for the Old School House lands situated in Clonsilla, Co. Dublin. The masterplan lands have a residential zoning objective (RA) pertaining to the provision of high quality new residential environments as set out within the Fingal Development Plan 2023-2029.

The Masterplan lands are characterised by their sensitive ecological and landscape qualities and constrained nature. The development option, as presented in further detail in Section 4, has appropriately considered the identified issues relating to the Masterplan lands, such as *inter alia*, its elongated shape, its existing natural heritage qualities, and the presence of the Old School House and Royal Canal both of whom are Protected Structures.

Masterplans

Masterplans are non-statutory in nature and contain detailed information to guide and promote the future development of selected lands by, *inter alia*, identifying issues and opportunities, establishing a long term vision and formulating a framework of development objectives.

The Fingal Development Plan 2023-2029 establishes that the preparation of Masterplans will continue to assist in achieving quality developments in terms of, *inter alia*, urban design, structure, delivery of community/amenity facilities and permeability. Furthermore, Masterplans will be subject to a public consultation process and presentation to the Elected Members of the Planning Authority for agreement. The Planning Authority considers Masterplans as an effective means of guiding new development and providing essential social and physical infrastructure in a phased and sustainable manner.

The Masterplan will provide information and guidance regarding matters such as land use, urban structure, residential typologies, built heritage, transport and movement, landscaping, ecology and sustainable drainage.

Masterplan Vision

This Masterplan is unique to the Old School House lands and should be viewed as a long term strategy for the sustainable development of the lands. It has been prepared in accordance with the specific policies and objectives of the Fingal Development Plan 2023-2029 as applicable to the associated lands.

The vision for the Masterplan lands is as follows:

"The vision for the Old School House Masterplan is to provide the sustainable development of the lands having regard to their unique local setting. The restoration and active re-use of the Old School House building, and the delivery of the Royal Canal Urban Greenway are supported as part of the overall development of the residentially zoned Masterplan lands."

Strategic Environmental Assessment

Strategic Environmental Assessment (SEA) of plans and programmes is required by European Directive 2001/42/ EC. SEA is a process for the formal, systematic evaluation of the likely significant environmental effects of implementing a plan or programme, before a decision is made to adopt the plan or programme.

SEA aims to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and

adoption of plans with a view to promoting sustainable development. The Strategic Environmental Assessment Screening Report, prepared by Fingal County Council, is included as Appendix 2 of this Masterplan. The screening exercise for SEA concluded that a full Strategic Environmental Assessment was not required.

Habitats Directive (Appropriate Assessment)

The requirement for 'Appropriate Assessment' (AA) is set out in Articles 6(3) and 6(4) of the Habitats Directive (92/43/ EEC). All plans and projects which are not directly connected with or necessary to the management of a European Site, but which either individually or in combination with other plans or projects, are likely to have a significant effect on a "European Site", require an AA of these effects to determine if they will adversely affect the integrity of the site(s). This Masterplan was screened for AA during its preparation at draft stage and further information is provided at Appendix 3. The screening exercise concluded that a full Appropriate Assessment was not required.

Surface Water Management Plan

A Strategic Flood Risk Assessment (SFRA) has been prepared for the Masterplan lands by Fingal County Council. The SFRA has been undertaken 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 findings of the SFRA indicate that lands within the plan area are not at significant risk of flooding from any source. The SFRA is included as Appendix 4.

The preparation of the Masterplan has also been informed by an Architectural Heritage Assessment (Appendix 5), an Ecological Assessment (Appendix 6) and an Arboricultural Assessment (Appendix 7).

1. Introduction

1.1 A Masterplan for the Old School House

This Masterplan has been prepared in accordance with Policy CSP7 'Masterplans' of the Fingal Development Plan 2023-2029 that provides for the preparation of masterplans, and specifically Plan Ref. MP 13.A which relates to the Old School House, Clonsilla.

The Masterplan lands comprise a linear, elongated portion of land adjacent to the Royal Canal in Clonsilla (refer to Figure 1.1). As per the current Fingal Development Plan, the area is subject to the 'Residential Area' zoning objective and is located within a highly sensitive landscape. The focal point of the Masterplan lands is the former Old School House building which is a Protected Structure (RPS Ref. 0700). The linear nature of the lands and its undulating topography, along with the presence of Protected Structures (Old School House and Royal Canal, for example) and existing vegetation cover cumulatively bring forward development issues for the Masterplan lands. The identified development option for the Masterplan lands has sought to carefully balance these challenges within a tailored environment to provide the appropriate form of development that integrates into the local Clonsilla context.

1.2 Scope and Remit of the Masterplan

The development of the Masterplan area is subject to the framework of national and regional planning policies and local planning policy documents as provided at Appendix 1 for information. Masterplans provide details regarding, *inter alia*:

- Proposals in relation to the overall design of the proposed development including house types and mix of housing units, building heights, external finishes of structures and the general appearance and design, including that of the public realm.

Fig. 1-1: Location of the Masterplan Area



- The types and extent of any proposed development indicating how these uses integrate with surrounding development and land uses.
- Proposals in relation to transportation including public transportation and active travel modes, vehicular roads layout and access arrangements, loading / unloading provision, the provision of parking spaces and traffic management.
- Proposals in relation to the provision of services in the area including the provision of waste and sewerage facilities and water, electricity and telecommunications services, oil and gas pipelines, including storage facilities for oil and gas.
- The element of residential development shall include proposals relating to the provision of amenities, facilities and services for the community including crèches and other childcare services, community and resource centres.
- Facilitation of public access to the proposed amenity areas located within the Plan boundaries and beyond.
- Make provision for sport and recreational infrastructure commensurate with the needs of the development as an integral element of their proposals.

Fig. 1-2: Aerial View of Masterplan Lands and Surrounding Context



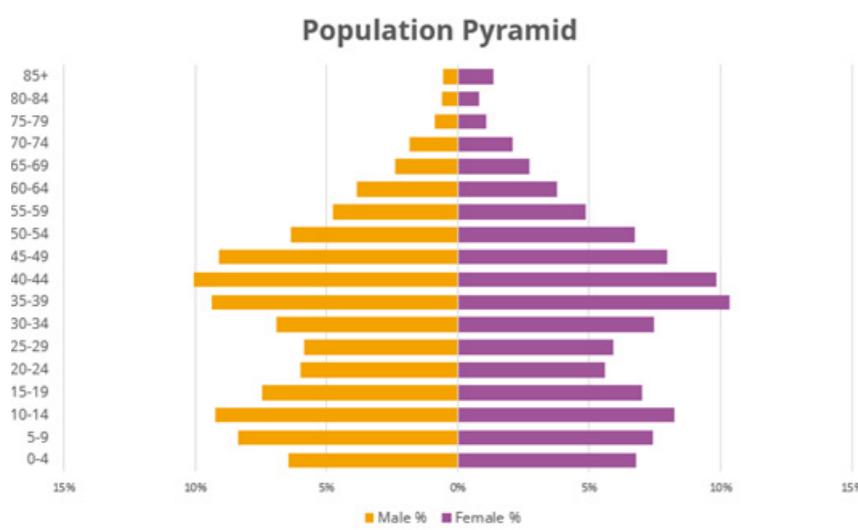
2. The Old School House Masterplan in Context

2.1 Overview of the Study Area

The Masterplan area is located in Clonsilla. The Fingal Development Plan establishes Clonsilla as being located within the Metropolitan Dublin City and Suburbs area within its settlement hierarchy and a Level 4 centre within its retail hierarchy. Such centres are described as being sustainable, vibrant and prosperous, performing at a level to meet the retailing needs of local populations.

The Masterplan lands are situated south of Clonsilla Town Centre. The Royal Canal is located adjacent and to the south. The Old School House lands are accessed off Porterstown Road at the eastern end of the site and at the Royal Canal and its associated walkway located immediately to the south. The population relating to the surrounding context of the Study Area was established as being 10,921 persons as recorded by the 2022 Census and based on CSO Small Areas.

Fig. 2-1: Population Pyramid



There are existing residential estates to the north including The Village and Lambourn Park which generally comprise two storey, detached and semi-detached dwellings. Planning permission was granted by An Bord Pleanála in December 2023 for a proposed mixed retail and residential development (convenience store and over 70 no. residential units) situated off Clonsilla Road (FCC Reg. Ref. FW22A/0152). Currently, there is no access to the site from the Masterplan lands.

A proposed Large-scale Residential Development (LRD) application (FCC Reg. Ref. LRD0021/S3E) was lodged in July 2024 for the construction of 170 no. apartment / duplex units across 7 no. blocks ranging in height from one to five storeys on lands located adjacent to the Clonsilla Inn and north of the Masterplan lands. This application was ultimately granted planning permission by An Bord Pleanála in January 2025.

2.2 Overview of Local Planning Policy Context

Fingal Development Plan 2023-2029

The local planning context pertaining to the Old School House lands is principally contained within the Fingal Development Plan 2023-2029. The Development Plan proposes that 8 no. new Masterplans are to be prepared within the Fingal administrative area during the plan period. A Masterplan for the Old School House, Clonsilla is identified as MP.13A. The Development Plan includes the following policies and objectives to achieve this:

- Policy CSP7: Prepare Masterplans for areas designated on Development Plan maps in co-operation with relevant stakeholders, and actively secure the implementation of these plans and the achievement of the specific objectives indicated.
- Policy CSP8: Implement Masterplans prepared in accordance with the Development Plan.

2. The Old School House Masterplan in Context

- Objective CSO10 - Masterplans will be subject to Strategic Environmental Assessments as appropriate and Screening for Appropriate Assessment.

- Objective CSO11- Masterplan for the Old School House, Clonsilla, to be completed within the two years from the commencement of the Development Plan.

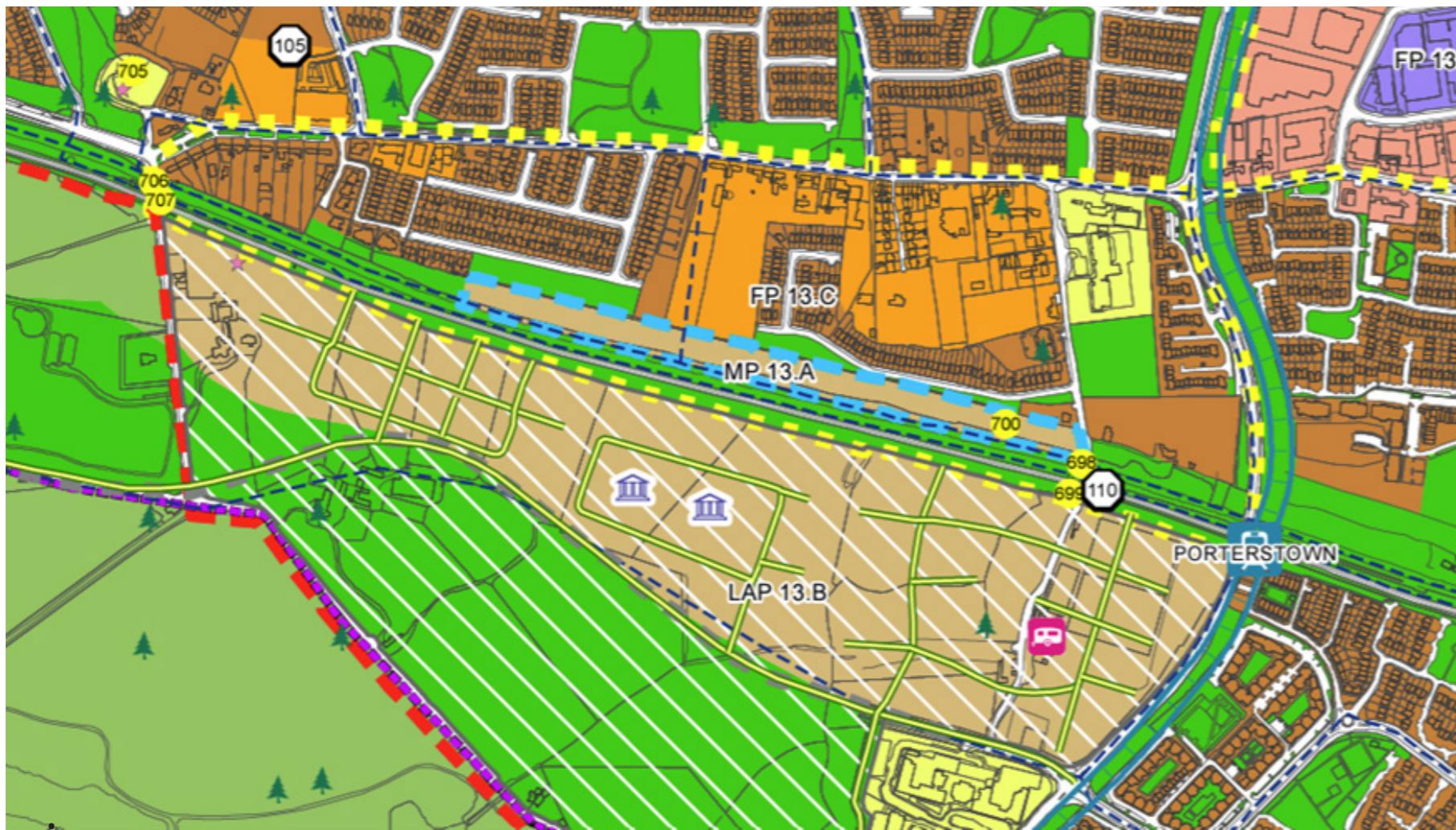
The Old School House Masterplan area is zoned as 'RA - Residential Area' (refer to Figure 2.2) The vision for this zoning objective, according to the Development Plan, is to "Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities". The delivery of age friendly residential units will be promoted as part of this Masterplan and in accordance with the objectives of the Development Plan, particularly Objective DMSO37.

The Fingal Development Plan outlines a number of key designations that are placed on the site such as, *inter alia*:

- Protected Structure - Former Clonsilla School (Old School House RPS no. 700).
- Protected Structure - Kennan Bridge (RPS no. 698).
- Highly Sensitive Landscape - Blanchardstown South.
- Route for the NTA GDA Cycle Network Plan.
- Parks Biodiversity Nature Development Area – Canal (Woodland).
- Proposed Natural Heritage Area – Royal Canal (RPS Ref. 0700).

Old School House Masterplan

Fig. 2-2: Map Extract from the Fingal Development Plan 2023-2029 (Sheet no.13 Blanchardstown South)



Fingal Biodiversity Action Plan 2023-2030

The Biodiversity Action Plan has been prepared in order to reverse the decline in biodiversity in Fingal by 2030. The Plan contains 100 actions to reverse the decline in biodiversity and a number of actions have relevance to the Old School House lands as follows:

- Action 20: Seek to establish an ecological corridor to link the Royal Canal, the Tolka River and the Liffey Valley.
- Action 25: Manage linear calcareous grassland strip along the Canal at Clonsilla.

Fingal County Council Climate Action Plan 2024-2029

The Climate Action Plan 2024-2029, approved by Elected Members in February 2024, was developed in collaboration with the Dublin Local Authorities in partnership with the City of Dublin Energy Management Agency (Codema) and Dublin's Climate Action Regional Office (CARO).

The Action Plan aims to make Fingal more climate resilient and play a leadership role in transitioning to a decarbonised society by climate proofing strategies, policies and procedures and actively engaging with citizens. The Plan recognises the crucial role of the community and the need for a range of innovative programmes and partnerships to facilitate bottom-up,

2. The Old School House Masterplan in Context

community-led solutions. The Plan is based around five Action Areas relating to (i) 'Energy & Building', (ii) 'Transport', (iii) 'Flood Resilience', (iv) 'Nature-based Solutions' and (v) 'Resource Management' along with an action area for 'Community Engagement'.

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 Masterplan study area. It is thus important to be aware of the development policies in this Plan that will guide future development for an area immediately south of Clonsilla.

The future sustainable development of the Old School House lands must also have cognisance of the relevant provisions of the Fingal Heritage Plan 2024-2030.

2.3 Movement & Transport

Active Travel

Cycling track provision in the local road network proximate to the Masterplan lands is located in the westernmost part of the R121 near Clonsilla Train Station. As set out within the Greater Dublin Area Cycle Network Plan, 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.

Cycle tracks are also located on either side of Diswellstown Road adjacent to pedestrian footpaths. These tracks follow the route over the Dr. Troy bridge situated to the south of the Masterplan lands and further north past the Clonsilla Roundabout towards Blanchardstown Centre.

Old School House Masterplan

Fig. 2-3: Cycle tracks infrastructure on Diswellstown Road



Footpaths are provided along the entirety of the R121 and Diswellstown Road. Continuous crossings are not provided along the route, requiring pedestrians to drop down to road level while crossing. Footpaths are situated on both sides of Porterstown Road so far as the boundary of St. Mochta's National School.

The proposed Royal Canal Greenway will have a positive effect on the Masterplan lands from a movement perspective. The location of the greenway will traverse the Masterplan lands, creating a southerly, east-west spine connecting the lands with Clonsilla train station.

Public Transport

Rail services can be accessed via Clonsilla train station, located c. 750 metres west of the Masterplan lands. Clonsilla is serviced via rail by intercity and commuter services operated by Iarnród Éireann. Dublin Bus operates bus services (Nos 37 and 39) within Clonsilla Village providing access to the City Centre and the Blanchardstown Centre. As part of Bus Connects, the current No.39 route serving Clonsilla is set to be replaced

with the B2, following mostly the same route but with an improved and consistent 15 minute frequency throughout the day. The L52 bus service provides access to local destinations north and south of the Masterplan lands from Blanchardstown Centre to Adamstown Train Station.

The development of the proposed DART+ West scheme will permanently close the existing level crossing at Porterstown. Alternative pedestrian and cyclist infrastructure will be provided at this location. The Clonsilla level crossing will also be closed. Pedestrian and cyclist access will be maintained at this location with the construction of a new bridge. Vehicular traffic will be redirected to the Porterstown Viaduct and the proposed Barberstown level crossing road replacement infrastructure.

The Fingal Development Plan provides an indicative route for a proposed light-rail line. This proposed route may provide existing 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.

Road Network

The Clonsilla locality is served by a road network that comprises, inter alia, the R121 route that runs in an east-west direction to the north of the Masterplan lands while also serving as the "Main Street" for Clonsilla Village. Several estate roads run perpendicular or north-south of the R121. Porterstown Road runs south of Clonsilla Village and is characterised by its narrow width (< 5 metres wide). This narrow road leads up to and beyond the rail line and a level crossing is present where the road meets Kennan Bridge over the Royal Canal. This is the current route which provides access to Masterplan lands.

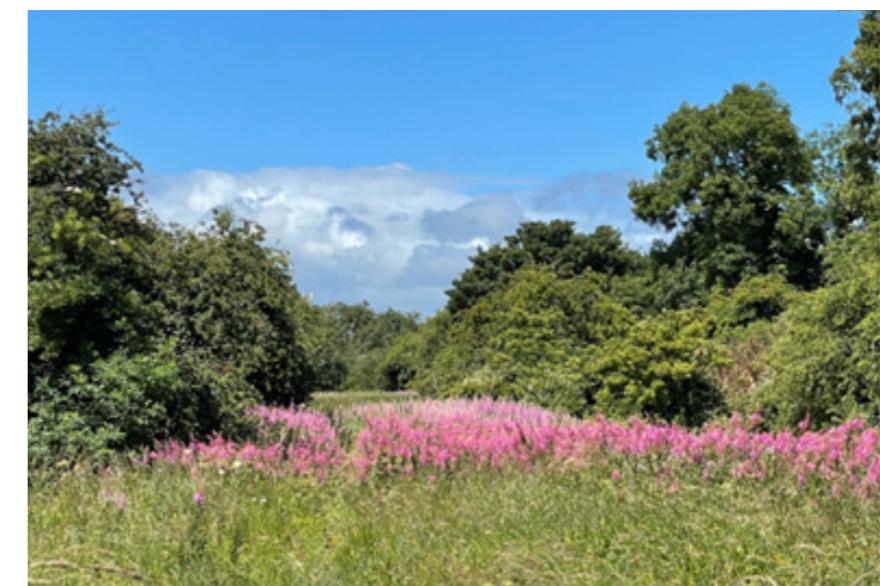
2. The Old School House Masterplan in Context

The N3 National Road (Navan Road) is located c.2 km from the Porterstown level crossing. Access to the N3 is provided via the R121/R843 at Junction Two. Travelling south east via the N3 route provides access to the M50 and Dublin City Centre via the R147 (Navan Road). The M50 Motorway is located c.3 km from the Porterstown level crossing with access provided via the N3.

2.4 Green Infrastructure Overview

The Masterplan lands are located adjacent to the Royal Canal while also being situated c.1.4km north of the River Liffey and c.2.2km south of Barberstown Stream. The Royal Canal is a core biodiversity conservation area and proposed Natural Heritage Area, and a large portion of the Masterplan lands are located within a Parks, Biodiversity Nature Development Area designation as set out within the Fingal Development Plan.

Fig. 2-4: Existing conditions



Having regard to natural heritage, the Masterplan lands contain a variety of natural habitats. An evaluation of these habitats is provided in Table 2.1.

As per the ecological evaluation of the Masterplan lands in September 2024, the lands contain a small amount of lady's bedstraw (Galium verum). However, this is only an indicator species and not a high-quality indicator species.

With only one indicator species present, the habitat is classified as GS2 (dry meadows and grassy verges) where applicable rather than GS1 (dry calcareous and neutral grassland).

A total of 11 no. ecologically sensitive sites were identified within a 15km Zone of Influence of the Masterplan lands including the Royal Canal and River Liffey proposed Natural Heritage Areas (pNHAs). There were no invasive species found on the Masterplan lands, and therefore there is no likelihood of any new development proposals causing the spread of invasive species beyond the Masterplan land boundaries and into sensitive ecosystems associated with SACs, SPAs or NHAs in the vicinity. Additional information regarding the ecology of the Masterplan lands is attached at Appendix 6.

Having regard to the arboricultural characteristics of the Masterplan, an assessment of the same identified 77 no. individual trees, 8 no. tree groups, and 2 no. hedge features. The most common tree species were Ash

(*Fraxinus excelsior*), Sycamore (*Acer pseudoplatanus*) and Hawthorn (*Crataegus monogyna*) cumulatively accounting for 60% of the surveyed tree population. Other tree species occurred in smaller numbers and the hedges were mostly made up of Elder (*Sambucus nigra*) and Hawthorn (*Crataegus monogyna*). The arboricultural assessment of the Masterplan lands is attached at Appendix 7.

The ecological assessment of the Masterplan lands confirms the suitability of existing trees for bat roosting. The canal adjacent to the Masterplan lands is important for water feeding species such as Daubenton's bat (*Myotis daubentonii*). Planning applications for development proposals will require to be supported by the appropriate ecological assessment to ensure the biodiversity of the Masterplan lands is protected.

Table 2-1: Evaluation of Habitats within the Masterplan lands

Habitat	Evaluation	Rationale	Key Ecological Receptor
Scrub (WS1)	High	Inner overgrown sections towards the centre of the lands and along the site boundaries consist of dense areas of bramble which provide refuge and foraging habitat for birds and mammals.	Yes
Buildings & Artificial Surfaces (BL3)	Moderate-High	Feral pigeons were observed resting on the existing Old School House building and gaps in walls/roof provide potential roosting habitat for birds and bats.	Yes
Recolonising Bare Ground (ED3)	Low-Moderate	The entrance to the east is covered predominantly by gravel/spoil that is becoming recolonised by weeds and grasses.	No
Dry Meadows and Grassy Verges (GS2)	High	The western side of the lands is dominated by overgrown grassland displaying a wide range of plant species. Mammal signs such as tracks and droppings were also observed indicating use of the site as foraging habitat and potential nesting habitat for smaller mammals.	Yes
Hedgerows (WL1)	High	Hedgerows provide excellent foraging habitat for birds and mammals. Well-established hedgerows are observed along the northern and southern boundaries.	Yes
Treelines (WL2)	High	A mature treeline is established along the north boundary provide nesting habitat for birds.	Yes

2.5 Built Heritage Overview

The Masterplan lands and surrounding area is rich in built heritage. The area contains several Protected Structures including, *inter alia*, the Royal Canal (RPS Ref. 0944a), former Clonsilla school building (Old School House) (RPS no. 700) and Kennan Bridge (RPS Ref. 0698). To the west of the Masterplan lands are Protected Structures comprising St. Mary's Church (RPS Ref. 0705), Callaghan Bridge (RPS Ref. 0706) and Clonsilla Signal Box and Overbridge (RPS Ref. 0707). A summary of Protected Structures situated within the Masterplan lands and in the surrounding area is provided at Table 2.2. The Old School House building is a detached single-bay, two-storey over raised basement former National School built in 1853 (refer to Figure 2.5). The building is situated within the eastern portion of the Masterplan lands. The building has fallen into disuse and was subsequently closed in 1963.

Fig. 2-5: Old School House building



Fig. 2-6: Kennan Bridge



Table 2-2: Summary of Protected Structures

Protected Structure	RPS Ref.	Summary Description*
Kennan Bridge	0698	Late 18th century single-arched stone road bridge over Royal Canal.
Keeper's Cottage	0699	Mid-19th century Rail Keeper's Cottage at rail crossing.
Former Clonsilla School	0700	Mid-19th century three-storey former national school building.
St. Mary's Church	0705	Mid-19th century Church of Ireland church within enclosed graveyard. Located on site of earlier church.
Callaghan Bridge	0706	Late 18th century single-arched stone road bridge over Royal Canal at Clonsilla Train Station.
Clonsilla Signal Box & Overbridge	0707	Mid-19th century signal box and cast-iron pedestrian overbridge at Clonsilla Train Station. Station building demolished and replaced by modern structure.
Royal Canal	0944a	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).

*Descriptions extracted from the Record of Protected Structures and ACAs – Fingal Development Plan 2023-2029

3. Issues and Opportunities

This Masterplan is committed to the future sustainable development of the associated lands, ensuring that it is carefully managed, makes the most efficient use of the Masterplan lands, addresses unique challenges and ultimately integrates into the Clonsilla locality.

3.1 Masterplan Issues

An assessment of the Masterplan lands and its surrounding context has identified a number of unique issues which will have an influence on future development proposals.

Masterplan Lands Characteristics

A primary issue regarding the Masterplan lands concerns its physical characteristics. It comprises a linear, elongated plot of land situated adjacent to the Royal Canal. The constrained nature of the Masterplan lands and its undulating topography presents issues around how spaces will be designed, arranged and utilised and importantly how they integrate with the surrounding built and natural context. The narrow width of the lands poses challenges in terms of designing efficient layouts for new residential development while ensuring sufficient space for amenities, open space areas and access routes.

To the north, the Masterplan lands are bounded by the established residential estates of The Village and Lambourn Park. These estates are characterised by low-density, two-storey housing which contrasts with higher-density developments planned nearby (as referred to in Section 2). This creates potential challenges for matters such as scale, mass and building height consistency. Additionally, the proximity of these existing homes, combined with approved and proposed large-scale residential and commercial projects, places pressure on traffic, access routes and service infrastructure. It

Fig. 3-1: Location of Royal Canal and existing Rail Line beyond the Masterplan Lands (south)



is therefore crucial to consider these physical constraints within any Masterplan development option.

To the south, the location of the Royal Canal (a Protected Structure) forms a natural boundary for the Masterplan lands and therefore limits expansion in that direction. The rail line is situated a short distance south of the canal, and any future development proposals will need to give cognisance to same, particularly in regard to noise and disturbance.

Natural Heritage

The Masterplan lands are located within the highly sensitive landscape area of Blanchardstown South while a large portion of the lands are located within a Parks, Biodiversity Nature Development Area (Canal) designation as set out within the Development Plan. The Royal Canal is also a proposed Natural Heritage Area (ref. 002103). The Masterplan lands contain a variety of natural habitats and flora and fauna that contribute to

its highly sensitive landscape quality that will potentially restrict the intensity of future development while necessitating careful consideration of the environmental effect.

Built Heritage

The Old School House Protected Structure occupies a key position within the eastern portion of the Masterplan lands. The building will require sensitive restoration and integration within any new development proposal.

The presence of Kennan Bridge (a Protected Structure) to the south east corner of the Masterplan lands further restricts expansion or alteration in that area. As referred to, the Royal Canal is a Protected Structure also and being a waterbody its location naturally places a restriction on any future development to the south.

Access and Movement

In general, access to the Masterplan lands can be described as being constrained. Access entry points exist primarily from Porterstown Road on the eastern end and the Royal Canal's walkway situated to the south. The narrow and linear shape of the lands also presents issues regarding the future movement of pedestrians, cyclists and vehicles in relation to new development proposals.

The design of entrances/exits and internal circulation routes, for example, will require careful consideration to ensure overall functionality and accessibility as well as the protection of the protected structure of the Old School House building.

Table 3-1: Summary of Masterplan Issues

Issue	Summary
Masterplan Lands Characteristics	<ul style="list-style-type: none"> Masterplan lands comprise a narrow, linear and elongated portion of land situated adjacent to the Royal Canal (Protected Structure). Existing residential development and canal restricts development in northern and southern directions.
Natural Heritage	<ul style="list-style-type: none"> Masterplan lands are located within a highly sensitive landscape area and Parks, Biodiversity Nature Development Area designation. Royal Canal is a proposed Natural Heritage Area. Variety of natural habitats and flora and fauna are present on the lands.
Built Heritage	<ul style="list-style-type: none"> Poor condition and existing location of Old School House building are key issues. Location of Kennan Bridge restricts expansion of the south east portion of Masterplan lands. Royal Canal situated to south presents a natural development boundary.
Access and Movement	<ul style="list-style-type: none"> Access is generally constrained with existing access taken from Porterstown Road and canal walkway. Physical characteristics and barriers present issues for future movement of pedestrians, cyclists and vehicles.

3.2 Masterplan Opportunities

The Masterplan lands present a number of potential opportunities associated with its future sustainable development notwithstanding its challenges as mentioned in the previous section.

Built Heritage

The future sustainable development of the Masterplan lands will be required to carefully consider the potential effects upon the local built heritage. As set out, the Masterplan lands are characterised *inter alia* by, built heritage features situated within the eastern portion of the lands and adjoining to the south.

The incorporation of appropriate elements of the built heritage can be advantageous for the future development of the Masterplan lands, particularly from environmental, cultural, and community perspectives.

The built heritage sensitivities related to the Masterplan lands are primarily associated with the Old School House building, Kennan Bridge and the Royal Canal. These Protected Structures can add historic quality to the future sustainable development of the lands. In particular, the restoration and adaptive reuse of the Old School House building can support the primary residential development of the lands and be an integral part of the future Masterplan lands and be an integral part of a future new neighbourhood.

It is considered that, having regard to the uses permitted for consideration under the RA – Residential Area zoning objective, a suitable use for the Old School House would include a community use to allow the building to serve as a cultural and community resource for the new housing to be provided on the Masterplan lands but also for the wider area of Clonsilla.

Natural Heritage

New development can support the natural heritage of the Masterplan lands through the retention of high quality trees and hedgerows within the proposed residential scheme, thereby assisting in the conservation of local ecosystems and biodiversity enhancement.

The inclusion of natural heritage elements can encourage sustainable design practices through green spaces and water management (for example sustainable drainage systems) and carbon sequestration with green spaces and other natural heritage elements absorbing CO2 and assisting with climate mitigation.

Appropriate Residential Development

The lands are zoned as 'RA - Residential Area' within the Development Plan with a stated objective to "Provide for new residential communities subject to the provision of the necessary social and physical infrastructure."

This zoning objective seeks to ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities.

Notwithstanding the presence of the Old School House, the Masterplan lands presents a significant opportunity to bring forward new innovative, sustainable, and efficient development proposals. Narrow sites, such as the Masterplan lands, often require bespoke design solutions which can lead to unique and customised layouts. The building typologies that will come forward on the Masterplan lands will be responsive to their constraints and challenges while offering the opportunity for a potential mix of tenures, sizes, and building heights. Importantly, the Masterplan lands can contribute to meeting local housing demand in the Clonsilla area over the current Development Plan period and beyond.

Restoration of the Old School House

The former Clonsilla School building (Old School House) is a prominent and focal landmark in the Clonsilla area. The school building ceased use in 1963. The preparation of a Masterplan affords the opportunity to preserve the heritage value of the school building, realise its restoration and re-use and ensure its future as a landmark feature within the local Clonsilla context.

The 'RA' zoning objective of the Masterplan lands, as stated, allows for a variety of permitted in principle uses that include, *inter alia*, education, childcare facilities, restaurant/café, and community facility for example. Such uses, in principle, offer the opportunity for the former school building to be brought back into active use and to form an integral part of new development proposals.

Given the importance of the Old School House to the local community in terms of the identity of the Clonsilla area as a whole, the use of the building for a community or cultural use would be welcomed.

Sustainable Transportation

Local residents in Clonsilla have a number of sustainable transportation options at their disposal. These include Clonsilla train station which is located c.750 metres west of the Masterplan lands which provides intercity and commuter services. Dublin Bus operate two routes (Service Nos 37 and 39) which provide access to the City Centre and the Blanchardstown Centre. The L52 bus service provides access to local destinations north and south of the Masterplan lands, from Blanchardstown Centre to Adamstown Train Station. Cycle tracks are available on the R121 Route and Diswellstown Road.

There are a number of transport-related measures that are associated with the Masterplan lands that will promote increased journeys by sustainable modes. The Greater Dublin Area (GDA) Cycle Network Plan prepared

by the National Transport Authority (NTA) identifies a greenway/secondary cycle route running adjacent to the southern boundary of the Masterplan lands. Porterstown Road, which bounds the eastern portion of the lands, is designated as a primary orbital cycle route. These identified routes will assist with promoting increased cycle trips in the area.

The Fingal Development Plan provides a visual representation of planned transportation within the county. An indicative route for a proposed Light-Rail line is shown that may provide existing and future residents with a sustainable transport mode for access to Blanchardstown Centre, Dublin Airport and various employment centres in the surrounding area. The location of a proposed Light-Rail corridor is displayed running north-south parallel to the Diswellstown Road. This corridor would provide access to the proposed Metrolink project. The development of the proposed DART+ West scheme will permanently close the existing level crossing at Porterstown. Alternative pedestrian and cyclist infrastructure will be provided at this location.

Royal Canal Greenway

The planned Royal Canal Greenway is a significant active travel project at national level. As mentioned, a section of the Royal Canal and existing towpath runs parallel to the southern boundary of the Masterplan lands for a distance of c.700 metres. Presently, access to the existing canal trail is achieved via a ramp on the northern side of the Porterstown level crossing, directly adjacent to the Masterplan lands.

The planned greenway has a number of key features and benefits that include, *inter alia*:

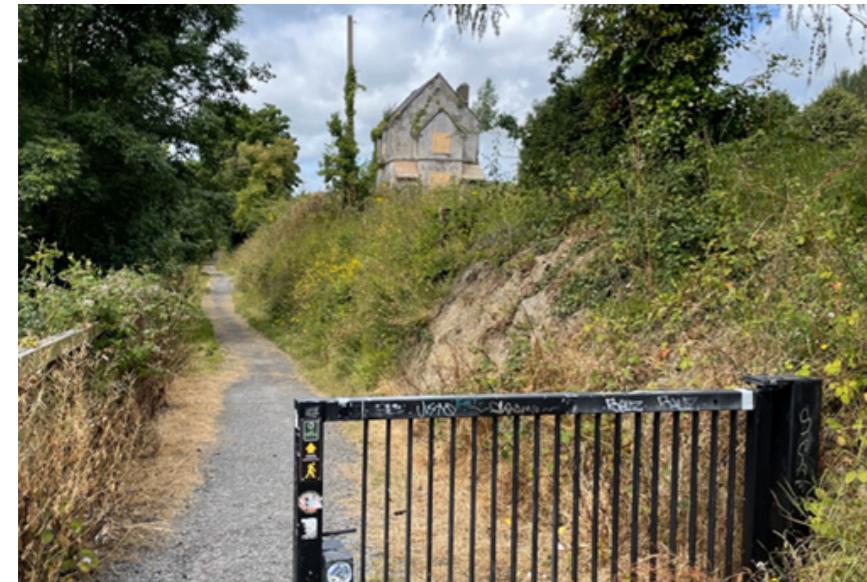
- Promoting recreational activities.
- Promoting physical activity, health and well-being.
- Facilitating sustainable modes of travel such as cycling and walking, a key improvement for busy urban and

suburban areas which can reduce traffic congestion and improve air quality.

- Enhancing and protecting the historic Royal Canal.
- Providing safe and attractive spaces for recreation which can be enjoyed by all members of the local community.
- Improved connectivity to the Greater Dublin Area Cycle Network.

The location of the Royal Canal is advantageous to the sustainable development of the Masterplan lands, offering a unique recreational amenity and active travel link.

Fig. 3-2: Access Point for Royal Canal Towpath off Porterstown Road (Old School House building in background)



Connectivity and Linkages

Presently, the Masterplan lands are situated adjacent and south of established residential areas at The Village and Lambourn Park and adjacent and north of the Royal Canal. There is limited connectivity from the established residential areas southwards to the canal. The development of the Masterplan lands brings forward the opportunity to explore the potential feasibility of new linkages from the established areas to the Masterplan

lands. This would also deliver an enhancement of the urban fabric through connectivity of existing and future developments.

Facilitating such connectivity and potential new links will require to be balanced against the likely impacts on

the ecological sensitivity of the area along with other detailed design considerations such as topography and the established requirements of the Royal Canal Greenway project.

Table 3-2: Summary of Masterplan Opportunities

Opportunity	Summary
Built Heritage	<ul style="list-style-type: none"> • Built heritage elements can greatly enhance the aesthetic value of new development. • Masterplan affords the opportunity to highlight the heritage value of the Old School House building.
Natural Heritage	<ul style="list-style-type: none"> • Assists with creating more visually attractive living environments and promoting inclusivity and social interaction. • Enhances the overall environmental quality of new development and can assist with utilising sustainable design practices.
Appropriate Residential Development	<ul style="list-style-type: none"> • Opportunity to promote the delivery of new residential development in Clonsilla, aligning with 'RA - Residential Area' zoning objective. • Zoning objective seeks to ensure the provision of high quality new residential environments.
Restoration of the Old School House	<ul style="list-style-type: none"> • Old School House building is a prominent and focal landmark in the Clonsilla area. • Potentially realising and promoting its restoration for a new community/cultural use if appropriate.
Sustainable Transportation	<ul style="list-style-type: none"> • A number of transport-related measures/initiatives exist that are associated with the Masterplan lands. • Such measures/initiatives will promote and encourage increased journeys by sustainable modes. • Dart+ West project will provide an improved sustainable transportation option for future residents and users of the Masterplan lands.
Royal Canal Urban Greenway	<ul style="list-style-type: none"> • Significant active travel project at national level. • Project benefits include, <i>inter alia</i>: <ul style="list-style-type: none"> ◦ Promoting recreational activities, physical activity, health and well-being. ◦ Facilitating sustainable modes of travel such as cycling and walking connecting services and amenities along the route and with potential for connectivity with the wider cycle network. ◦ Enhancing and protecting the historic Royal Canal.
Connectivity and Linkages	<ul style="list-style-type: none"> • Opportunity to explore feasibility for potential new linkages from the established areas to the Masterplan lands. • New links would deliver an enhancement of the urban fabric through connectivity of existing and future developments.

4. Vision and Objectives

4.1 Vision Statement

The vision statement for the Masterplan lands has been appropriately informed by a detailed analysis of the lands and the existing local context, consideration of identified challenges and opportunities, and alignment with the relevant planning policy and guidance.

"The vision for the Old School House Masterplan is to provide the sustainable development of the lands having regard to their unique local setting. The restoration and active re-use of the Old School House building, and the delivery of the Royal Canal Urban Greenway are supported as part of the overall development of the residentially zoned Masterplan lands."

The principal aim of the Masterplan is to ensure the orderly and sustainable development of the lands that will create a new residential environment and promote the restoration and appropriate use of the Old School House building for uses including community/cultural or childcare. Any planning application for new development on the Masterplan lands must have regard to the natural and built heritage of the area and ensure proposals appropriately integrate into the local context.

4.2 Masterplan Objectives

The objectives for the Masterplan lands have been formulated in relation to a number of key themes comprising (i) Architectural Heritage; (ii) Natural Heritage; (iii) Movement and Transport and (iv) Infrastructure and Drainage. This culminates in the delivering the overall theme of achieving (v) an Appropriate Residential Development which is examined in further detail later in this document. Masterplan objectives and related themes are examined in more detail in Figure 4.2 .

Fig. 4-1: Masterplan Themes: (1) Architectural Heritage (2) Natural Heritage (3) Movement and Transportation (4) Infrastructure and Drainage

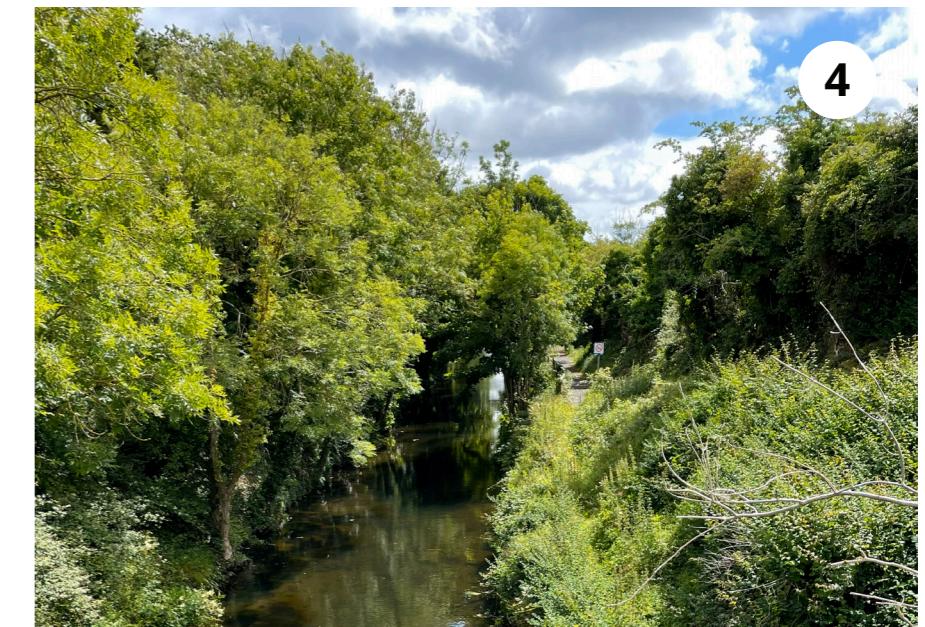
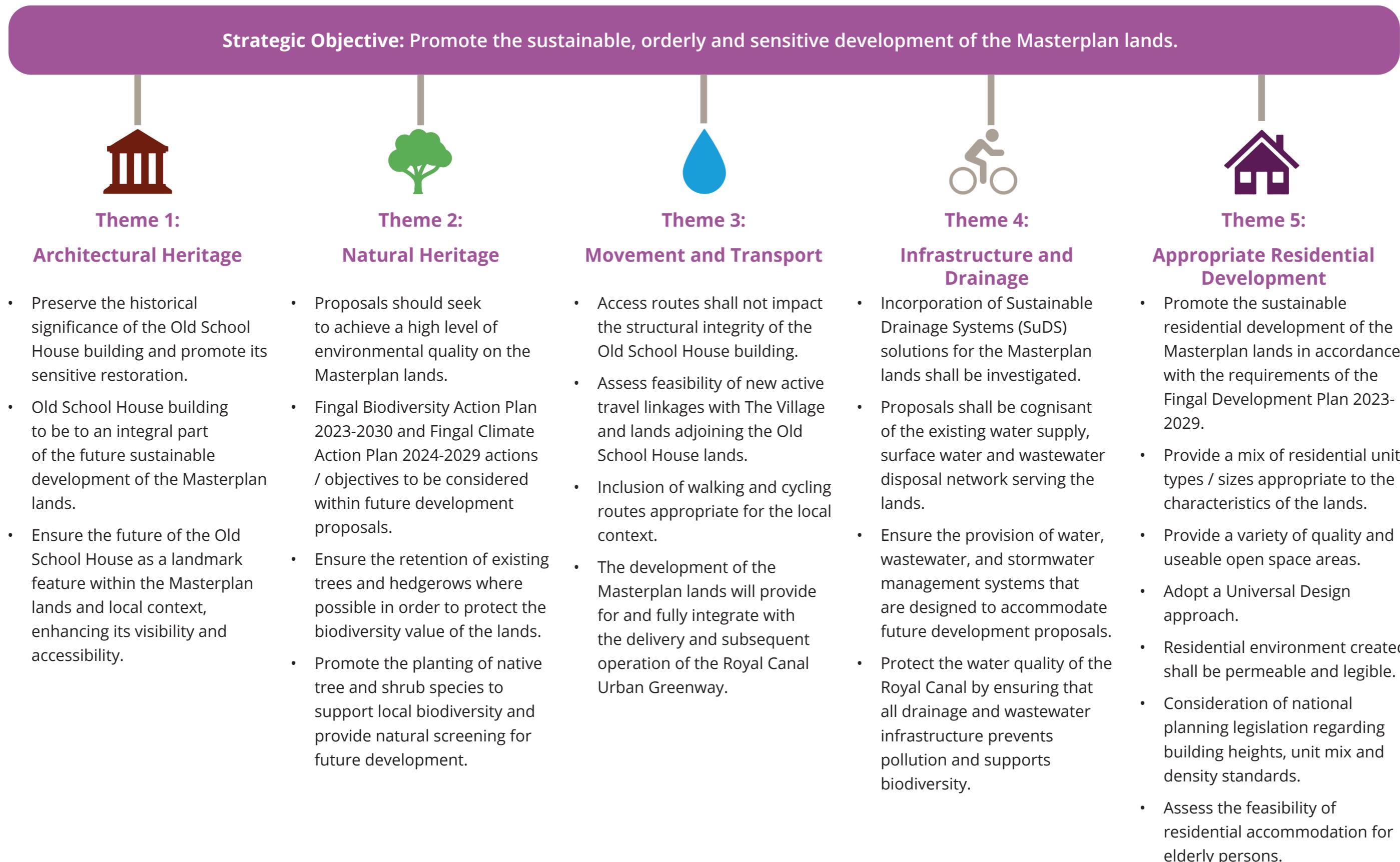


Fig. 4-2: Masterplan Themes and Objectives



4.3 Identification of Development Option

A Development Option for the Masterplan lands has been achieved through appraising the vision and objectives set out within this section of the document. The formulation and key components of the Development Option are illustrated at Figures 4.3-4.4, with the concept layout provided at Fig. 4-5. It has been suitably appraised to ensure it meets the following requirements:

- Alignment with the established Masterplan vision.
- Cognisant of planned and future development proposals in the locality.
- Impact of proposals upon the natural and built heritage has been fully considered.
- Proposals will make a positive placemaking contribution and will integrate into the local context.
- Proposals will accord with national, regional and local planning policy and guidance.
- Overall development of the Masterplan lands will be characterised by long term sustainability particularly in respect of new buildings, infrastructure and ecological matters.

The following sections of the Masterplan relating to urban structure, transport and movement and green infrastructure, along with the information provided at Figures 4-3 and 4-4, were used to inform and finalise the proposed layout as illustrated at Fig. 8-5 (Section 8).

Fig. 4-3: Formulation of a Development Option – Building Placement

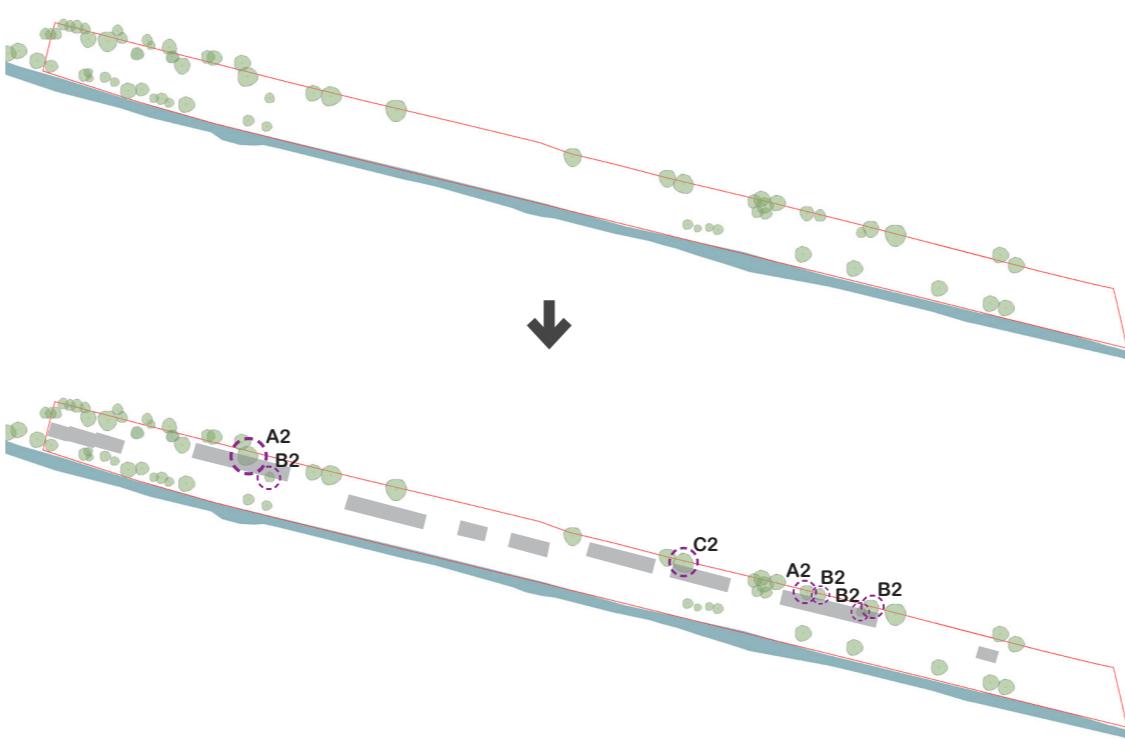


Fig. 4-3 illustrates the approach to the placement of buildings on the Masterplan lands. While the existing level of vegetation, particularly trees and hedgerow, presents a constraint, a key consideration has been to retain as much of the existing vegetation as possible. Where the vegetation will be kept, this will help mitigate any major disturbance for local bat populations.

Fig. 4-4: Formulation of a Development Option – Road Location

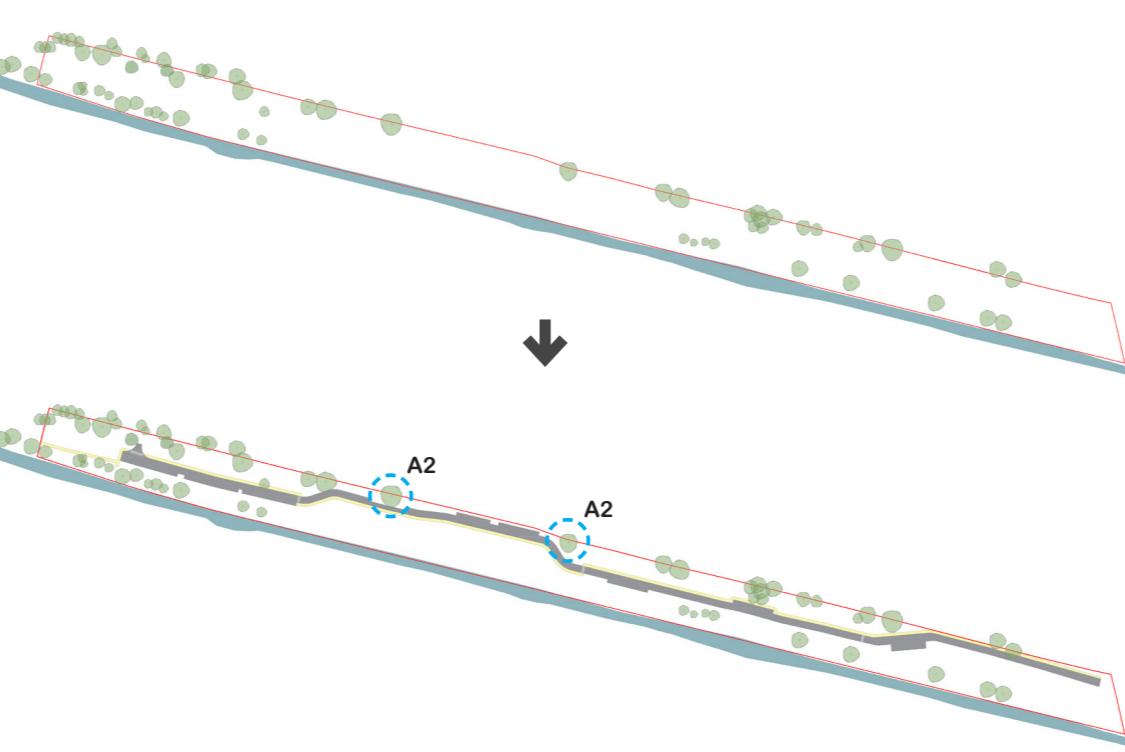
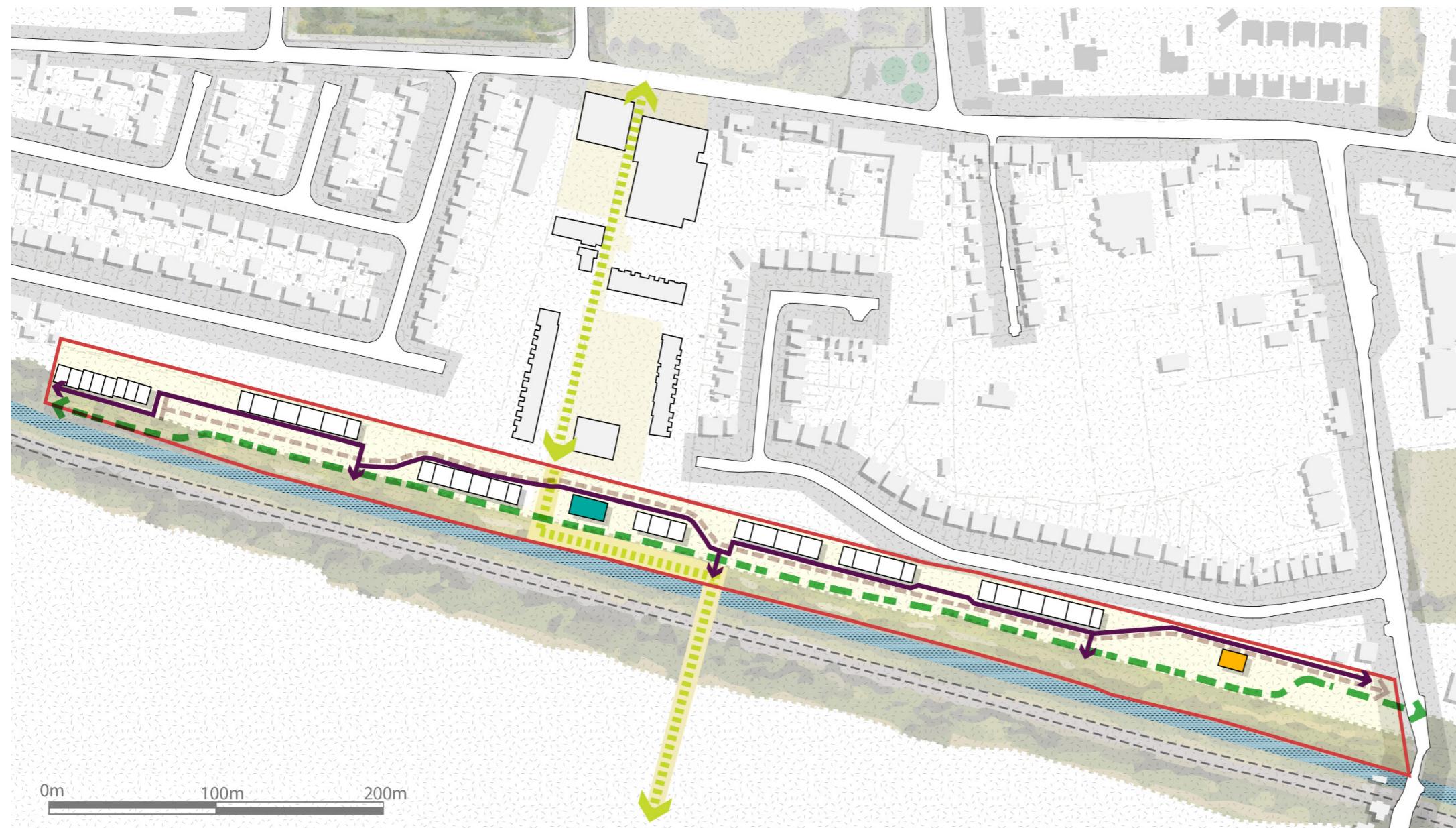


Fig. 4-4 illustrates the access road location through the lands. The route of the internal road has considered potential systems to permit the road to traverse root protection areas (RPA) as a design solution. Works around the RPAs could be done with the following methods:

Method 1: Using a three-dimensional cellular confinement system (e.g. Cellweb or equivalent) installed without excavation using no dig techniques. **Method 2:** Outer extent of the required excavation carefully excavated by hand to allow roots to be assessed and pruned as necessary. Exposed roots must be covered with hessian sacking or equivalent. New edging must have the thinnest profile and extent of haunching possible.

Fig. 4-5: Formulation of a Development Option – Concept Layout



Legend:

- Planning Granted
- Existing Buildings
- Site Boundary
- Existing Old School House Building
- Canal
- Proposed Residential
- Proposed Creche / Community Use
- Vehicular Circulation
- Main Pedestrian Links
- Greenway
- Potential Future Links



The photographs above provide an indicative illustration of possible residential typologies for the Masterplan lands

5. Urban Structure

This section of the Masterplan provides information regarding the urban structure pertaining to the Old School House lands, with a focus on, *inter alia*, land uses, built form, residential typologies and a conservation strategy. Urban structure serves as the foundation for the spatial arrangement of new buildings and spaces on site, acting as a blueprint for future growth and ensuring development is brought forward in an efficient manner while integrating with existing natural and built heritage environments.

5.1 Land Use Plan

The land uses proposed for the Masterplan lands (refer to Section 4), balance key components which include appropriate residential development, complementary uses, built heritage preservation, amenity, green infrastructure, and movement.

Appropriate Residential Development

- Zoning objective (RA) of the Masterplan lands supports the delivery of a bespoke residential environment.
- Proposed unit mix is varied to include houses and duplex house units, for instance, to help create a diverse, inclusive community.
- Provision of Age Friendly residential units will be promoted within the residential environment created.

Complementary Uses

- Alternative uses are permitted in principle under the zoning objective (RA) which include, *inter alia*, community and childcare facilities, for instance.

Built Heritage

- The Old School House (Protected Structure) will be restored and brought back into active use for community/cultural use as part of the sustainable development of the lands.

- Kennan Bridge and the Royal Canal (Protected Structures) provide additional heritage features within the local landscape context.

Amenity Areas / Open Space

- Amenity areas will support recreation and social interaction, forming an integral part of the residential environment created.
- Royal Canal provides additional amenity space and this existing amenity will be enhanced by completion of the Royal Canal Urban Greenway project.

Green Infrastructure

- Proposals will seek to retain trees and hedgerows as much as possible with additional planting contributing to the ecological diversity of the lands.
- Identification of appropriate nature-based solutions will assist with the sustainable drainage of the Masterplan lands.
- Royal Canal Urban Greenway project will enhance connectivity and biodiversity value in the locality for existing and future residents.

Movement

- Walking and cycling infrastructure will be incorporated into the design of the residential environment.
- Clonsilla Station is within walking distance of the Masterplan lands and the route to this sustainable transport option will be further enhanced and supported by the Royal Canal Urban Greenway project.
- Feasibility of linkages to adjacent lands will be explored.



Fig. 5-1: Retail & Commercial Properties - Clonsilla Road (R121) (Town and District Centre Zoning Objective)

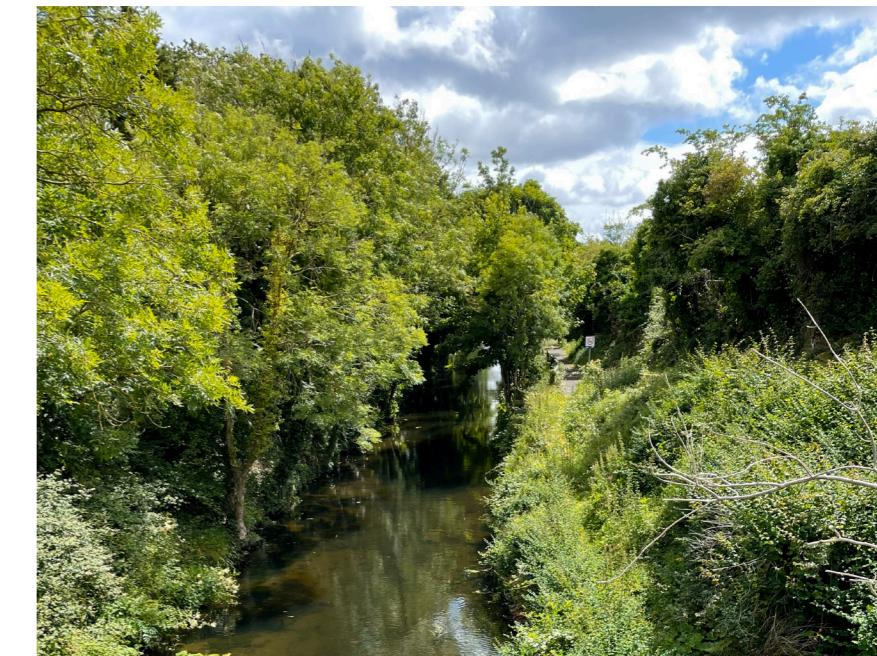
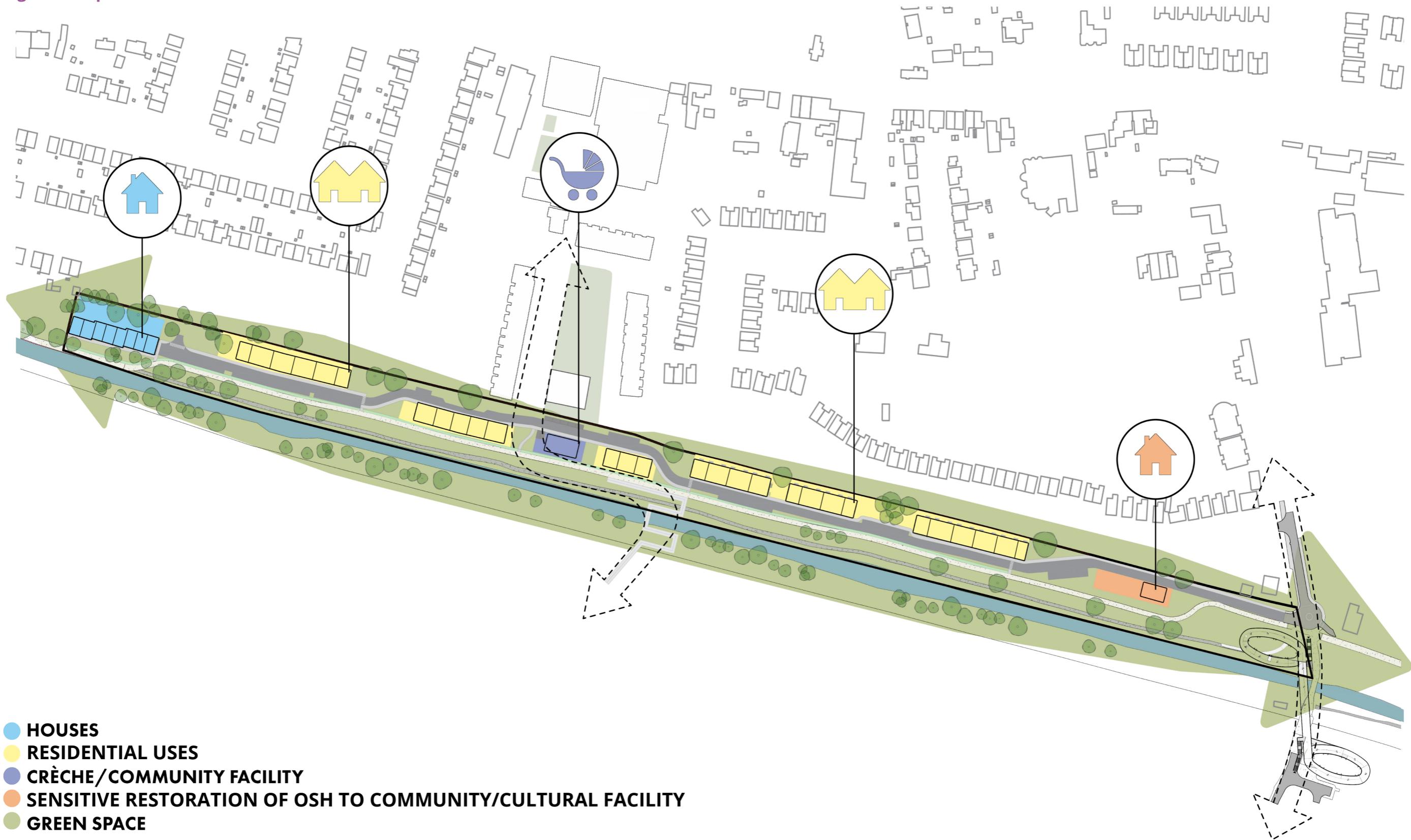


Fig. 5-2: Royal Canal & Towpath (Open Space Zoning Objective)

Table 5-1: Land Use Summary

Land Use	Description	Development Response
Residential	Buildings are proposed at a number of locations within the lands.	Mix of typologies proposed which creates variety and a residential development that is appropriate for the location of the lands and local context. Residential density to align with guidance contained within Sustainable Residential Development and Compact Settlements (2024) (or subsequent revisions of).
Complementary Uses	Proposed community and childcare facilities.	Appropriate uses are proposed within the central portion of the lands and will support all age groups.
Built Heritage	Protected Structures comprising Old School House, Kennan Bridge and Royal Canal.	Promote the restoration/reuse of former school building for community/cultural use. Development proposals will not impact the integrity of any Protected Structure.
Amenity Areas / Open Space	Amenity areas are proposed throughout the lands.	Variety of amenity areas will complement the new built form and provide spaces for social interaction.
Green Infrastructure (GI)	GI integrated throughout the lands.	Framework of GI comprises, <i>inter alia</i> , the Royal Canal Urban Greenway, existing trees and hedgerows along with new planting schemes. Incorporation of nature-based drainage solutions will assist the GI quality of the lands.
Movement	Inclusion of movement options facilitated through the lands.	Vehicular and active travel provision through the Masterplan lands will provide a variety of movement options for residents. Potential linkages to adjoining lands will be explored. The Royal Canal Urban Greenway project will provide enhanced sustainable links to Clonsilla railway station.

Fig. 5-3: Proposed Land Uses



5.2 Built Form

Well-designed built form is an important element of the development and use of the Masterplan lands. Firstly, it will contribute significantly to the creation of a 'sense of place' and a coherent streetscape. Secondly, built form will have a developmental influence on matters such as sustainable movement, scale, height and density, for instance, while playing a role in how future residents and visitors will interact with their surroundings.

A high quality architectural approach entails a thoughtful response to context, skillful manipulation of light, proportions and space and a well mannered use of materials and detailing.

The built form that will come forward must ensure compatibility with adjacent land uses and local context while integrating with the Masterplan land's unique natural and built heritage characteristics. It is considered the constraints associated with the lands will require the delivery of a bespoke residential design.

Taking account of the local context, the potential quantum of residential units envisaged is in the region of c. 100 units. However, scope may exist to increase unit numbers where a planning application provides for the creation of a high quality residential environment and where compliance with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024 (or update thereof) and requirements of the Masterplan are demonstrated.

Building Edges

Building edges play a key role in defining the interface between built form and amenity areas and public spaces. This relationship helps to shape the character, functionality, and experience of streetscapes for users.

Well-designed building edges contribute to an active and engaging public realm by fostering pedestrian-

friendly environments, improving natural surveillance, and enhancing the sense of place. Carefully considered building edges will help with generating vibrancy and social interaction. Figure 5-5 illustrates the principal building edges that are designed to address the internal access road and Royal Canal.

Fig. 5-4: Key Focal Points

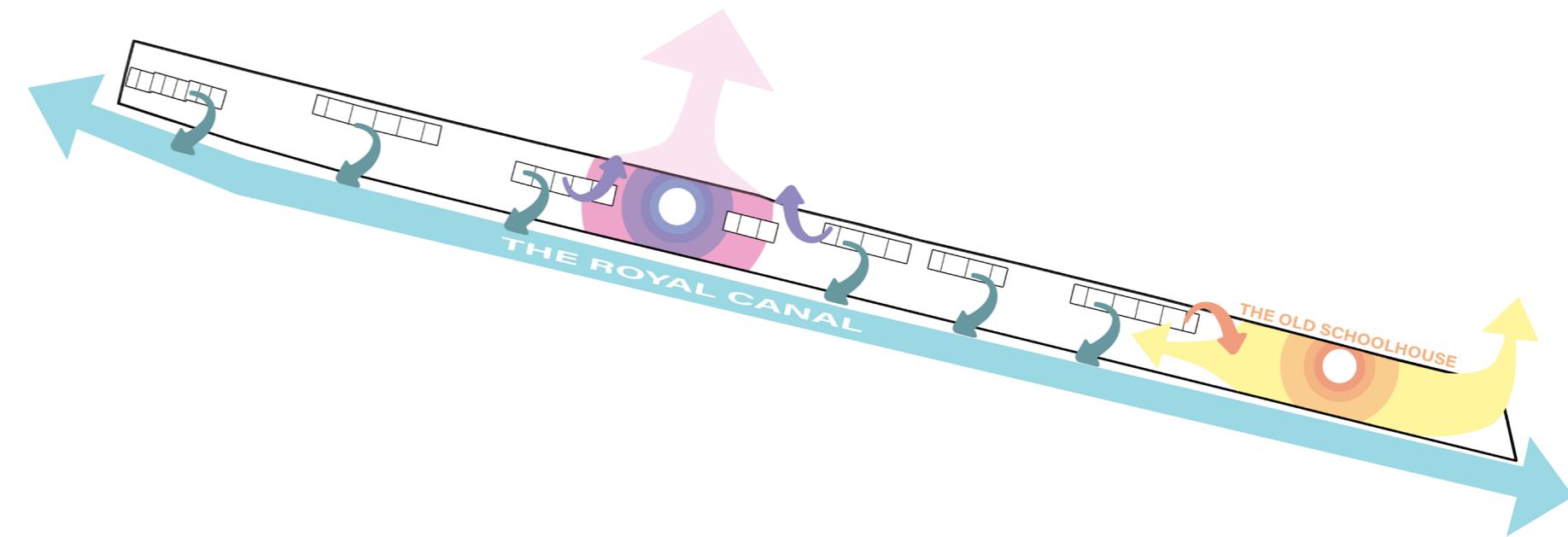
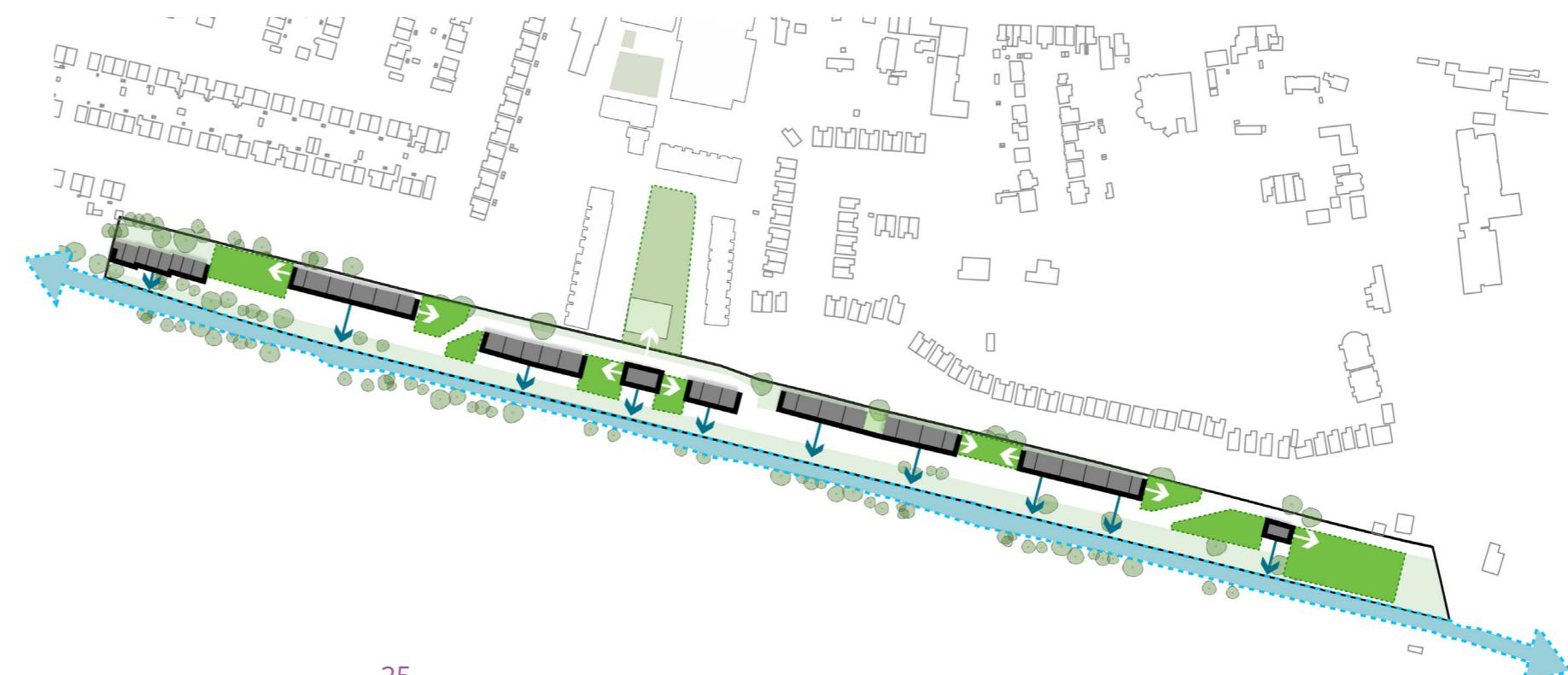


Fig. 5-5: Key Building Edges



Building Height

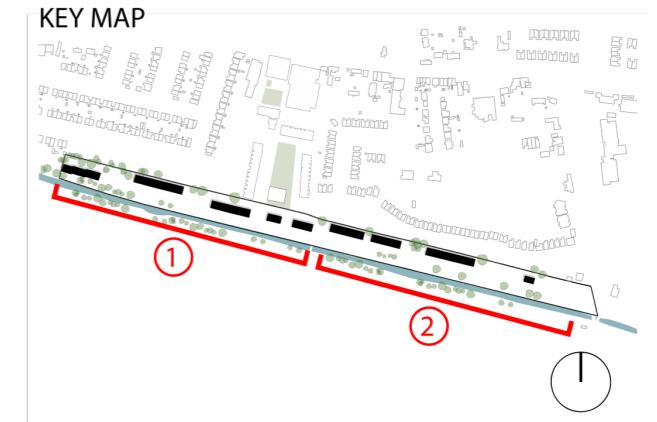
Building heights proposed for the Masterplan lands have been principally informed by the local context. It is generally envisaged that buildings will have a height of 2 to 3 storeys. However, scope may exist for an increase in building heights within the scheme where a planning application demonstrates a high quality built environment and subject to compliance with the requirements of the Urban Development and Building Height Guidelines 2018 (or any update thereof). This will create a well-structured, liveable and visually attractive residential environment with a distinct sense of enclosure for residents and visitors.

Appropriate forms of development, including in terms of height and massing will be required on the Masterplan lands, particularly given the linear and elongated nature of the plot, the characteristics and location of the Old School House Protected Structure and the form of neighbouring residential development.

Fig. 5-6: Building Heights



Fig. 5-7: Section through Masterplan Lands



5.3 Residential Typologies

A mix of residential typologies on the Masterplan lands will ensure inclusivity by accommodating a range of different housing needs, which in turn supports the creation of long-term communities. Age friendly units will be promoted within the Masterplan lands.

A choice and mix of residential accommodation will promote social cohesion, and optimise land use efficiency. Additionally, a variety of residential typologies will contribute positively to the character and visual identity of the new bespoke residential environment created. The restoration of the Old School House structure will be promoted for a residential use.

Exemplars are illustrated overleaf which provide information regarding residential development located in Ranelagh, Dublin 6 and Hollystown, Dublin 15. The exemplars provide summary information regarding, *inter alia*, unit typologies, context, building height and design approach.

Fig. 5-8: Residential Typologies



Project Exemplar – The Residences, Sandford Lodge



Image Credits: Shay Cleary Architects and Jamie Hackett Photography

Scheme Summary

Location: Residential development situated between Sandford Close and Hollybank Avenue Lower, Ranelagh, Dublin 6.

Unit Nos: Low-rise residential scheme of 36 no. units organised around a triangular landscaped courtyard.

Building Height: Maximum height of 3 storeys.

Unit Typologies: Mix of residential unit types comprising 1-bed and 2-bed.

Existing Context: Site bounded by existing residential properties to east and west.

Design Approach: Scale, height and materiality appropriately informed by the existing local context. Scheme has designed out any potential overlooking with private open terraces and gardens providing generous amenity areas.

Other: Development incorporates Sandford Lodge which is a Protected Structure.

Project Exemplar – Wilkinson's Brook



Scheme Summary

Location: Residential development situated at Hollywoodrath Road, Hollystown, Dublin 15.

Unit Nos: Low-rise residential scheme of 69 no. units located on a greenfield site (former Hollystown Golf Course).

Building Height: Maximum height of 3 storeys.

Unit Typologies: Mix of residential unit types comprising 2-bed, 3-bed and 4-bed.

Existing Context: Site located in close proximity to other residential development in Hollywoodrath/The Oaks.

Design Approach: Creation of a new residential neighbourhood with new homes clustered to create courtyard, pocket parks with streets designed as places for people. Scale, height and materiality appropriately informed by the existing local context.

Other: Class 1 public open space provided including walking routes, seating areas, kick about area and playground.

Old School House Masterplan

5.4 Conservation Plan

The Masterplan will ensure the long-term conservation of the Old School House building which contributes to local identity and public engagement. The Masterplan also provides a framework for the sensitive, sustainable maintenance of the Old School House, protecting the heritage amenity through best-practice methods for inspection, repair, and maintenance.

Old School House – Heritage Summary

Typological Aspects: An idiosyncratic three-story Victorian school house with combined boys and girls classrooms and accommodation for staff. Architectural style is pared back Victorian Tudor.

RPS: Fingal County Council Record of Protected Structures, Ref No. 0700 "Former Clonsilla School". NIAH Reg No: 11361001.

Date: 1854.

Principles of Conservation

All works should follow general principles of conservation:

- **Minimum Intervention:** Avoid unnecessary alterations and retain as much historic fabric as possible.
- **Like-for-Like Repair:** Use materials that match the original in composition, appearance, and performance.
- **Reversibility:** Ensure that any new additions or works can be removed without damaging the original structure.
- **Respect for Setting:** Changes should retain the character of the structure and its relationship to the historic setting.

- **Retention and Repair:** Original material should be retained and repaired where possible; avoid unnecessary replacement or damage.
- **Honest Repairs:** Repairs should be identifiable, carried out without disguise or artificial ageing.
- **Appropriate Methods and Materials:** Use techniques suitable to the original construction. Any replacement material should match the original in colour, size, texture, thickness, and durability.
- **Architectural Salvage:** The use of salvaged materials from other sites is discouraged. Any salvaged material proposed for use, should be assessed for suitability prior to reuse.

Potential and Appropriate Uses

Given the location of proposed residential buildings along with amenity space in the area of the Old School House building, it is deemed appropriate to develop the Old School House building for a community/cultural use to serve the Clonsilla area.

As set out in this Masterplan, it is a development objective to retain existing mature trees as a priority, taking advantage of the natural heritage. The restoration of the Old School House as a community/cultural facility will treat the built heritage in a similar way, forming a heritage inspired backdrop to new residential buildings.

The design of future residential buildings should be sensitive to the existing environment, with an architectural approach of a high quality design that acknowledges the Old School House and the surrounding green spaces. This development approach will support long term sustainability by providing residential units in proximity to communal amenities, improving the area's vibrancy and viability. The flexibility in design allows for creative, distinctive residential structures that seamlessly integrates with the historic context while maintaining the integrity of the space.

5. Urban Structure

The Old School House building itself is to be conserved and restored, forming an integral element of the land's overall development. The degraded nature of the building fabric, particularly the need to reconstruct much of the interior, may in principle allow for its redevelopment as a cultural/community facility.

Protection of the Old School House Building

Under the Planning and Development Act 2000 (as amended), there is a legal obligation on the owner of a Protected Structure to ensure it is not endangered through neglect, decay, damage, or harm. This includes maintaining the structure in a good condition and providing regular maintenance. Once the building is redeveloped it must be maintained in good order.

An initial appraisal of the building and immediate lands should be undertaken to include:

- **Assessment of the Building's Condition:** Undertake a detailed appraisal of the building's condition, identifying key structural elements and vulnerabilities.
- **Stakeholder Engagement:** Engage with heritage consultants, local authorities, and relevant statutory bodies early in the process to guide decisions and secure required approvals.
- **Structural and Weatherproofing Repairs:** Carry out essential repairs to stop water ingress, including the repair or replacement of roofs, windows, walls, and rainwater goods. Address structural issues, such as cracks in walls, and undertake necessary repairs to tie walls either permanently or temporarily.
- **Conservation Strategy:** Develop a strategy to protect and sensitively integrate heritage assets, ensuring repairs and interventions respect the building's regional importance.

- **Landscaping Plan:** Develop a high quality Landscaping Plan which acknowledges the Old School House Building.
- **Design Integration:** Ensure the surrounding development acknowledges the Old School House building by respecting the scale, setting, and character of the heritage assets and the surrounding heritage context.
- **Implementation Framework:** Establish procedures for managing the repair and conservation process during construction, with oversight in place and flexibility to respond to any unforeseen issues.

Identification, Protection and Enhancement of the Built Heritage Assets of the Area

The Masterplan lands includes prominent heritage features in the Old School House and the Royal Canal which are included on the National Inventory of Architectural Heritage (NIAH) owing to their contribution to various categories of special interest.

The heritage assets of the Royal Canal, bridges, tow path, spoil mound, and the Old School House form a central cultural asset to the overall lands, complemented by the natural assets of the flora, fauna and the canal. The structures are recognised with their Protected Structure status as regionally and nationally significant. The Royal Canal is recognised as a nationally significant proposed Natural Heritage Area.

As a development proposal is progressed, the heritage assets should be identified and the strategy to integrate them into the overall design should be illustrated. The historic character of the area should be safeguarded through a sensitive and informed approach to development. All proposals should be guided by consultation and assessments prepared by qualified conservation specialists, with an emphasis on long-term conservation, legibility, meaningful integration of the historic environment and necessary constraints

considered so that they can inform the construction phase and its programming.

Having regard to the future development of the Masterplan lands, it is highlighted that prior to the commencement of any development on the Masterplan lands, a schedule of works to the Old School House should be submitted to, and agreed with, the Planning Authority. Alterations and works proposed to the Old School House building should be undertaken under the professional supervision of an RIAI accredited Conservation Architect (Grade II or equivalent).

On completion of the works, the Conservation Architect should submit a report to the Planning Authority demonstrating that works have been properly undertaken in accordance with best conservation practice.

Successful integration of historic structures into residential development schemes include Kinsaley House, Chapel Road, Kinsaley, Co. Dublin and St Mary's (former Christian Brother Retirement Home), Dublin Street, Baldoyle, Co. Dublin. Details of these schemes are provided overleaf.

Protected Structure Exemplar – Kinsaley House



Protected Structure Summary

Location: Chapel Road, Kinsaley, Malahide, Co. Dublin

Structure Description: Early 18th century detached five-bay two storey over basement dwelling.

Year Built: c.1736

Context: Kinsaley House formed part of a planning application that was granted planning permission in October 2017 for a residential development comprising 100 no. units (mix of 2-bed, 3-bed and 4-bed typologies). Works to Kinsaley House were conditioned within the first phase of the overall development.

Restoration Approach: Refurbishment of Kinsaley House consisting of fabric repairs, basement works, a two-storey extension to the rear to provide additional accommodation consisting of kitchen, dining and living space, with entrance lobby to ground floor and main bathroom to first floor.

Protected Structure Exemplar – St. Mary's



Protected Structure Summary

Location: St. Mary's, Dublin Street, Baldoyle, Co. Dublin

Structure Description: Early 20th century detached seven bay two storey building, former Christian Brother Retirement Home.

Year Built: c.1913

Context: St. Mary's formed part of a planning application that was granted planning permission in June 2016 for a residential development comprising 25 no. units. The restoration of St. Mary's provided 8 no. units (mix of 2-bed, 3-bed typologies).

Restoration Approach: Works to St. Mary's included the part demolition, repair and refurbishment to the structure and construction of a new two storey replacement extension and rear entrance block.

6. Transport & Movement Strategy

The Masterplan lands will provide an expansion to the existing residential assets in the surrounding area, with improved connections in the form of an extended road network, pedestrian and cycle linkages and linked green infrastructure provision.

The key Transport and Movement objectives for the Old School House Masterplan lands are as follows:

- **The final route and design of any access routes shall have regard to the requirement to ensure the structural integrity of the Old School House building which is a Protected Structure.**
- **The feasibility of new active travel linkages with The Village and lands adjoining the Old School House lands will be assessed.**
- **Walking and cycling routes appropriate for the local context will be included as part of the Masterplan lands.**
- **The development of the Masterplan lands will provide for and fully integrate with the delivery and subsequent operation of the Royal Canal Urban Greenway.**

6.1 Street Hierarchy

The Old School House Masterplan aims for a sustainable residential community with a well-designed street hierarchy for movement and interaction, crucial for functionality, safety, and quality of life. This section details the proposed hierarchy, considering the land's characteristics and prioritising sustainable transport.

DMURS Principles and the Proposed Street Hierarchy

The street hierarchy design follows the Design Manual for Urban Roads and Streets (DMURS) principles, the national standard for urban road design in Ireland, promoting sustainable communities with safe and attractive networks. DMURS emphasises integrated design, balancing movement and place, with a focus on the pedestrian environment. Key DMURS principles include connected networks, multi-functional streets, pedestrian focus and a multi-disciplinary approach. DMURS recommends a street hierarchy based on movement function (arterial, link, local) and place context.

The proposed hierarchy for the Masterplan lands includes:

- **Primary Vehicular Access Route:** The road access to the development lands is proposed from a single entry/exit point from Porterstown Road. It is a non through traffic road, 5 metres wide with a 2 metres wide footpath. The layout is intertwined to maintain the existing valuable trees along the northern side, reducing the impact on the root protection areas. This intertwined layout will provide traffic calming, creating a low-speed environment which will enable cyclists to safely mix with vehicular traffic. It is proposed that a section of the road narrows to 3 metres to provide a short yield system. The primary function of the road is to provide access to residents' visitors' parking, servicing vehicles and emergency vehicles. There is a turning facility at the western end to enable larger vehicles to turn. The footpath along the road is 2 metres wide and provides access to the dwellings and childcare/community facility while also providing a number of crossings along its length to provide safe pedestrian movements.

6. Transport and Movement Strategy

- **Secondary Access Route:** The development of the Masterplan lands brings forward the opportunity to explore the potential feasibility of new linkages from the northern established area.

Table 6-1: Proposed Street Hierarchy and Key Design Features

Street Type	Primary Function	Key Design Features
Primary Access Route from Porterstown Rd	Main vehicular and pedestrian access. Vehicular access for residents parking, servicing and emergency vehicles.	Narrow road (5m), traffic calming, potential shared surface, narrow sections with a yield system. Road layout to maintain root protection areas.
Potential Secondary Access Route from northern development lands	Alternative vehicular and pedestrian access.	Provide filtered permeability with northern development lands. Potential for provision of a vehicular access.

Old School House Masterplan

Fig. 6-1: Proposed Internal Access Road with Background Footbridge and Roundabout at Porterstown Road (Source: DART+ West Project)

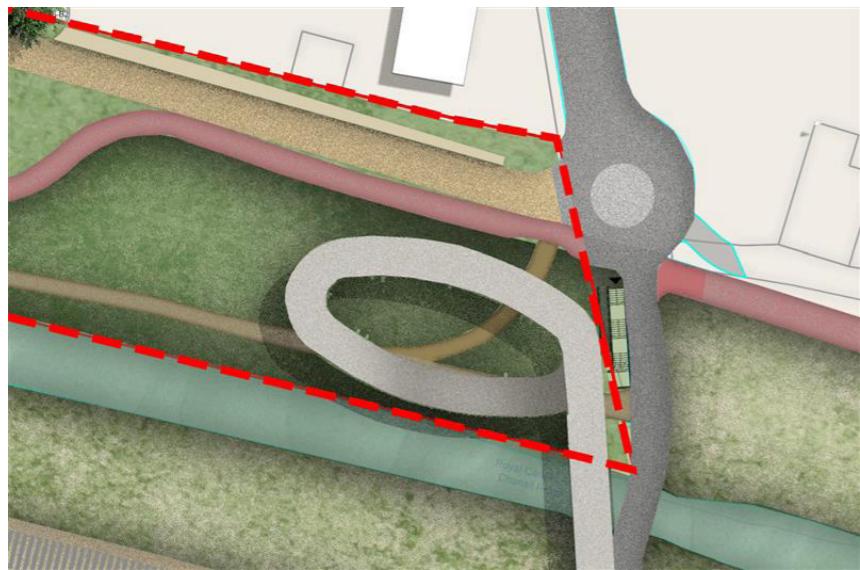
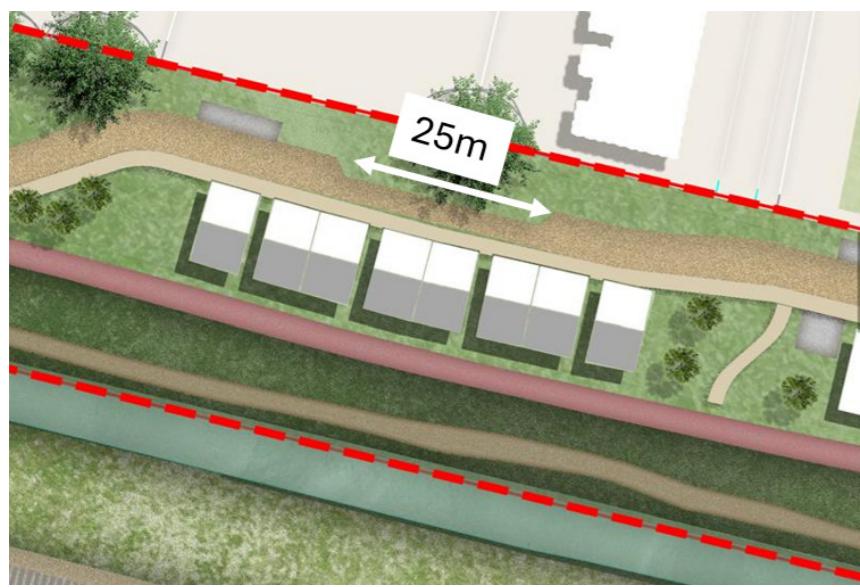


Fig. 6.2: Proposed Section with Yield System



The design priorities non-car users, aligning with DMURS. Features could include a potential Home Zone, dedicated footpaths, high permeability, safe crossings and clear demarcation. This supports DMURS principles of providing a high quality pedestrian environment and enabling sustainable transport, facilitating enhanced safety, active lifestyles, community interaction and reduced care dependency.

6.2 Walking & Cycling Network

The Masterplan seeks to provide an integrated network of continuous and safe pedestrian and cyclist links through the lands that will connect with external infrastructure.

Internal Pedestrian and Cyclist Network

The internal network includes the provision of a dedicated 2.0 metres wide footpath parallel to the access road, connecting the built form and amenities with Porterstown Road. Cyclists accessing the Masterplan lands will be able to cycle along the low traffic volume and low speed access road in accordance with the Cycle Design Manual for Mixed Streets.

Connection with the External Network

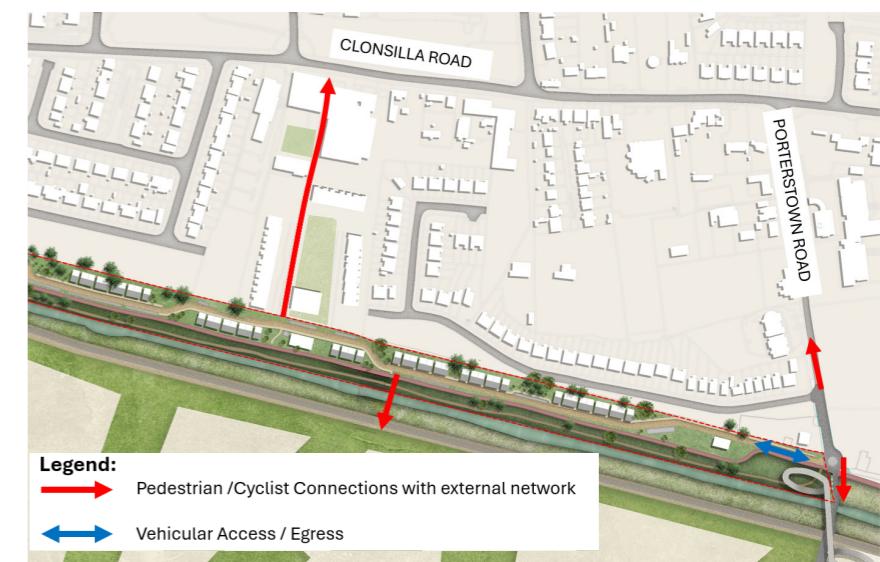
The proposed mixed retail and residential development to the north may potentially provide a secondary pedestrian and cyclist access, connecting with the proposed and existing amenities on Clonsilla Road. This includes connection to the public transport infrastructure along Clonsilla Road. It is an objective of this Masterplan to assess the feasibility of new active travel linkages with The Village and lands adjoining the Old School House lands.

Active Travel Infrastructure

The Masterplan will benefit from the proposed Royal Canal Urban Greenway. This greenway will form a southerly, east-west spine, connecting the Masterplan lands with nearby residential estates and Clonsilla train station. The greenway is designed to be approximately 4.0 metres wide, with sections bordering the Masterplan lands, resulting in an enhancement of wider connectivity for pedestrians and cyclists. The Royal Canal Urban Greenway will offer a significant amenity for cyclists, providing a scenic and traffic-free route to Dublin city centre and beyond.

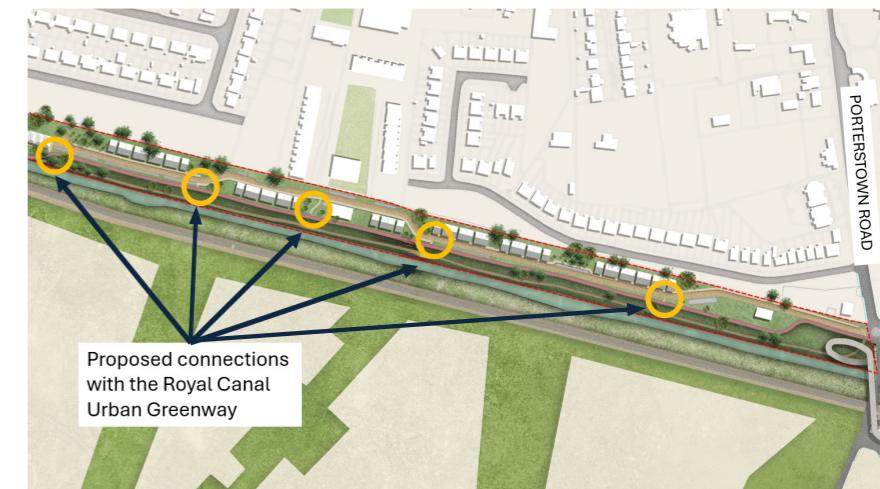
6. Transport and Movement Strategy

Fig. 6-3: Proposed Connections with External Network



The development will ensure convenient and safe access points to the greenway, encouraging its use by residents for both commuting and recreation. It is proposed to provide five connection points from the development lands to the greenway, as shown in Figure 6-4.

Fig. 6-4: Proposed Connections with the Royal Canal Greenway



Old School House Masterplan

6.3 Public Transport

The Old School House Masterplan lands are strategically positioned to benefit from existing and planned public transport infrastructure, enhancing connectivity and accessibility for current and future residents. The integration of these transport networks is pivotal to the comprehensive development of the lands, promoting sustainable and efficient mobility options.

Existing Public Transport Services

The area is currently serviced by a robust public transport network, including rail and bus services. The Clonsilla train station, located approximately 750 metres west of the Masterplan lands, provides intercity and commuter rail services. During peak hours, the station offers frequent services, with up to seven trains per hour in the west-east direction. This connectivity is complemented by Dublin Bus services along Clonsilla Road and Diswellstown Road which facilitate access to key destinations such as Dublin City Centre and Blanchardstown.

Planned Enhancements

The DART + West project is a significant development that will expand DART services to the existing Maynooth/M3 Parkway commuter rail line. This expansion will introduce electrified trains to Clonsilla, increasing service frequency to Dublin City Centre and enhancing the area's appeal for city bound commuters. The project also includes the construction of a pedestrian and cyclist bridge over the Royal Canal, maintaining non-vehicular access despite the closure of the Porterstown level crossing.

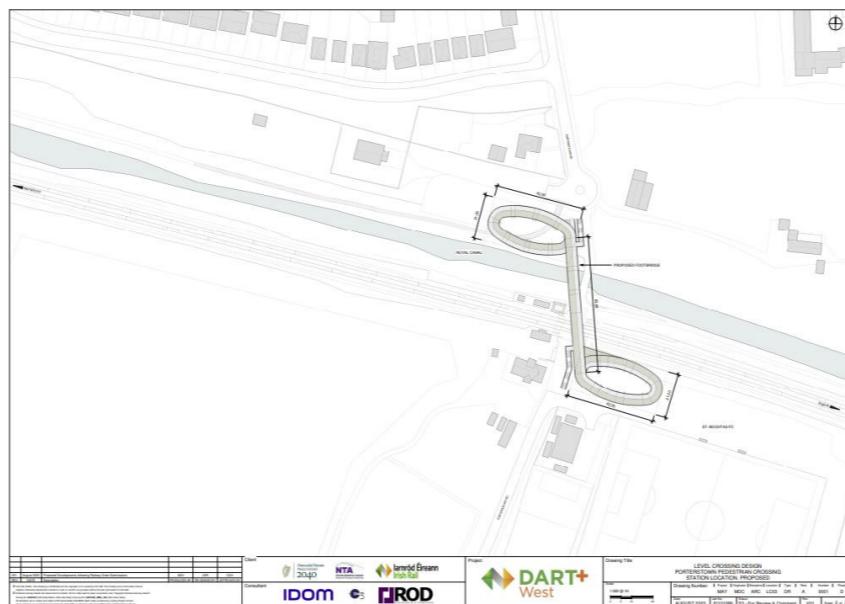
In addition to rail improvements, the Bus Connects Dublin network redesign programme will replace the current no. 39 route with the no. B2, offering a consistent 15-minute frequency throughout the day. The no. 37 route will also see frequency adjustments, ensuring service every 20 minutes.

Fig. 6-5: DART + WEST Route Map (Source: Iarnród Éireann)



The Old School House Masterplan is poised to benefit significantly from both existing and planned public transport improvements. These improvements will not only improve connectivity and accessibility but also enhance sustainable transport choices, aligning with broader regional transport strategies. The integration of these elements is essential for fostering a vibrant, connected, and sustainable community in Clonsilla.

Fig. 6-6: DART+ WEST Porterstown Road Footbridge (Source: DART+ West Project)



6. Transport and Movement Strategy

6.4 Parking

This section of the Masterplan outlines the proposed parking strategy for the Old School House lands, addressing car parking for various uses and the provision of cycle parking in accordance with relevant planning guidelines and best practices. The Masterplan aims to balance the needs of residents and visitors while promoting sustainable transportation options, aligning with the principles of the Fingal Development Plan 2023-2029 and the appropriate national level planning policy guidance.

Car Parking Provision

Car parking provision within the Masterplan lands will be required to comply with the standards set out in Chapter 14 of the Fingal Development Plan 2023-2029. The Plan includes two distinct parking zones to ensure adequate residential parking provision. Zone 1 relates to developments within 800m of a Bus Connects spine route, or 1,600m of an existing or planned Luas/Dart/Metro Rail. Due to the proximity of the Masterplan lands to the Clonsilla train station, the Old School House Masterplan is considered to be located in Zone 1.

For residential developments, the specific parking standards depend on the unit type. For instance, the standard for a 1-2-bedroom dwelling is typically 0.5 car parking spaces maximum, while a three-bedroom dwelling has a norm of one car parking space maximum.

The Masterplan includes the provision of a multi-purpose parking and drop-off area to serve the new childcare facility. This dedicated area will facilitate convenient and safe drop-off and pick-up, particularly during peak hours. Access for vehicles will be provided via Porterstown Road to the east.

Cycle Parking Provision

Cycle parking provision will align with the standards set out in the Fingal Development Plan 2023-2029 (Section 14.17.2.1). The Plan sets a requirement of a general minimum standard of one long-stay cycle storage space per bedroom for residential units. For studio units, at least one long-stay cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of one short-stay space per two residential units.

The preference will be for individual secure storage areas for bicycles and associated equipment for residents, ensuring protection from theft and the elements. Covered facilities will be provided for visitors at key locations throughout the development to encourage cycling.

By adhering to these specific car and bicycle parking standards outlined in the Fingal Development Plan (and national level planning policy), the Old School House Masterplan aims to create a sustainable and well-integrated community that supports multi-modal transport choices while prioritising active travel.

6.5 Accessibility and Connectivity

This section outlines the accessibility and connectivity strategy for the Masterplan lands, detailing how future residents and visitors of all ages and abilities will access and move within and to the lands. The aim is to create a well-connected and sustainable community, offering a variety of transport options.

Access and External Connections

The potential for implementing filtered permeability through existing housing estates would allow for enhanced pedestrian and cyclist access to and from the surrounding communities and public transport infrastructure, fostering integration and promoting sustainable modes of transport. However, vehicular through traffic would be restricted to maintain the residential character and safety of the development.

The feasibility of this option will be subject to further assessment and consultation.

It is proposed to reserve lands to safeguard the proposed Pedestrian, Cycle and Mobility Impaired Bridge on Porterstown Road, as part of the Dart + West programme. This new bridge will provide an active travel link to the proposed Kellystown LAP lands, local schools and amenities to the south.

Internal Accessibility

The internal footpaths will be designed to accommodate the needs of all users, including safe pedestrian crossings along the desire lines, with the provision of dropped kerbs and tactile paving. Dedicated parking for mobility impaired users will be provided in accordance with the Fingal Development Plan.

By providing a diverse range of accessible transport options, the Old School House Masterplan aims to create a sustainable and well-connected community that caters to the needs of all its residents and visitors, promoting active travel and reducing reliance on private vehicles. The facilities will be designed in accordance with DMURS and Universal Access guidance.

7. Green Infrastructure

7.1 Landscaping

Landscaping considerations for the Masterplan lands will play a central role in shaping a cohesive and high-quality residential environment that integrates built heritage, open space, and ecological networks. The landscaping strategy will prioritise the retention of existing natural features such as trees and hedgerows, while enhancing its green infrastructure through additional native planting and sustainable drainage. Open space and amenity areas will contribute to social interaction, complementing the residential unit mix and community-focused land uses.

The landscaping plan will also be closely coordinated with the Masterplan land's movement and drainage features. Nature-based solutions such as bio-retention systems, rain gardens and permeable surfaces, for example, may be incorporated to support sustainable drainage while enriching the visual character of the development. The proximity to the Royal Canal presents a unique opportunity to reinforce the land's identity through soft landscaping works that respects and enhances the setting of the Protected Structures and canal corridor.

The layout proposes a number of amenity areas including, *inter alia*, the westernmost end of the lands, adjacent to the creche/community building and at the eastern end adjacent to the Old School House, which is to be a relaxing public amenity space for the surrounding residences with the backdrop of the Old School House, the canal and surrounding greenery. Proposed landscaping details are illustrated at Figures 7-1 to 7-3.

Fig. 7-1: Proposed Landscaping – Residential Units

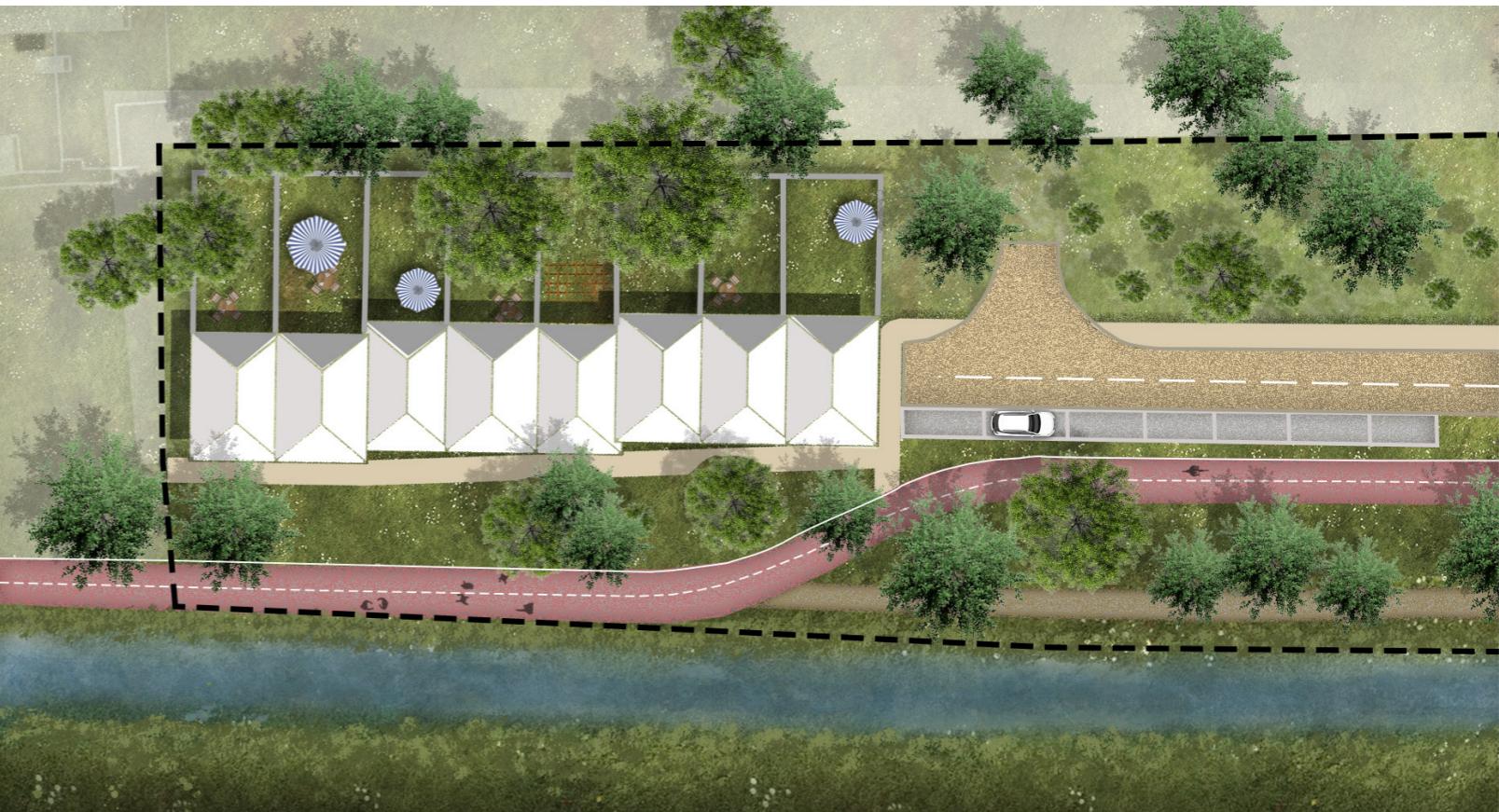


Fig. 7-2: Proposed Landscaping – Residential Units & Childcare/Community Building

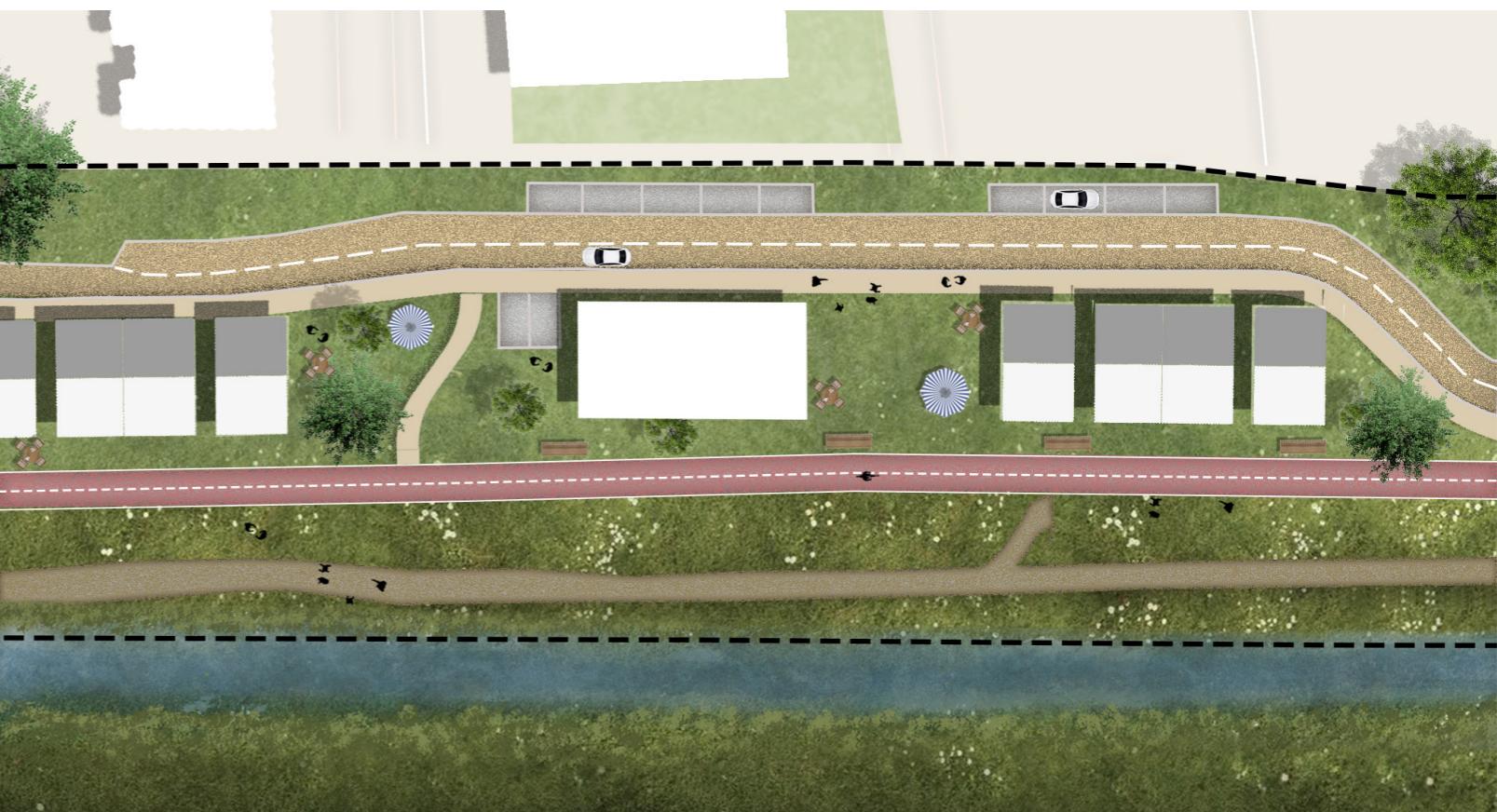
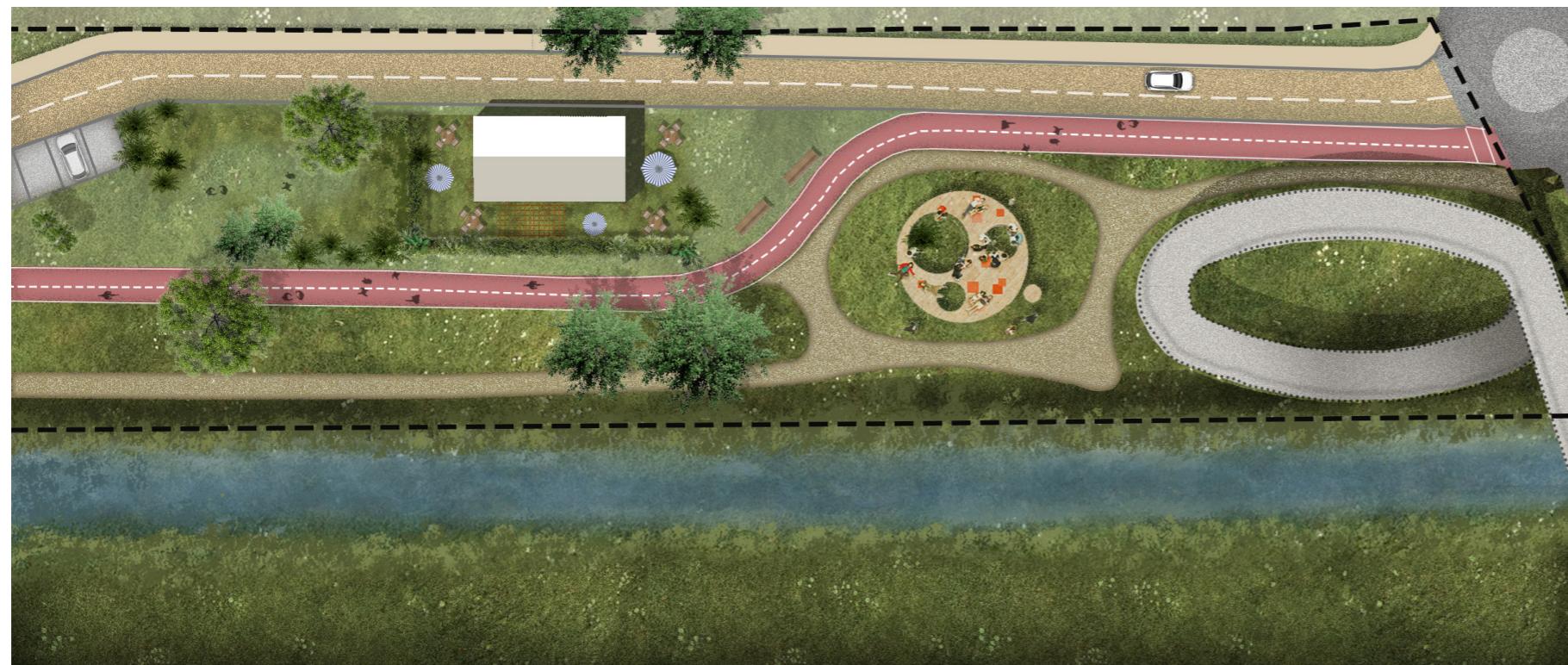


Fig. 7-3: Proposed Landscaping – Old School House Building



7.2 Ecology

Habitats

The habitat map included at Appendix 6 provides an indication of where tree lines, hedgerows and other features including scrub, buildings and artificial surfaces, recolonising bare ground, dry meadows and grassy verges (GS2) are situated on the Masterplan lands. The ecological assessment of the Masterplan lands did not determine any habitats that require special protection, such as Annex I habitats.

The Old School House structure was assessed as having significant bat roost potential, and there were 2 no. high potential trees recorded. The majority of the trees assessed were of low potential, while 2 no. trees were found to be of moderate potential. The Development Option layout has addressed these concerns and has avoided placing structures where bat roost potential could be a factor in bat disturbance or destruction of habitat.

The use of bat friendly lighting during the construction phase of the development and for the operational stage build is recommended. This will help to prevent significant impacts on local bat populations using the area for foraging, navigation, breeding and roosting throughout their lifecycles and behavioural ecology. The trees and nearby canal have the potential to support multiple bat species. Artificial lighting can significantly disrupt bat populations by altering their natural behaviours, such as foraging, commuting, and roosting. To mitigate these impacts, it is essential to adhere to bat-friendly lighting practices that align with guidelines from Bat Conservation Ireland and other authoritative sources.

Key recommendations include:

- Minimise Light Spill: Direct lighting only to areas where absolutely necessary.
- Use Warm-Coloured Lights: Opt for lighting with a colour temperature of 2700K or lower. Warm white tones are less disruptive to bats compared to cooler, blue-rich lighting.
- Limit UV Emission: Choose light sources that emit minimal or no ultraviolet (UV) light, as UV can attract insects and consequently alter bat feeding patterns.
- Implement Adaptive Lighting Controls: Incorporate dimmers, timers, and motion sensors to ensure that lighting is used only when needed, reducing unnecessary illumination during periods of low human activity.
- Position Lights Thoughtfully: Install lighting at the lowest practical height and angle them downwards to decrease light trespass into natural habitats.
- Avoid Illuminating Key Bat Habitats: Refrain from lighting areas crucial to bats, such as waterways, hedgerows, and known roosting sites, to prevent habitat fragmentation and disturbance.

By integrating these practices into lighting design and implementation, it can significantly reduce the adverse effects of artificial lighting on bats, supporting their conservation and the broader ecological balance.

It is considered the residential development of the Masterplan lands will have minimal negative effects on local and migratory bird populations, particularly due to the fact that the Masterplan seeks to retain, as much as is practicable, trees and hedgerows essential for breeding and nesting passerines.

Invasive Species

An invasive species survey was carried out with the primary aim of identifying and assessing the extent of non-native species that may pose ecological risks. Invasive species require special consideration when trying to clear them for development. The Masterplan lands were found to contain no invasive species, therefore there is no likelihood that the spread of invasive species beyond the Masterplan lands boundaries and into sensitive ecosystems associated with SACs, SPAs or NHAs in the vicinity will occur.

A macro-invertebrate study of the Royal Canal was carried out to determine water quality and ecological importance and vulnerability. The primary objective of this study was to evaluate the adjacent Royal Canal water quality. The results of an upstream and a downstream sampling location revealed a Water Framework Directive (WFD) status of "Poor"; a pollution status of "Moderately polluted"; and a condition of "Unsatisfactory". The downstream sampling location revealed a WFD status of "Poor", a pollution status of "Moderately Polluted", and a condition of unsatisfactory also. The SuDS measures outlined in this section will mitigate any further degradation of the water quality in the Royal Canal.

Overall, it is considered the proposed residential development of the Masterplan lands will have a minimal impact on the local ecology within the Masterplan lands boundaries and also poses minimal short-term effects on surrounding ecological corridors and the species that use them.

7.3 Sustainable Drainage Systems

Having regard to water management, the National Planning Framework (NPF) sets out that planning is critically important to the management of water resources. The NPF seeks to enhance water quality and resource management by:

- Ensuring flood risk management informs place-making by avoiding inappropriate development in areas at risk of flooding in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities.
- Ensuring that River Basin Management Plan objectives are fully considered throughout the physical planning process.
- Integrating sustainable water management solutions, such as Sustainable Urban Drainage (SuDS), non-porous surfacing and green roofs, to create safe places. (NPO 57)

In keeping with the above, an additional strategy includes improving storm water infrastructure to improve sustainable drainage and reduce the risk of flooding in the urban environment. SuDS measures can be divided into three categories: (i) Source Controls, which focus on managing rainfall and runoff as close to the source as possible; (ii) Site Controls, which manage the surface water run-off from medium areas such as roads, and (iii) Regional Controls, which deal with the run off from a large area, often downstream from the Source and Site Controls.

It is recommended that a range of SuDS measures are incorporated into future development proposals. As part of this, it is recommended that a detailed site investigation is carried out to ascertain the ground conditions and the properties of the soil on the

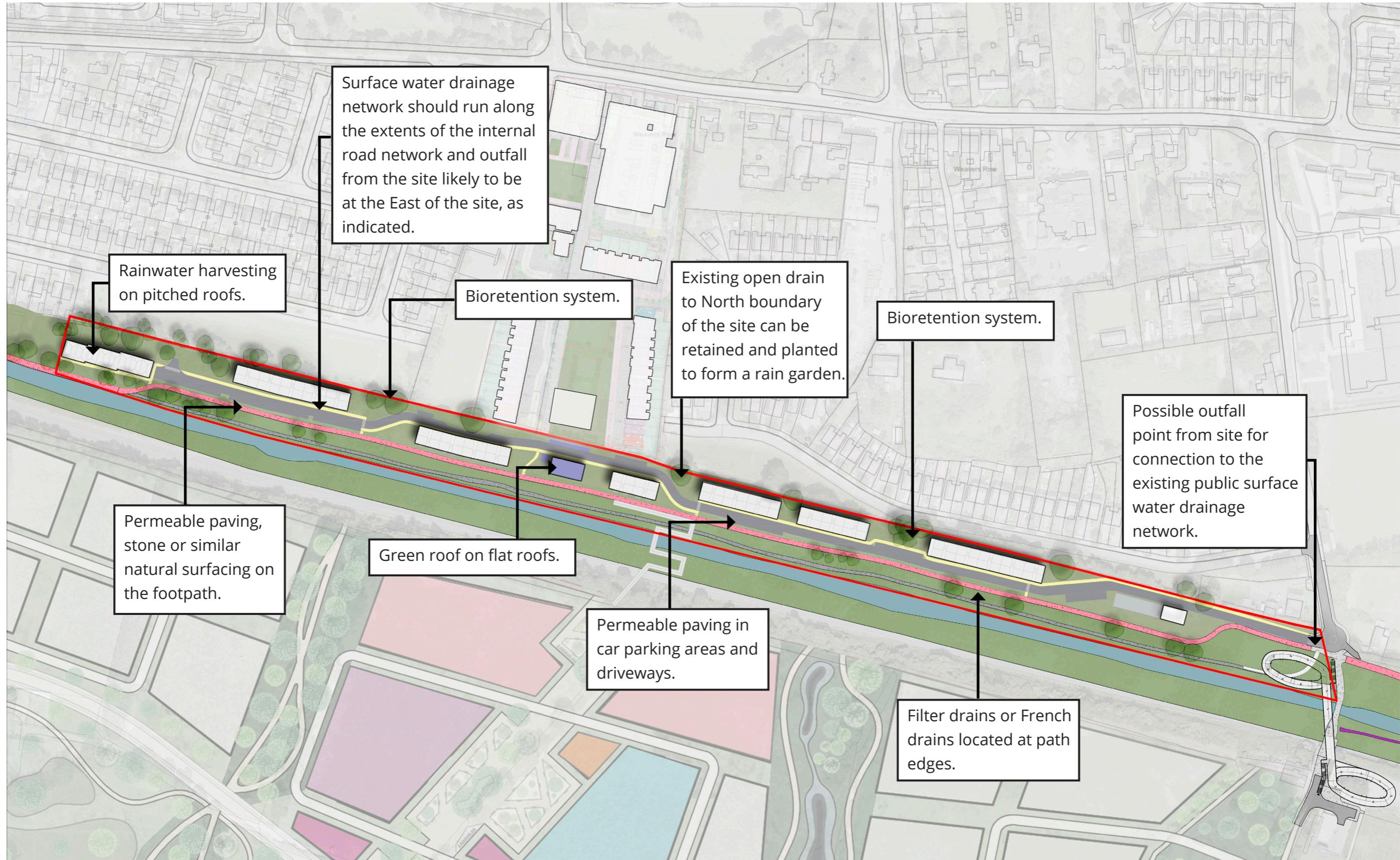
Masterplan lands. This information will appropriately inform the drainage design and the infiltration details of the soil, allowing required capacity calculations to be carried out. A surface water drainage network which outfalls to the public network will be required for the Masterplan lands. The required capacity of the network can be determined following soil sampling and infiltration testing.

It is preferable that drainage measures are implemented to mimic the existing natural drainage of the lands. For example, the existing open drain to the north can be retained to act as a detention basin or rain garden with planting added to promote biodiversity and visual appeal. Bio-retention systems, which incorporate engineered soils and vegetation, can also treat pollution in the run-off as it infiltrates into the soil. These could be incorporated into larger green spaces within the layout also.

It is recommended that permeable paving be incorporated into development proposals for car parking spaces and pathway areas in order to reduce surface water run-off and provide a natural appearance.

Design proposals should examine the potential for green roofs to be installed on any suitable flat roofs within the development where practicable. Green roofs reduce run-off and provide some attenuation during rainfall events. On pitched roofs, rainwater harvesting is recommended, allowing reuse of collected rainwater to reduce the surface water run-off and reduce the demand on the potable water supply. Filter drains, or French drains, may be implemented along footpath edges. The use of French drains would allow surface water to infiltrate to the ground without a need to tie in to the surface water drainage network. A preliminary SuDS Scheme for the Masterplan lands is illustrated at Figure 7-4.

Fig. 7-4: Proposed SuDs Strategy Layout



8. Phasing, Implementation and Monitoring

This section of the Masterplan provides information regarding the phasing, implementation and monitoring associated with the development of the site along with the proposed layout.

8.1 Proposed Layout

The formulation of the proposed layout has evolved through the assessment and consideration of a number of key elements principally related to, *inter alia*:

- The existing characteristics of the lands including the opportunities and challenges associated with same;
- The restoration of the Old School House building and its inclusion within the development of the lands and;
- The appropriate residential development of the lands (see Figs 8-1 to 8-4).

The proposed layout is presented at Fig. 8-5.

8.2 Phasing and Implementation

Phasing

Objective CS06 – Phased Development of the Fingal Development Plan states, *"Ensure the phased development of new housing areas in tandem with the delivery of physical and social infrastructure provision as identified within Local Area Plans or Masterplans, as informed by assessments carried out by the Planning Authority"*.

The future development of the Masterplan lands is anticipated to be undertaken within a single phase planning application approach and to occur typically over a period of c.5 years.

8. Phasing, Implementation and Monitoring

Fig. 8-1: Masterplan Opportunities and Challenges



Fig. 8-1 illustrates the potential opportunities and existing challenges associated with the Masterplan lands including: (1) Linear, elongated site with undulating topography (2) Protected Structure (Old School House) (3) Existing level of mature vegetation (4) Existing residential units.

Fig. 8-2: Proposed Residential Development

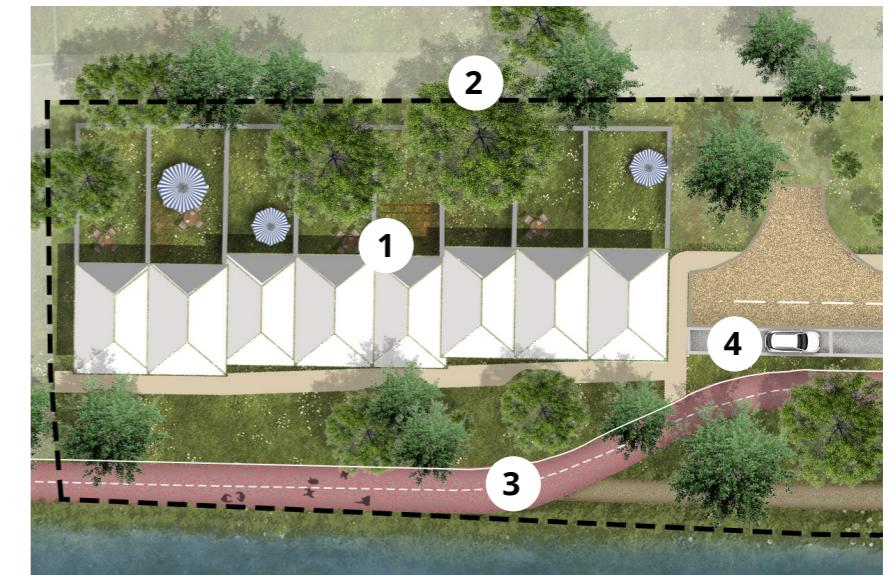


Fig. 8-2 illustrates the proposed townhouses (1) located at the western end of the Masterplan lands with existing mature boundary vegetation retained (2). Future residents will avail of proximity to the Royal Canal Urban Greenway (3) and private parking (4).

Fig. 8-3: Restoration of Old School House

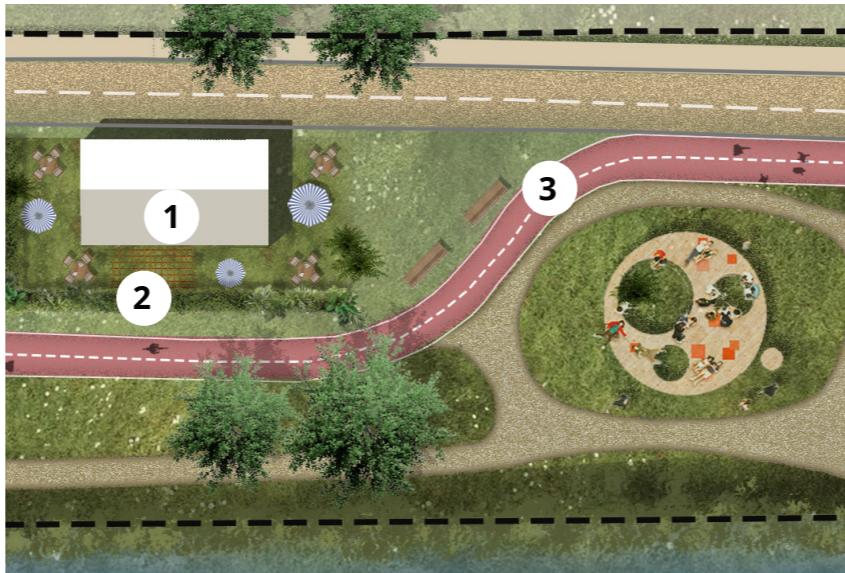


Fig. 8-3 illustrates the how the restoration of the Old School House (1) can form a key element of the residential development of the Masterplan lands, enhanced by soft landscaping works (2) and no impact on the route of the Royal Canal Urban Greenway (3).

Fig. 8-4: Proposed Land Uses

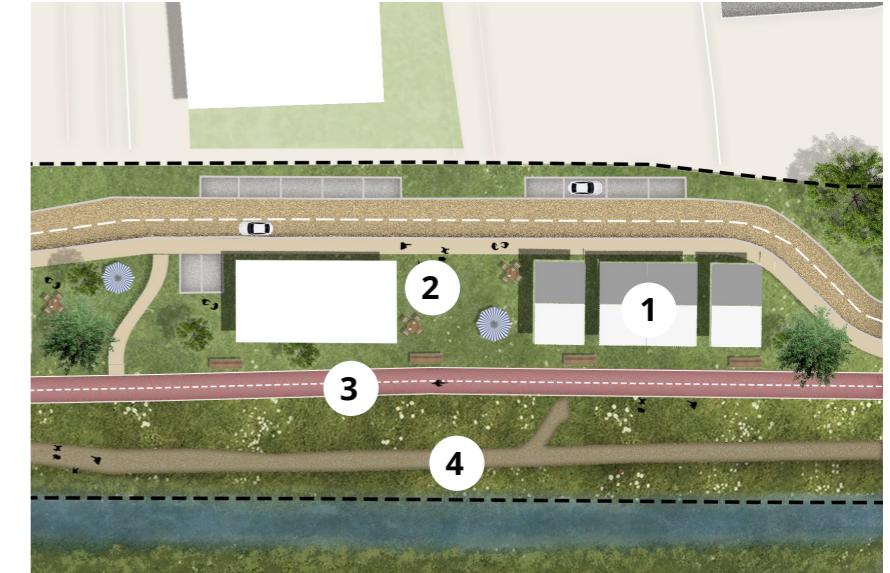


Fig. 8-4 illustrates the mix of residential and community land uses, (1) and (2) respectively, and their relationship within the development option layout. These land uses will benefit from a permeable layout that includes access to the Royal Canal Urban Greenway (3) and Towpath (4).

Fig. 8-5: Proposed Layout



Old School House Masterplan

Implementation

Policy mechanisms to support the implementation of the Masterplan include, *inter alia*, provision of social and affordable housing as per Part V of the Planning and Development Act 2000 (as amended) and development contributions under Section 48 (and potentially Section 49) of the same Act.

The Fingal Development Plan outlines that a key mechanism for the implementation of policies and objectives is through the Development Management process. Further, the Development Plan sets out that Local Area Plans, Masterplans and Framework Plans will provide a further range of mechanisms to secure active land management.

The implementation of the objectives contained within this Masterplan will be key to the appropriate development of the site for residential use. In alignment with Development Plan guidance, the Development Management process will assess planning applications for proposals on the Masterplan lands. Such applications must be adequately informed and supported by detailed statements/assessments that will clearly set out how proposals comply with relevant planning policy and Masterplan objectives. Given the constraints of the site, the implementation of the Masterplan may be complex and therefore it is envisaged that applicants will need to liaise with various stakeholder bodies such as, *inter alia*, Waterways Ireland and Uisce Éireann, for example, in order to address the referenced site constraints as set out within this Masterplan.

Essentially, planning applications will clearly demonstrate, *inter alia*, how proposals will:

- Deliver the appropriate residential development of the lands in terms of scale, height, appearance, density, open space etc;
- Ensure the protection of the natural environment and its biodiversity (and where possible its enhancement),

through a comprehensive ecological assessment incorporating specialist surveys in relation to badgers, bats, flora and fauna in advance of development;

- Protect the integrity of the Old School House structure during the construction stage while promoting its restoration for a suitable community/cultural use;
- Protect the Royal Canal from any detrimental impacts (during both construction and operational stages); and
- Ensure there is no impact upon the agreed Royal Canal Urban Greenway route.

Planning applications will be cognisant of the policies and objectives set out in the Fingal Development Plan regarding the sustainable residential development of the Masterplan lands. In particular, proposals comprising 100 no. units must clearly demonstrate the following, *inter alia*:

- Age Friendly Housing: new residential developments in excess of 100 units to provide 10% of the units as age friendly accommodation (Objective DMSO37).
- Public Art: new residential developments in excess of 100 units to provide for a piece of public art to be agreed with the Council (Objective DMSO194).
- Other requirements include, but are not limited to:
- Compliance with public and private open space standards.
- Public Open Space: acceptance of a financial contribution in lieu of Public Open Space at the Council's discretion (Objective DMSO53).
- Design Statements: All medium to large scale planning applications shall be accompanied by a Design Statement to address the contextual and design issues which have been taken into consideration as part of the scheme (Objective DMSO5). This shall include a Climate Action Energy

8. Phasing, Implementation and Monitoring

Statement as part of the overall Design Statement (Policy CAP12).

- Sustainable Urban Drainage: SuDS shall incorporate nature-based solutions and have regard to the objectives set out in Fingal's Guidance Document – Green/ Blue Infrastructure for Development, as amended (Objective DMSO202).
- Refuse Arrangements: Ensure all new residential schemes include appropriate design measures for refuse storage areas (Objective DMSO239).

The Masterplan promotes the restoration of the Old School House and requires that the structure form an integral part of the overall development. It will also be of critical importance that the integrity of the Protected Structure is not compromised by the overall development of the site.

Section 5 of this Masterplan sets out the requirement for a schedule of works for the Old School House building to be submitted to, and agreed with, the planning authority before the commencement of any works. Similarly, it is anticipated that the restoration of the Old School House would be carried out in a timely manner with not more than 50% of the remainder of the scheme permitted to be occupied prior to the restoration of the Protected Structure. These requirements will be secured by way of planning condition.

The Masterplan proposals provide for a new childcare / community facility to be located within the central portion of the site. To facilitate the delivery of this key piece of social infrastructure, it is required that no more than 75 no. residential units should be occupied prior to the completion of the proposed childcare/community facility. This development approach aligns with the Childcare Facilities Guidelines for Planning Authorities (2001) document that states, "In relation to new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate".

8.3 Monitoring

Monitoring of the Masterplan lands will be undertaken by Fingal County Council. The monitoring of the site is important as it has been identified within the Fingal Development Plan as being suitable for new residential development and as such can contribute to Fingal County Council's housing requirements. The monitoring process is valuable as it will assist and inform the preparation of the next Fingal Development Plan, in particular its policies and objectives in relation to, *inter alia*, the Core Strategy, compact growth and regeneration, healthy placemaking and balanced sustainable communities.



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