



Ashtown – Pelletstown Local Area Plan

The Chief Executive’s Report in accordance with Section 19 (1)(e)(ii) of the Planning and Development Act 2000 (as amended) with regard to the Ashtown – Pelletstown Local Area Plan, (2014).

Executive Summary

The Pelletstown Action Area Plan (2000) set out the original vision for the Ashtown – Pelletstown area. Some 2,121 residential dwellings were built under that Plan and successful neighbourhood centres developed at Rathborne Village (Ashtown) and Royal Canal Park (Pelletstown).

With the slowdown in the economy in 2008, the development of the area ceased and the presence of large undeveloped vacant sites became a feature of the area.

To help guide and steer the development of these lands, the City Council adopted a new statutory local area plan for Ashtown-Pelletstown in December 2013. The Plan envisages a population of c.7,000 persons in total (circa 3,400 residential units) based around high quality public transport with related community and commercial development.

As the LAP was prepared during a time of significant economic contraction, the construction of approved development was slow to commence and large scale construction only recommenced in this area in 2016.

The Plan identifies a capacity for 920 - 1270 additional residential units and currently, 818 residential units have been granted planning permission of which 522 have been constructed / are under construction.

The Ashtown – Pelletstown Area Plan is due to expire at the end of 2019. Within five years of making the LAP, the Council has the option to extend the life of the existing LAP by a further period, not exceeding five years. It is the opinion of the Chief Executive that the current LAP remains consistent with the core strategy of the Dublin City Development Plan 2016-2022. With housing, public transport, roads, open space and community infrastructure to be achieved it is considered the objectives of the local area plan have not been substantially secured.

In order to deliver on the key objectives of the Ashtown – Pelletstown Local Area Plan it is the recommendation of the Chief Executive that the LAP is extended for an additional five year period, up until December 2023, to retain a statutory basis for the objectives therein. To do so the members are requested to consider the opinion of the Chief Executive set out in this report (Report No.287/2018), and pass by resolution the option to extend the Plan. This resolution must be passed prior to 2nd December 2018.

1.0 Introduction

1.1 Ashtown-Pelletstown (LAP)

The Ashtown – Pelletstown Local Area Plan was adopted on 2nd December 2013, and came into effect one month later in January 2014.

This LAP area is located four kilometres northwest of the city centre. The area is bounded to the north by the River Tolka, by the Sligo rail line to the south, by Ashtown Road to the west and by the new Ratoath Road flyover to the east.

2 Statutory Context

2.1 Under the Planning and Development Act 2000 (as amended), the City Council must publish a public notice to make, amend or revoke a Local Area Plan, at least every 6 years after the making of the previous plan (Section 19(1)(c)). This process takes between 18-35 weeks to complete and must accord with statutory requirements for consultation and Environmental Assessment.

Alternatively, within five years since making the LAP, the Council may decide to defer this notice and extend the life of the existing LAP by a further period, not exceeding five years (Section 19(1) (d)).

Before doing so the Council shall have obtained from the Chief Executive an opinion that the Local Area Plan remains consistent with the objectives and core strategy of the development plan, and that the objectives of the LAP remain to be secured: -

Section 19(1)

(e) No resolution shall be passed by the planning authority until such a time as the members of the authority have:

(i) Notified the manager of the decision of the authority to defer the sending and publishing of the notices, giving reasons therefore, and

(ii) Sought and obtained from the manager –

(I) an opinion that the local area plan remains consistent with the objectives and core strategy of the relevant development plan,

(II) an opinion that the objectives of the local area plan have not been substantially secured, and

(III) confirmation that the sending and publishing of the notices may be deferred and the period for which they may be deferred.

If the members accept the manager's opinion, and agree by resolution to extend the life of the plan, then notification shall be published in a newspaper circulating in the area of the local area plan, not later than 2 weeks after the resolution is passed, and this notice shall be made available for inspection by members of the public during office hours of the planning authority, and made available in electronic form on the City Council's website (Section 19(1) (f)).

3 Chief Executive's Opinion

The Chief Executive's Opinion with regard to the Ashtown – Pelletstown LAP is addressed under the following Sections: -

- Consistency with the Dublin City Development Plan 2016-2022 (Section 3.1)
- Objectives of the LAP Remaining to be Secured (Section 3.2)
- Strategic Environmental Assessment and Appropriate Assessment (Section 3.3)

3.1 Consistency with the Dublin City Development Plan 2016-2022

The Ashtown – Pelletstown LAP was adopted by the City Council on the 2nd December 2013. Subsequently the Dublin City Development Plan 2016-2022 was adopted by the Council on the 23rd September 2016 (and came into effect on 21st October 2016).

3.1.1 Dublin City Development Plan 2016 – 2022 and LAP Policy Approach

The Dublin City Development Plan 2016–2022 provides a clear spatial framework to guide the future growth and development of the city in a coherent, orderly and sustainable way, framed on a vision of sustainable city living and a Core Strategy seeking a:-

- Compact, quality, green, connected city;
- Prosperous, enterprising, creative city and
- The creation of sustainable neighbourhoods and communities.

The Local Area Plan is consistent with the core strategy and objectives of the City Development Plan 2016 – 2022 and this is outlined in further detail in the following sections with reference to the (a) Core strategy (Housing Strategy and Settlement Strategy), and (b) the Development Plan Policies and (c) Objectives and land use zonings/objectives.

(a)Core Strategy: Housing Strategy and Settlement Strategy

(i) Housing Strategy

The 2016 City Development Plan specifies housing capacity for different parts of the city and this focuses mainly on the potential of identified ‘Strategic Development & Regeneration Areas’ (SDRAs).

The Ashtown – Pelletstown area is identified as a SDRA (SDRA 3) and it relates to the zoning objective Z14 which seeks the social, economic, physical development or rejuvenation of an area with residential, employment and mixed uses. SDRAs have substantial development capacity and the City Development Plan identifies an estimated capacity of 1,000 residential units at Ashtown – Pelletstown.

The LAP identifies the capacity for the provision of c.920 - 1270 residential units to be developed under the LAP. It is therefore concluded that the policies and objectives of the Local Area Plan related to residential development are consistent with the housing strategy of the 2016 – 2022 City Development Plan Core Strategy.

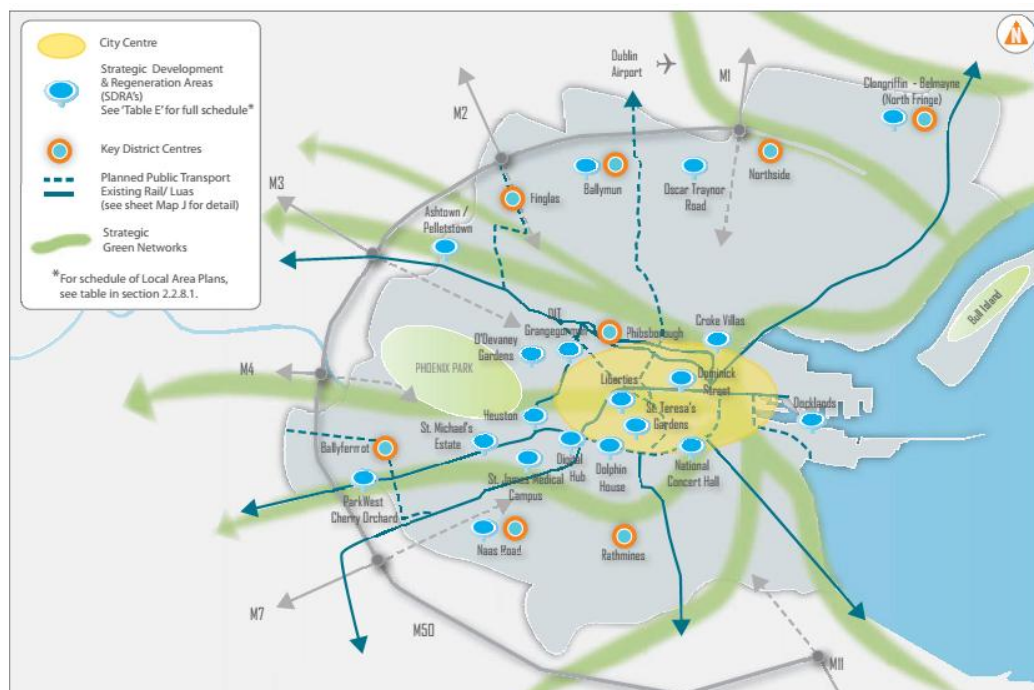


Figure 1.0: Core Strategy, Dublin City Development Plan 2016-2022

(ii) Settlement Strategy

The Development Plan's Core Strategy identifies a settlement hierarchy for housing, employment and mixed uses in the city and prioritises the inner city, Key District Centres (KDC's) and Strategic Development and Regeneration Areas (SDRAs). This hierarchy focuses investment and growth into these identified locations to achieve infrastructural and service delivery integration, as illustrated in Figure 1.0 (above).

Ashtown – Pelletstown Strategic Development and Regeneration Areas (SDRA)

The Ashtown – Pelletstown LAP area is designated as SDRA 3 'Ashtown – Pelletstown' in the City Development Plan 2016 – 2022. The City Development Plan contains guiding principles for the lands and the City Development Plan states that the Ashtown – Pelletstown LAP is based on the guiding principles set out below:

Land-Uses

- Support the development of a coherent spatial structure, characterised by two mixed use hubs (east and west) and predominantly residential areas in between. The Tolka Valley and Royal Canal amenities framing the northern and southern boundaries shall be interconnected via links through key open spaces, contributing to an attractive public realm
- To encourage employment-generating uses in vacant commercial buildings, on brownfield sites, and in identified mixed-use areas
- In light of the current challenging economic environment, to focus on phasing opportunities to sequentially deliver key elements of the overall strategy pending the achievement of longer-term objectives (the "Kick-start" initiative). Temporary landuses may also provide an opportunity for interim benefits.

General Urban Design/Layout

- To improve connectivity throughout the area, removing existing barriers to movement and facilitating completion of a main east/ west thoroughfare with associated public squares at each end and secondary north/south routes. Pedestrian and cycle routes are given specific consideration.
- In conjunction with the above objective, to interconnect the existing amenities of the Royal Canal and Tolka Valley Park as a basis for expanding a green infrastructure network integrating with the wider city area.

Detailed Design

- To ensure a mix of residential typologies and designs at densities appropriate to ensure the viability of public transport and other supporting community facilities within a high-quality living environment
- In developing remaining vacant lands, to ensure a quality and legible urban design approach is achieved
- To promote high environmental standards and energy performance at a practical level in the plan area through appropriate planning and design of all developments.

The 2016 – 2022 CDP contains an indicative map illustrating the above guiding principles as shown in Figure 1.1 (below).

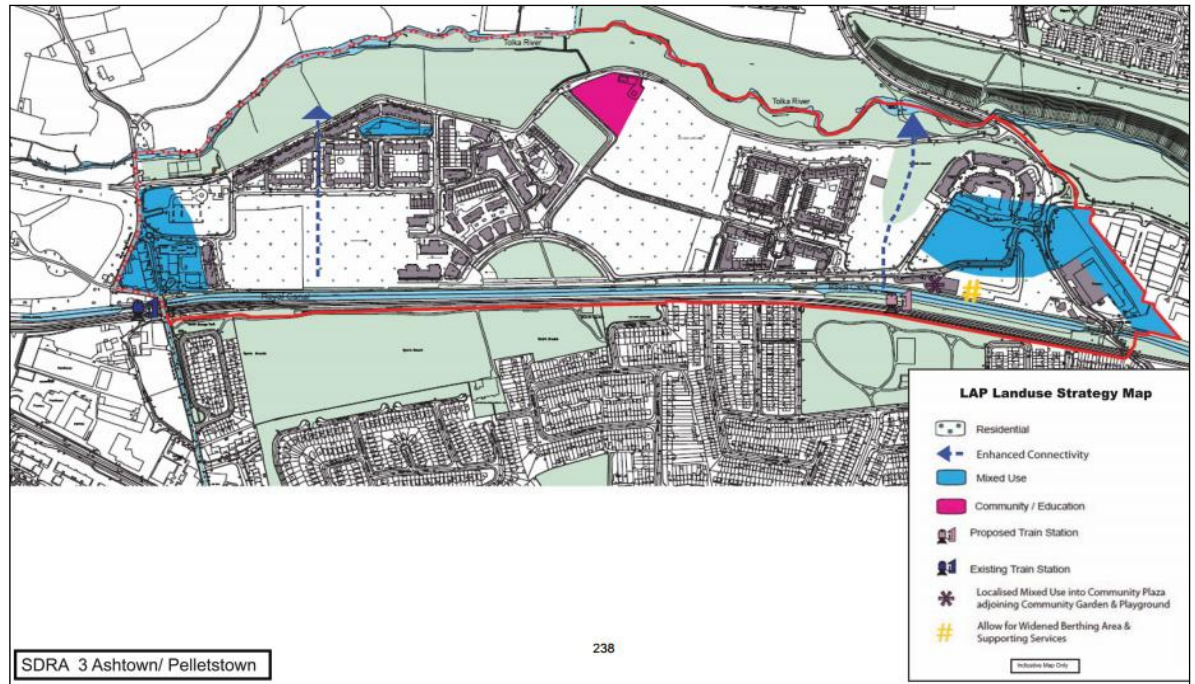


Figure 1.1: SDRA3 (Ashtown - Pelletstown), Dublin City Development Plan 2016-2022

The objectives/guiding principles set out under SDRA3 for Ashtown - Pelletstown are taken from the Local Area Plan. The LAP is therefore consistent with the objectives/guiding principles contained within SDRA3 of the current City Development Plan.

(b) LAP Objectives and Consistency with the Objectives of the 2016 – 2022 City Development Plan

The LAP Strategy comprises 10 ‘development strategies’ and related objectives which are set out in Chapter 4 of the Plan. The objectives are consistent with the current City Development Plan. This is outlined as follows:

(i) Land Use Strategy

The Local Area Plan’s Land Use Strategy is consistent with the strategic development and regeneration area designation for these lands as set out in the current City Development Plan.

(ii) Economic Development & Employment

The City Development Plan, in considering the shape and structure of the city and retail development, identifies the important role of neighbourhood centres in providing quality services at a local level. The LAP’s economic development strategy is consistent with the economic and retail objectives of the City Development Plan.

(iii) Movement and Access

In order to create a more sustainable city, the development plan, in accordance with national policy, places emphasis on the need for a modal shift from motorised private modes of transport towards public transport, cycling and walking. This requires

improvements to both the current public transport network and to facilities for pedestrians and cyclists. The provision of a train station at Pelletstown is a Key Development Principle of the SDRA 3 (see Figure 1.1). The City Development Plan identifies River Road as a key road capacity improvement project.

The LAP's movement and transport strategy is consistent with these objectives of the current Development Plan.

(iv) Urban Form and Design (and Height)

The City Development Plan seeks that the structure of the city will be augmented by the development of the SDRAs. There is an emphasis on the contribution that good streets and architecture can make to regeneration and a re-affirmation that Dublin will remain a predominantly low-rise city with defined height in limited locations. In terms of building height policy, Ashtown - Pelletstown is identified in the City Development Plan's 'medium -rise' category, where buildings up to 50m in height may be permitted.

The LAP seeks the following:

- Development fronting the canal to be between 3 – 6 storeys and up to between 5 and 6 storeys closer to the villages.
- Development in the Village Centres to be max 8 storeys with 1 ten storey considered
- Heights of between 4 and 2 storeys are generally sought in the central residential area.

The LAP objectives in respect of Urban Form and Design and Height are consistent with the City Development Plan.

(v) Housing

The 2016 – 2022 City Development Plan's core strategy identifies the provision of 1,000 residential units for the Ashtown – Pelletstown area. The LAP identifies a capacity for 920 – 1270 residential units for the Plan area and combined with the 2121 residential units already built in the area, the LAP area can accommodate c3040 – 3400 residential units in accordance with City Development Plan housing figures.

(vi) Cultural Heritage

It is a key objective of the City Development Plan to protect and enhance the special characteristics of the city's built and natural heritage. The principal measures enabling the City Council to achieve this objective are the Record of Protected Structures and the designation of Architectural Conservation Areas. The LAP seeks to protect and enhance the built heritage of the Ashtown - Pelletstown area. This is consistent with the Development Plan.

(vii) Infrastructure & Water Management

The efficient and timely delivery of necessary infrastructure capacity in advance of the planned quantum of development is a prerequisite for successful urban development. The LAP's Infrastructure and Water Management strategy is consistent with the infrastructure and water strategy of the City Development Plan.

(viii) Green Infrastructure and Biodiversity

According to the City Development Plan Green Infrastructure will make a significant contribution in the areas of development management, climate change and environmental risk management. Green infrastructure features in cities deliver health-

related benefits such as clean air and better water quality. Space offers possibilities in terms of increasing social activity, improving community cohesion, developing local attachment and lowering crime levels, particularly in deprived communities. The LAP's environment and open space amenity strategy is consistent with the Green Infrastructure objectives of the City Development Plan.

(ix) Community Infrastructure

The City Development Plan 2016-2022 contains a broad range of objectives relating to community and social infrastructure with a view to creating good, sustainable neighbourhoods which support thriving communities. The Plan sets out criteria and standards for good neighbourhoods. Policy SN5 of the City Development Plan seeks that applications for significant large new developments (over 50 Units) are accompanied by a Social Audit and an implementation and Phasing Programme in relation to community infrastructure, so that facilities identified as needed are provided in a timely and co-ordinated fashion.

The LAP is considered to be consistent with the objectives of the Development Plan and policy SN5 is being implemented through the development management process.

(x) Environmental Sustainability and Sustainable Design

Dublin City Council promotes more sustainable energy technologies that are clean sources of energy and which have a lower environmental impact on the receiving environment. Sustainable energy sources can reduce air emissions as well as water consumption, waste, noise and adverse land-use impact.

The LAP's Environmental Sustainability and Sustainable Design strategy is consistent with the sustainable environment and infrastructure strategy of the City Development Plan.

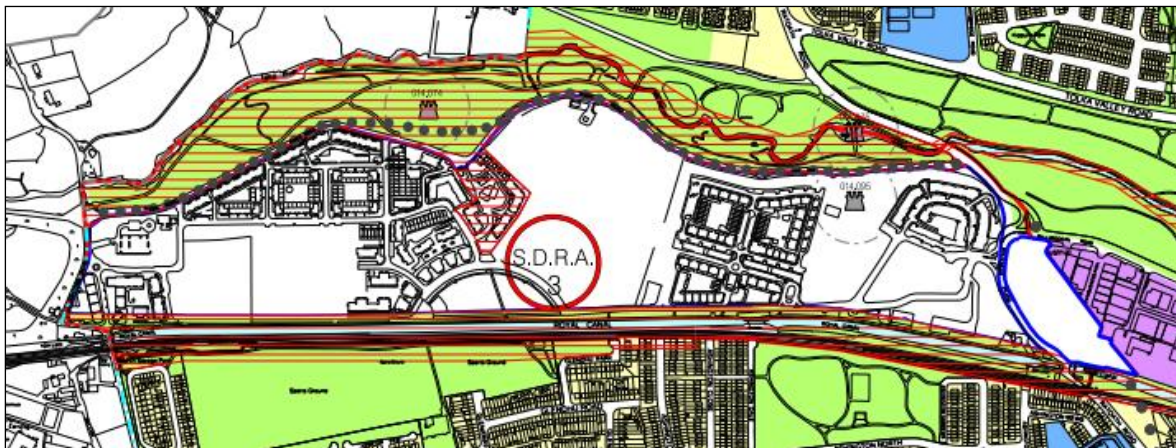


Figure 1.2: Land Use Zoning Map A of the City Development Plan

(c) Land Use Zoning Objectives and Specific Objectives

The zoning Objectives, Specific Objectives and Standards of the City Development Plan have been devised to support the delivery of the core strategy.

Land Use Zoning Objectives

Ashtown – Pelletstown is shown on Map A of the 2016 City Development Plan. The LAP area relates to Land Use Zoning Objective Z14 which seeks the social, economic, physical development or rejuvenation of an area with residential, employment and mixed uses. Land Use Zoning Objective Z9 which seeks ‘to preserve, provide and improve recreational amenity and open space and green networks’ applies to the Tolka Valley Park and the Royal Canal.

The LAP is consistent with the Zoning Objectives of the current City Development Plan
Specific Objectives

Map A contains the following Specific objectives pertaining to the LAP area:

- Sites / Zones of Archaeological Interest and Protected Structures
- Strategic Development & Regeneration Area
- LAP Boundary
- Road Schemes and Bridges (River Road and infrastructure related to Strategic Green routes)
- Conservation Areas associated with the Tolka Valley Park and the Royal Canal

The LAP is consistent with the Zoning Objectives and Specific Objectives of the current City Development Plan

3.1.2 Rezoning

The site known as the Ormond Printworks, has been re-zoned from Z6 (employment/enterprise zoning) under the 2011 City Development Plan to Z14 in the 2016-2022 City Development Plan. The Z14 land-use zoning is to seek the social, economic and physical development and/or rejuvenation of an area with mixed use, of which residential and “Z6” would be the predominant uses. It is considered that the land use strategy of the LAP does not conflict with the land use zoning of the current City Development Plan.

3.1.3 Conclusion of Assessment of LAP’s Consistency with City Development Plan

From the details set out above, it is considered that the LAP is consistent with the core strategy and the objectives of the City Development Plan 2016-2022.

3.2 Objectives of the LAP remaining to be Secured

This section of the report summarises some of the key objectives of the LAP as set out under the titles listed below and details which objectives have been secured and the objectives which remain to be secured.

- Land Use Strategy
- Housing
- Movement and Access
- Community Infrastructure
- Green Infrastructure

All the Objectives of the LAP are set out in **Appendix I** with relevant updates.

3.2.1 Land Use Strategy

The Plan's land use strategy seeks the completion of development on the remaining development sites and their successful and sustainable integration into the urban fabric of the area. The Plan identifies land banks comprising some 17 ha to be developed. These lands are to be developed for primarily residential purposes, with mixed use services to be sought on lands in the identified neighbourhood centres (Royal Canal Park / Pelletstown and Rathborne Village).

4 large developments permitted in the LAP area since 2013 provide for the following:

- Royal Canal Park (ref.3069/14): 243 Residential units, supermarket, 4 retail units and urban community plaza etc.
- Ballymore site (ref. 2217/15): 71 residential units only.
- Castlethorn site (ref.3604/12): 208 residential units, crèche and c.0.77ha open space area.
- Capel site (ref. 3666/15): 296 residential units and crèche.

Since the Plan was made and the above permissions granted, construction is significantly advanced on c.9ha of these lands – Reg. Ref 3069/14 (Royal Canal Park); Reg. Ref. 2217/15 (Ballymore) and Reg. Ref.3604/12 (Castlethorn Site) refer. These are shown in purple on **Figure 1.3** below. 522 residential units and related facilities have been provided / are under construction on these lands.

Planning permission has been granted at the Capel Site, a 5 ha site (see **Figure 1.3**, site coloured **orange**) for 296 residential units under Reg. Ref. 3666/15. Development has not commenced on this site to-date. Permission has not been applied for on the lands shown **green** on **Figure 1.3**; lands known as Temporary School site (Rathborne Village) and the Ormond Printworks Site (Royal Canal Park / Pelletstown Village).

Therefore, while progress has been made in respect of the development of remaining sites at Ashtown Pelletstown there remains some 7.6 ha of land to be developed and this includes the completion of the eastern and western neighbourhood centres.

Urban Community Plaza

As part of the Land Use Strategy, Objective LUS01 of the Plan seeks the development of an urban community plaza adjoining the entrance to the proposed railway station framed by mixed uses with a playground and community garden. To date an urban community plaza associated with a widened berthing area at the Royal Canal has been provided (Reg. Ref. 3069/14). A café / kiosk / boat storage building has been provided as part of the Plaza and cycle and pedestrian routes have been designed into the space. The permitted railway station (granted permission under Reg. Ref. 2109/13 & 2310/18) has been designed to integrate with the plaza. While Objective CI02 of the plan seeks the locating of a playground at the Urban Community Plaza, the Planning Authority agreed, as part of the assessment of Reg. Ref. 3069/14, that a playground would be more suitably located adjacent to the open space area of the development, located on the northern end of the site.

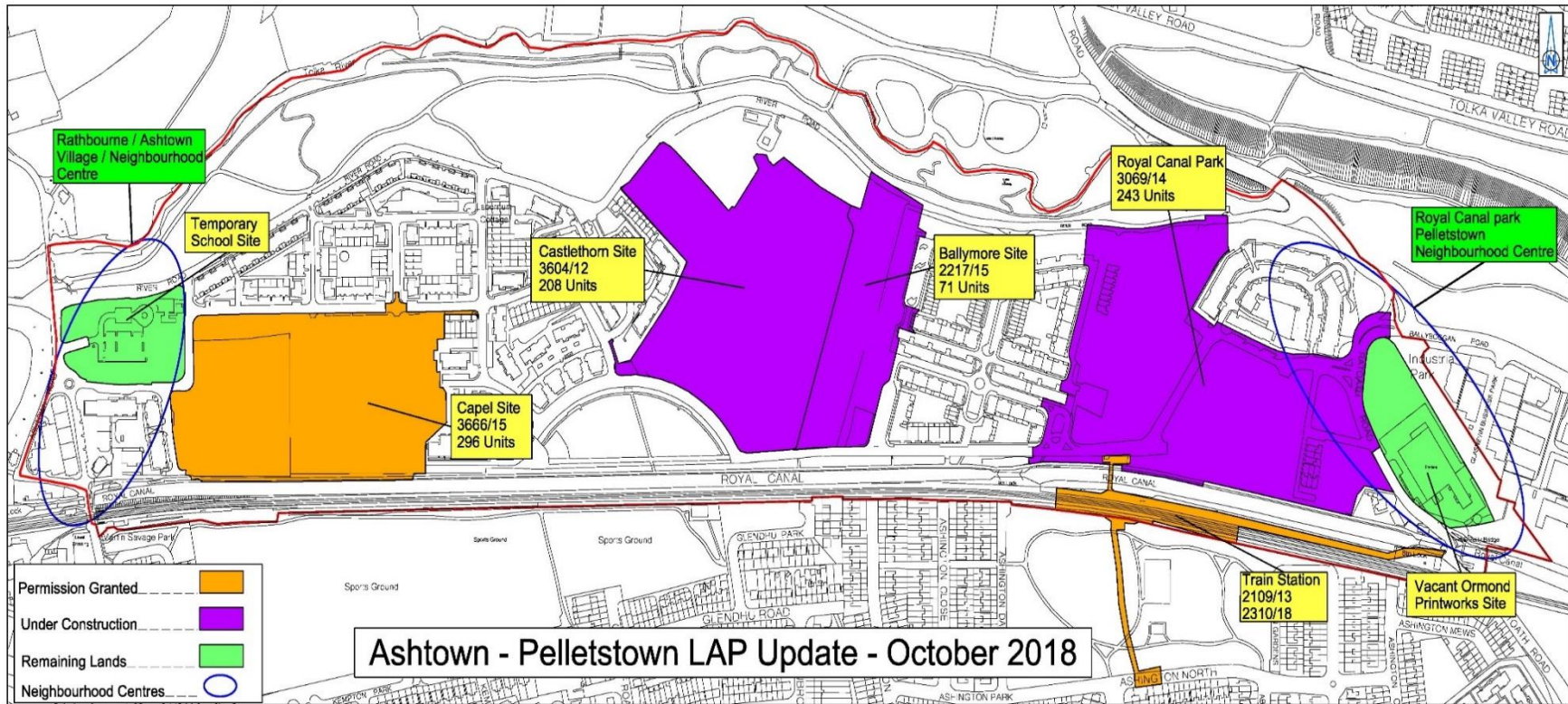


Figure 1.3 : LAP Land Use Strategy Update.

3.2.2 Housing

Objective HO1 of the LAP seeks the development of 920-1270 residential units on the 'remaining lands' in the LAP area. The City Development Plan's Core Strategy identifies an estimated capacity of 1,000 units in this area.

Since 2013, 818 residential units have been permitted. This is on foot of 4 planning applications: on the Royal Canal Park site, the Ballymore site, the Castlethorn site and the Capel site (**see Figure 1.3**). Of these, construction is nearing completion on the Royal Canal Park site, the Ballymore site, and the Castlethorn site, delivering 522 residential units.

The two further landbanks which remain to be subject of planning applications for their comprehensive redevelopment are the Ormond Printworks site (Royal Canal Park / Pelletstown) and the temporary school site (Rathborne Village).

Given that 818 units have already been permitted, this suggests that at least the lower target of an additional 920 units should be achieved when the 'remaining lands' are developed.

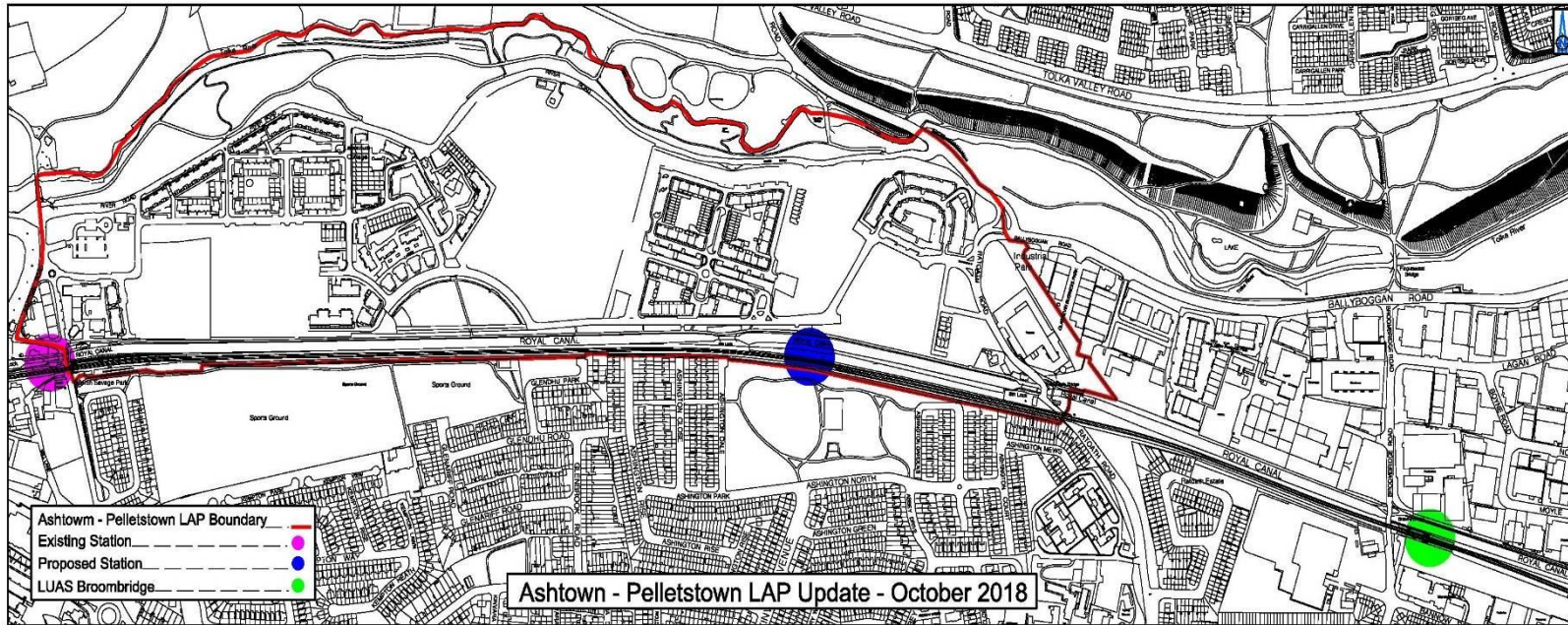
Table 4.7 in the LAP states indicates that the total target number of units for the LAP area is 3041-3391. The total of existing and permitted development has increased since 2013 to 2939 units ((existing) 2121 units + (permitted) 818 units = 2939). As two land banks remain to be the subject of development proposals, albeit not solely for residential development, it is anticipated that at least the lower figure of 3041 units is likely to be achieved when the entire LAP is built out. Objective HO1 of the LAP remains to be secured.

3.2.3 Movement and Access

The LAP identifies a number of transport infrastructure projects as key to the longer term success of the Plan area. To date the following have been achieved: the implementation of the Ratoath Road Realignment scheme (Objective MA06); the ongoing delivery of main distributor road routes in tandem with development (Objective MA04); and, the ongoing delivery of a network of walking and cycling routes throughout the area (Policy MA3). In addition, the Luas Terminus at Broombridge rail station is now open. The following movement and access projects remain to be secured:

- a) **The delivery of a second train station on the eastern end of the plan area (Objective MA03).**
Planning permission was granted by An Bord Pleanála for a second train station on the eastern side of the Plan area in October 2014 (ref. 2109/13 and modified by Reg. Ref. 2310/18) see **Figure 1.4**. This development has yet to commence.
- b) **The upgrading of River Road (Objective MA01)** has still to be implemented.
- c) **The replacement of the existing manned rail level crossing at Ashtown**
The replacement of the manually operated level crossing at Ashtown has still to be progressed.

Figure 1.4: Public Transport Infrastructure



d) The completion of main distributor road routes in tandem with development (Objective MAO4)

Development permitted within the Plan area since 2013 allows for permeability within and connectivity between the various schemes. The delivery of approved development on the Capel site will complete the main distributor road routes in the Plan area.

e) The completion of a network of walking and cycling routes throughout the Plan area and to the wider area (Policy MA3).

Outstanding cycle and pedestrian infrastructure includes: the footbridges associated with the proposed second train station which will allow for pedestrian and cycle access over the canal and the rail line and which will link the Plan area to the wider Navan Road area; a cycleway from Dunsink Observatory to the Phoenix Park via Ashtown Station; and, a north / south link through the Capel site.

In addition to the above, a Greenway (cycleway and pedestrian route) along the Royal Canal towpath, was approved by the Council, as part of the much longer Greenway from Sheriff Street Upper to Ashtown (ref.2870/15). The design of the Greenway is currently progressing.

3.2.4 Community Infrastructure

The LAP identifies community infrastructure required to service the Plan area (Map 4.2.1 of the Plan illustrates indicative locations for the infrastructure). As part of the Plan, the following community infrastructure is in place / is being provided: a temporary primary school is in place; a playground and outdoor gym equipment have been provided at Royal Canal Park and childcare facilities are being provided as part of the Castlethorn development (ref. 3604/12). In addition, a c0.7ha area of public open space is being developed as part of the Castlethorn development (ref. 3604/12).

The following community infrastructure projects remain to be secured:

- (a) **Educational Facilities (Objective CI01):** The LAP reserves a site for a new primary school within the LAP area and this is shown on Map 4.21 of the LAP. A permanent primary school has not been provided to-date. The Department of Education and Skills is currently seeking to acquire the relevant site and anticipates proceeding with designing the new facility in the near future.
- (b) **Childcare Facilities (Table 4.21 of the Plan):** The development of crèche facilities at the Capel site as permitted under ref. 3666/15 is still outstanding as this development has not commenced to date. The need to provide crèche facilities as part of the redevelopment of the 'temporary school site' and the 'vacant Ormond Printworks site' remain outstanding.
- (c) **Playgrounds (Objective CI02):**

The development of a playground as permitted at the Capel site under Reg. 3666/15 remains outstanding.

3.2.5 Green Infrastructure and Biodiversity

The LAP contains a Green Infrastructure (GI) strategy with a view to creating a biodiverse system along a network of connected walking and cycling routes and open space areas.

Green spaces / new routes have been provided under the Plan (see **Figure 1.5**) as follows: a north / south link from the Urban Community Plaza at the canal to Tolka Valley Park via an open space area / playground at the attenuation ponds at Royal

Canal Park; and, the provision of a 0.7ha open space area on the Castlethorn lands which is currently being developed.

Green Infrastructure yet to be provided includes:

- (a) the provision of a primary green link through an open space area on the Capel site which will allow access from the Royal Canal to Tolka Valley Park;
- (b) the greening of the steeply sloping bank to River Road for biodiversity / ecological purposes;
- (c) the provision of a cycle route from Dunsink Observatory to the Phoenix Park via Ashtown Station;
- (d) access over the railway line and canal as part of the provision of the proposed railway station which will promote north / south permeability in the area; and,
- (e) a Linear Park along the Royal Canal (including Greenway).

3.3 Strategic Environmental Assessment and Appropriate Assessment

3.3.1 Strategic Environmental Assessment

The preparation of the Ashtown – Pelletstown LAP 2013 included statutory Strategic Environmental Assessment (SEA). The Environmental Protection Objectives arising from the Environmental Report under that process form part of the LAP and informed the policy approach of the LAP and its objectives. The proposal to extend the life of the Ashtown – Pelletstown LAP 2013 does not involve any changes or amendments to the Plan and therefore the Environmental Protection Objectives as set out in the Environmental (SEA) Report for the Ashtown – Pelletstown LAP still apply. The proposal to extend the life of the Plan does not require a further SEA in accordance with the Planning and Development (SEA) Regulations 2004, as amended.

3.3.2 Appropriate Assessment

The preparation of the Ashtown – Pelletstown LAP 2013 included Appropriate Assessment, i.e. the possible significant adverse effects of the plan on the environmental integrity of Natura 2000 sites were assessed. The approved Plan's policies and objectives mitigate against the possibility of significant adverse impacts on relevant Natura 2000 sites.

The proposal to extend the life of the Ashtown – Pelletstown LAP 2013 does not involve any changes or amendments to the Plan and therefore the mitigation measures identified in the Natura Impact Statement still apply. The proposal to extend the life of the Plan does not require a further Appropriate Assessment in accordance Article 6(3) of the EU Habitats Directive (92/43/EEC).

Chief Executive's Recommendation:

In order to deliver on the key objectives of the Ashtown – Pelletstown Local Area Plan it is the recommendation of the Chief Executive that the LAP is extended for an additional five year period, up until December 2023, to retain a statutory basis for the objectives therein. To do so the members are requested to consider the opinion of the Chief Executive set out in this report (Report No.287/2018), and pass by resolution the option to extend the Plan.

Resolution:

"That Dublin City Council notes Report No 287/2018 and hereby approves the extension of the Ashtown – Pelletstown Local Area Plan for an additional five year period, up until December 2023."

Richard Shakespeare

Assistant Chief Executive

5th November 2018

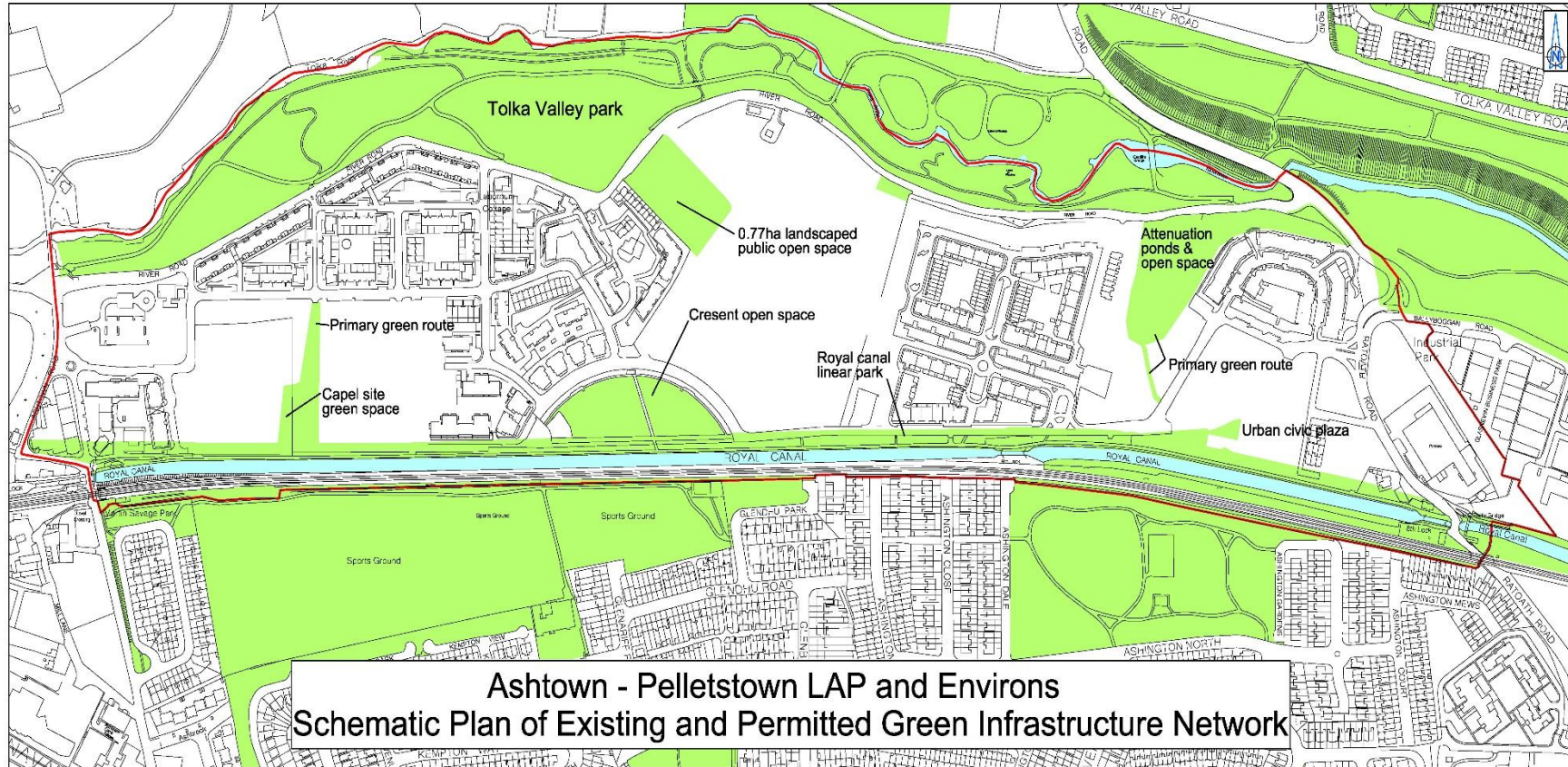


Figure 1.5 Existing and Permitted Green Infrastructure

APPENDIX 1

Policies and Objectives of Ashtown – Pelletstown Local Area Plan 2014

Policies and Objectives	Update October 2018
Land Use: Polices and Objectives	
<p>Policies</p> <p>LUS1 To actively pursue the completion of development on remaining lands, predominantly for residential uses and related services, with regard to planned infrastructural improvements and the need for improved connectivity and integration with both existing adjoining development and also the wider city.</p> <p>LUS2 In support of residential development, to seek appropriate mixed use development in selected areas, the protection and enhancement of green areas and amenities, and to allow for the sustainable development of community/educational uses.</p> <p>Objectives</p> <p>LUSO1 To promote the development of an urban community plaza adjoining the entrance to the proposed new train station, and framed by mixed uses. A playground and community garden will be integrated with this plaza</p>	<p>Ongoing.</p> <p>c.9 ha of the 17ha identified for development within the LAP area have been / are currently being developed. This amounts to 522 residential units and related services. These schemes are well connected and integrated with existing development including via new greenways. Some 7.6 ha of development lands remain to be developed.</p> <p>On-going</p> <p>Mixed use development in the form of residential development with a supermarket, office uses and 4 retail units are currently being developed at Royal Canal Park at Pelletstown (ref. 3069/14):</p> <p>Lands identified for mixed use development (circa 2.6ha) at two neighbourhood centres have not been developed to date (temporary school site and Ormond Printworks).</p> <p>The identified site for a permanent primary school in the LAP area also remains to be developed.</p> <p>On-going</p> <p>An urban community plaza associated with a widened berthing area and an outside seating area at the Royal Canal has been developed (ref. 3069/14). A café / kiosk / boat storage building has been provided as part of the Plaza. A playground was not developed as part of this urban plaza; it was located further north beside the open space / attenuation area and along the north / south route linking the Canal to Tolka Valley Park. A community garden has not been provided, however, the potential for the local community to provide same exists. Cycling and pedestrian routes have been incorporated into the design of this scheme to take account of the</p>

<p>LUSO2 To promote the provision of a widened berthing area at the Royal Canal and adjacent to the community plaza. Associated with this will be related services focused around the immediate area, and supplementing mixed uses around the community plaza (see above) <i>Note ; The development of lands for all uses are subject to normal constraints and development plan policies and objectives.</i></p>	<p>widened berth.</p> <p>The proposed train station, which was granted permission under Reg. Ref. 2109/13, has been designed to integrate with the plaza.</p> <p>The widened berthing area at the Royal Canal has been provided. See above.</p>
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Economic Development Strategy

<p>Policies</p> <p>ED1 To encourage employment-generating sustainable developments at the eastern and western nodes as part of mixed-use developments, benefitting from planned improvements in infrastructure and public transport. In particular, small-scale offices, business services and local level retailing will be encouraged.</p> <p>ED2 To foster linkages with existing and emerging employment areas, including those at Finglas, Ashtown, and Broombridge/Dublin Industrial Estate, in order to maximise employment-generating potential.</p> <p>ED3 To promote the provision of employment-generating small-scale retailing and services in tandem with new residential developments in this Key Developing Area.</p>	<p>On-going</p> <p>Mixed use development in the form of residential development with a supermarket (2066 sqm), office use (266sqm) and 4 retail units (356 sqm) is currently being developed at Royal Canal Park at Pelletstown (ref. 3069/14). An 86.5 sqm café / kiosk has been built adjacent the canal under the same permission.</p> <p>Lands identified for mixed use development in the LAP at the two neighbourhood centres (circa 2.6ha) have not been subject of development proposals to date (temporary school site and Ormond Printworks).</p> <p>Pre-2013 vacant office space at the Royal Canal Development is currently being fitted out for office use.</p> <p>Ongoing.</p> <p>The context for the LAP lands and the wider environs is currently undergoing change. The opening of Luas Broombridge could be a means of attracting new employment and other uses to the wider area. Similarly, the opening of the new rail station at the eastern part of the LAP will significantly facilitate access to this area by public transport.</p> <p>(see response to Policy ED1 above). The 'Key Developing Area' designation does not exist under the 2016 City Development Plan.</p>
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ED4 To adopt a flexible approach towards appropriate temporary/short-term uses on vacant and/or underutilised lands and buildings as an interim solution, whilst ensuring that any such uses will not preclude the realisation of the longer term economic vision for the area.

Objectives

EDO1 To promote the sustainable economic role of the area around the eastern node, encompassing Royal Canal Park and the areas around the proposed train station and Ratoath Road, as an area for new investment and employment as part of an integrated mixed use environment at this gateway location. Uses encouraged include a mix of smaller-scale office uses, small-scale enterprise, local-level retailing and local/community services.

EDO2 To encourage the provision of sustainable employment generating local services, local retailing, and small-scale enterprise adjoining main pedestrian thoroughfares and urban squares in conjunction with the urban design strategy.

EDO3 To encourage development of small-scale canal-side services which enhance public appreciation of the Royal Canal and its amenities. Any such proposals will necessarily consider impacts on existing and planned residential amenities.

EDO4 To promote appropriate employment-generating uses for the vacant Ormond Printworks site, which occupies an important transitional area between established industrial lands and the emerging mixed-use environment at the eastern extremity of the LAP lands.

Ongoing.

There have been no other significant temporary uses on the vacant landbanks in the LAP area.

In general, it is anticipated that the various planning permissions in the LAP area which have been granted in recent years will progress to implementation.

On-going:

Mixed use development in the form of residential development with a supermarket (2066 sqm), office use (266sqm) and 4 retail units (356 sqm) is currently being developed at Royal Canal Park at Pelletstown (ref. 3069/14). An 86.5 sqm café / kiosk has been built adjacent the canal / proposed train station site under the same permission.

Lands identified for mixed use development in the LAP at the two neighbourhood centres (circa 2.6ha) have not been developed to date (temporary school site and Ormond Printworks). The sites are indicated to be developed as mixed use and residential. This objective remains to be achieved.

On-going:

(see update to Objective EDO1)

An urban community plaza associated with a widened berthing area and an outside seating area at the Royal Canal has been developed (ref. 3069/14). A café / kiosk / boat storage building has been provided as part of the Plaza. Cycling and pedestrian routes have been incorporated into the design of this scheme to take account of the widened berth.

The proposed train station, which was granted permission under Reg. Ref. 2109/13, has been designed to integrate with the plaza.

On-going

Lands identified for mixed use development in the LAP at Ormond Printworks have not been developed to-date. The site is indicated to be developed as mixed use and residential.

The site has been re-zoned from Z6 (employment/enterprise zoning) to Z14 in the City

	<p>Development Plan 2016-2022. The Z14 land-use zoning is to seek the social, economic and physical development and/or rejuvenation of an area with mixed use, of which residential and “Z6” would be the predominant uses.</p> <p>This objective remains to be achieved.</p>
<p>Movement and Access</p>	
<p>Policies</p> <p>MA1 To improve accessibility throughout the plan area, facilitate the completion of a hierarchical road infrastructure network, and encourage links to existing and proposed public transport nodes both within and beyond the LAP boundary.</p> <p>MA2 In tandem with new public transport service delivery, to sustain and build upon the existing high percentage (40%) of residents using public transport and soft modes (10%).</p>	<p>Ongoing: Movement and Access Achievements:</p> <ul style="list-style-type: none"> • Ratoath Road flyover completed • Luas Broombridge operational • A Part 8 for a greenway has been approved along the Royal Canal towpath, as part of the much longer greenway from Sheriff Street Upper to Ashtown (ref.2870/15). • New Train Station granted Planning Permission • Hierarchical road infrastructure network being rolled as part of 3 large development schemes granted permission. • Linking routes permitted and being provided north / south between Royal Canal and Tolka Valley Park and east / west between neighbourhood centres. <p>Outstanding Objectives:</p> <ul style="list-style-type: none"> • New railway station yet to be provided • Hierarchical road infrastructure network to be completed • Permitted linking routes to be provided north / south between Royal Canal and Tolka Valley Park and east / west between neighbourhood centres. • Greenway from City Centre / Ashtown yet to be provided. • River Road Upgrade outstanding <p>Ongoing.</p> <p>The 2016 Census (Small Area Population Statistics) indicates a percentage of 34 % of residents using public transport and 12% of</p>

<p>MA3 To promote increased cycling and pedestrian activity through the development of a network of routes that connect to public transport routes, centres of employment, amenities, and community and retail destinations.</p> <p>Objectives</p> <p>MAO1 To implement an improvement scheme for River Road by 2017 in accordance with objective SI038 of the Dublin City Development Plan 2011-17 that provides for (i) safe movement of traffic, (ii) pedestrian routes along and across the road, and (iii) cycle connections. The eventual design will incorporate a two-way section on the western (Ashtown) side, and a one-way eastbound section on the remainder, connecting with Ratoath Road. This design shall be the subject of detailed study. Interim road safety measures will also be carried out.</p> <p>MAO2 In association with MAO1, to deliver a series of visible and safe pedestrian/cycle crossing points across River Road to interconnect key routes with access gates to Tolka Valley Park.</p> <p>MAO3 To facilitate the delivery of a second train station close to Ratoath Road, incorporating a pedestrian and cycle bridge over the canal and rail line.</p>	<p>residents cycling and walking. This combined figure of 46% of residents using public transport and soft modes of transport is lower than the percentage outcome (50%) in the 2011 Census.</p> <p>The delivery of the second train station and the greenway are key to sustaining and building on the original 50% figure (from the 2011 Census).</p> <p>Ongoing:</p> <p>Each of the large scale development proposals granted on the 'remaining sites' provide a network of interconnected cycleway and pedestrian routes providing north / south and west access. The delivery of the railway station with its connections over the canal and railway line will facilitate access to the wider Navan Road area.</p> <p>The approved Greenway along the towpath will improve the amenity of the existing towpath, and will facilitate improved access to the wider area.</p> <p>Ongoing:</p> <p>The River Road improvement scheme has not been implemented to date.</p> <p>This objective remains to be achieved.</p> <p>(see response to Objective MAO2 below)</p> <p>On-going.</p> <p>A new signalised crossing is proposed from the new pedestrian/cycle route at the embankment of Royal Canal Park scheme, across River Road to the existing entrance to Tolka Valley Park. This crossing is proposed as part of the Royal Canal Park scheme (ref.3069/14). This objective remains to be achieved.</p> <p>On-going.</p> <p>Planning permission was granted by An Bord Pleanála for a second train station in October 2014 (ref. 2109/13 and this permission was modified under ref.2310/18). This development has not commenced to date and this objective remains to be achieved.</p>
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MAO4 To deliver an integrated road network of primary and secondary routes involving a series of transverse road routes running north/south across the plan area and connecting to existing and proposed east-west routes. This will provide a permeable street network, allowing for balanced dispersal of traffic and serving both existing and new developments.

MAO5 To require the preparation of a phasing programme with all proposed large-scale developments, to include (*inter alia*) clear reference to the intended roll-out of transportation infrastructure on the site. This programme shall also refer to planned improvements in connectivity for pedestrians, cyclists and motorists in the area, taking account of existing infrastructure and current barriers to movement.

MAO6 In accordance with objective SI038 of the City Development Plan, to seek the delivery of the proposed re-alignment of the Ratoath Road including a new bridge across the railway and canal and a new junction with Ballyboggan Road (expected completion date end 2014)

MAO7 To encourage and facilitate, in cooperation with Fingal County Council and Iarnród Éireann, the replacement of the existing manually operated rail level crossing at Ashtown Road, with a suitably designed alternative. The eventual design shall have regard to both existing and proposed developments in the immediate vicinity of the plan area and provide for high quality pedestrian and cycle facilities linking with existing and proposed pedestrian and cycle networks both within and surrounding the LAP area.

MAO8 To provide for adequate car parking provision for new developments within the LAP area that promotes sustainable modes of transport, discourages casual park and ride, whilst also catering for the needs of car storage and commercial and community activities, as per section 4.3.4 of this plan.

MAO9 To promote appropriate temporary uses on existing surface car parking areas

Ongoing.

In terms of accessibility throughout the plan area, the 4 separate planning permissions granted for residential and primarily residential developments since 2013 are designed for permeability within and connectivity between the various schemes.

On-going.

This is addressed in the Development Management process. The 4 planning applications for residential/primarily residential developments in the LAP area since mid-2013 contain phasing programmes.

The re-alignment of Ratoath Road was completed in early 2015, when the new Ratoath Road flyover became operational. As part of the new roads infrastructure at this location, a new road layout was introduced at the eastern entrance to the LAP lands, i.e., the junction of Ballyboggan Road and the revised Ratoath Road.

The replacement of the manually operated level crossing at Ashtown has not progressed to date. However, Irish Rail has confirmed that it has acquired a piece of land next to the level crossing, which may facilitate future plans.

The NTA's Transport Strategy for the Greater Dublin Area 2016-2035 states that it is proposed to extend DART to Maynooth by electrifying this line and by removing level crossings.

Ongoing.

The provision of car parking for new developments is addressed in the Development Management process.

On-going:

associated with former marketing suites in the LAP area, pending proposals for more permanent development.

MAO10 To seek the provision of new cycle parking facilities in tandem with new development, including community, residential, commercial and public transport developments. As part of such provision, the Planning Authority will seek secure cycle parking provision at the specific locations illustrated in map 4.7.

MAO11 Within the plan period, to seek the achievement of a target of 50% of journeys by public transport modes combined (based on means of travel to work / school / college)

MAO12 All planned infrastructural improvements (including widening berthing areas at the Royal Canal bridge crossings etc) shall ensure that the requirements of the EIA, Habitats, Water Framework and Floods Directives respectively are taken into account where appropriate.

MAO13 To maintain ongoing contact with Fingal County Council in relation to traffic issues and transport-related objectives or works that may impact on the delivery of the planned transportation network in the LAP area.

MAO14 To review existing signage both (a) on the adjacent main roads, and (b) within the LAP area, with the intention of providing new directional signage to encourage a sense of place for people who work and live in the area.

For example, the former marketing suite located at the western node of the LAP has been converted into a temporary primary school.

On-going:

Cycle parking is provided to serve the permitted residential/primarily residential schemes.

Map 4.7 of the LAP shows the location of four proposed cycle parking locations across the LAP area. 45 no. cycle spaces have been permitted in largely similar locations to those shown on Map 4.7.

See response to Policy MA2 above.

Ongoing.

This is addressed in the Development Management process.

None of the 4 planning applications granted for the large residential developments in the LAP area since 2013 required an Environmental Impact Assessment.

The objective to maintain contact with Fingal will be kept under review.

Fingal's County Development Plan 2017-2023 came into effect on 16 March 2017. It is an objective of the plan to carry out a feasibility study of lands at Dunsink, within 3 years of its adoption, to include a full investigation of requirements in terms of infrastructure, water, access, drainage, to inform the future designation of these lands for development (Objective Blanchardstown 13).

There has been no review of signage within the LAP area as the roads within the area are in private ownership, and have yet to be taken in charge.

This matter will be kept under review.

Urban Form & Design

Policies

UD1 To ensure that all future development delivers a high quality, attractive and robust public realm, that will provide a pleasant setting for new residential communities, support biodiversity and ensure public safety.

UD2 To require that new development delivers the structuring principles of the LAP, as outlined in Section 4.5.3, so that an integrated, permeable and pleasant environment is provided capitalising on the assets of the area and fully integrating with the existing build areas.

UD3 To ensure that all new buildings are designed and finished to a high standard using finishes that are lasting, easily maintained and attractive, and that the designs chosen enhance the character of residential areas, fully address the street, and through finish and elevations integrate well with existing development, without seeking to imitate.

UD4 All development will be required to comply with the height strategy for the LAP

Ongoing;

New development in the area is of a high quality and is attractive. The public realm provides a pleasant setting for the existing and new residential community.

Ongoing:

Since the Plan was adopted a series of residential areas and open space areas linked by a network of interconnected streets and pedestrian and cycle routes have and are being developed. Specifically, the 'urban community plaza' located beside a widened section of canal has been provided and the Crescent around the Central Park is currently being completed. In addition the retail centre of Royal Canal Park (Pelletstown / Ratoath Road entrance) has been supplemented with buildings of scale and with retail uses.

The following elements of the urban structure remain to be developed:

- The completion of the neighbourhood centres (by the development of the temporary school site and Ormond Printworks)
- The capel site residential landbank
- Linear Park along the canal
- Completion of North / south linking routes (for example through the Capel site; A Phoenix Park to Dunsink route & the pedestrian bridge associated with the new train station crossing the railway line and canal)

On-going. Managed through the Development Management process.

On-going. Managed through the Development Management process.

area outlined in Section 4.5.4 and Map 4.12, and for all areas excluding the three identified locations for some height, the Development Plan standards regarding height shall apply.

Objectives

UDO1 To require that new development facing the Crescent is designed and scaled appropriately to ensure that the Crescent is an area of character and distinctiveness, providing a strong elevation and passive supervision to the park, and to support the role of the Crescent Park as an area of relaxation, play and biodiversity enhancement.

UDO2 To ensure the completion of the linear park on the Royal Canal towpath for the full extent of the LAP area, with a minimum width of 10 metres from the Canal edge to park railing and to seek an increase in future sections of park of access points to the towpath park to improve permeability and safety.

UDO3 To seek the completion of a main boulevard through the LAP area, providing an attractive tree lined route through the lands with a strong emphasis on walking and cycling connections, creating links between the towpath park and the main vehicular access routes for the LAP area.

UDO4 To require the creation of a new 'community' square comprising of both hard and soft landscaped areas adjoining the entrance point to the proposed new rail station. This space shall provide a small pocket park with a play area for children and, subject to the agreement of residents, a community garden or landscaped garden.

UDO5 To seek the completion of the 'gateway' entrance to the LAP area from the Ratoath Road with the southern site developed appropriately, using both some height and a high quality frontage design to

Permission was granted at the Castlethorn lands (ref. 3604/12) for a housing development to complete the crescent and address the park. This wider development is under construction (relevant phase for Crescent not yet commenced). Development comprises 3 apartment blocks primarily of 4 storeys.

On-going:

The development granted permission at the Capel Site (ref. 3666/15) and the development constructed at Royal Canal Park allow for the minimum set back of 10 metres from the towpath to form part of the linear park (ref. 3069/14) Both developments allow north/south links from the Canal to Tolka Valley as well as east / west linkages.

A Greenway (cycling / walking) has been approved along the towpath as part of the Royal Canal Greenway Scheme along the Royal Canal from Sheriff Street Upper to Ashtown (ref. 2870/15).

The development granted permission at the Capel site (ref.3666/15) allows for the completion of local east/west access with connections to existing pedestrian/cycle routes.

On-going:

A canal side 'urban community plaza' / canal side amenity area comprising of c.2,000sqm has been provided around the proposed entrance to the permitted train station at Pelletstown.

The Royal Canal Park development (ref. 3069/14) provides for a mixed use development at the eastern node of the Plan area centred on the Gateway / Village Centre/Eastern Node. This comprises a 2066 sqm supermarket (including a subsidiary licensed area), 266.7 sqm of

frame the entrance. In the short term, this space should be landscaped and maintained to a high standard to ensure an attractive setting for entering the LAP area.

UD06 To require the completion of two secondary north south routes for pedestrians and cyclists that have a strong green infrastructure character, linking the Canal to the Tolka Valley Park via existing and proposed public spaces. Design and planting of these links should promote and encourage biodiversity through careful selection of tree species and under storey both along roads and within the parks provided.

UD07 To support and promote the development of a pedestrian and cycling connection linking the Phoenix Park and Ashtown Station to Dunsink Observatory through the LAP area as a joint project between Dublin City Council, Fingal County Council, Waterways Ireland, the Office of Public Works & the Dublin Institute of Advanced Studies.

UD08 To provide for three locations where building above the prevailing height can be provided; at (i) the village centres at the eastern and western edge of the LAP; (ii) facing the canal towpath park; and (iii) the Crescent; thus providing variation and interest across the LAP area, give strong passive supervision of public spaces and provide civic identity to the village locations.

associated office space and 4 retail units, which together comprise 354sq.m. This development interfaces with Meridan Court to the north of Spindrift Avenue which is predominantly retail/commercial units. Blocks C and D have yet to commence.

Development proposals have not been submitted for the Ormond Printworks site to date.

Ongoing.

A green North/South linkage facilitating good access to public transport and to the amenity of the Tolka Valley / canal is currently being provided at Royal Canal Park (ref. 3069/14). A green North/South linkage facilitating good access to public transport and to the amenity of the Tolka Valley via Rathbourne has been permitted at the Capel Site (ref. 3666/15).

The feasibility of a green route from Ashtown to the Phoenix Park is currently being investigated by the Council's Transportation Department. The continuation of this route to Dunsink is yet to be reviewed and would be under the remit of Fingal County Council.

Ongoing.

Royal Canal Park (3069/14): Residential blocks (C and D) at Royal Canal Park Pelletstown (off the Ratoath Road) are permitted to be seven and six storeys in height. The development of Blocks C & D are to commence shortly. The houses under construction at Royal Canal Park fronting onto the Canal are 3-storey in appearance. The permitted supermarket has a height of 13.9m to Spindrift Avenue.

Ballymore site (2217/15): 3 storey houses are currently being constructed along the roadside frontage to the canal at the Ballymore site.

Castlethorn site (3604/12): Residential development fronting onto Central Park / Crescent in the Castlethorn site comprise of 3 apartment blocks which comprise 4/5 storeys.

Capel site (3666/15): The Capel site provides apartment blocks of 5-storey appearance fronting onto the canal.

<p>UDO9 To prepare and implement a landscape and public realm plan for the Ratoath Road in consultation with Irish Rail where it crosses Reillys Bridge following the completion of the overpass, so that safe and pleasant pedestrian and cycle routes are accommodated, an appropriate setting for the protected structure is provided, and the design and planting provides an attractive and workable cul-de-sac.</p> <p>UDO10: To minimise the adverse impacts of noise and promote good health and a good quality of life through effective management of noise within the Ashtown-Pelletsown Local Area Plan.</p>	<p>This objective has not been completed to date.</p> <p>Ongoing – This is addressed in the Development Management process. The An Bord Pleanála decision on the rail station (2109/13) requires the submission of a construction management plan, to include noise management measures.</p>
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Housing	
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<p>Policies</p> <p>H1 To seek a balanced range of residential typologies and unit sizes across the LAP area, and having regard to the existing typologies, to encourage large unit sizes and particularly those that can accommodate large households or families.</p> <p>H2 To ensure new residential development is effectively integrated into the existing environment in terms of design, layout and scale.</p> <p>H3 To seek new housing provision at sustainable densities to create and sustain critical mass necessary to support existing and future infrastructure investment and services in the plan area.</p> <p>H4 To encourage the development of high quality, energy efficient, sustainable housing that meets development plan standards and complies with the Dublin City Housing Strategy as outlined in the development plan.</p> <p>Objectives</p> <p>HO1 To encourage the sustainable development of approximately 920-1270 residential units on remaining developable</p>	<p>On-going. See response to Objective HO2 below.</p> <p>On-going. Permitted residential development has been effectively integrated into the existing environment in terms of design, layout and scale.</p> <p>On-going. See response to Objective HO3 below</p> <p>On-going. See response to section on Environmental Sustainability & Sustainable Design below</p> <p>On-going: The total number of units granted since the LAP was made is 818 residential units. Some 230 + (at the temporary school site and the Ormond</p>
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<p>lands in the LAP area.</p> <p>HO2 To ensure a minimum of 50% of large sized units, i.e., of 3+ bedrooms, are provided within the LAP area on completion of all development. Whilst percentages may be permitted to vary above or below this figure on a given site, any significant housing proposal will be required to demonstrate how it can contribute towards achieving the eventual 50% minimum across the LAP.</p> <p>HO3 To achieve an average net density of 64 units per hectare across remaining residential lands, and 84uph across the entire LAP area (including existing). Calculations based on equivalent bedspaces per hectare will be considered on their merits.</p>	<p>Printworks) have yet to be commenced / permitted.</p> <p>On-going: Since the LAP was made 4 planning permissions have been granted for residential or primarily residential development. The total number of units granted since 2013 is 818, of which 555 comprise of 3 or more bedroom units. This represents 68% of all units permitted in the LAP area since 2013.</p> <p>Applying these updated (since 2013) figures across the LAP area, this results in a total of 1048 existing or permitted units which comprise of 3 or more bedrooms (493 (existing) + 555 (permitted) = 1048).</p> <p>As 1048 existing and permitted units comprise of 3 or more bedrooms, this represents 35% of all existing/permitted units to date (i.e., 35% of 2939 units).</p> <p>Based on 4 permissions granted for residential/primarily residential development over the period 2013-2016, the average net density on these 4 sites is calculated at c.50uph.</p>
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Cultural Heritage	
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<p>Policies</p> <p>CH1 To promote awareness, appreciation and protection of the cultural and built heritage of the Ashtown-Pelletstown plan area and environs in order to sustain its unique significance, fabric and character and to ensure its survival as a unique resource to be handed over to future generations</p> <p>Objectives</p> <p>CHO1 To protect and conserve the special character of all built heritage features both within the plan area as well as those within the surrounding areas</p>	<p>On-going. This policy is implemented through the Development Management process.</p> <p>On-going: This objective is implemented through the Development Management process. Of the four planning applications for residential/primarily residential development in this LAP area since 2013, two of these were screened by the City Archaeologist and conditions attached as relevant.</p>
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CHO2 To promote awareness and appreciation of and access to the plan area's archaeological inheritance while also ensuring their protection and conservation

CHO3 To protect and enhance the character and historic fabric of the Royal Canal and Tolka Valley conservation areas as contained within the Ashtown-Pelletstown plan area and the extension of same into the environs surrounding the plan area

CHO4 To protect the buildings and features of industrial heritage of the Ashtown-Pelletstown Plan area in situ and their related artefacts and plant where appropriate.

CHO5 That the RPS be revised and updated in relation to the findings of the DCIHR for the Ashtown-Pelletstown plan area and that the following industrial heritage sites that have been evaluated as being of regional or higher merit be assessed for protection under the criteria set out in Part IV of the Planning and Development Act 2000:

- (i) Royal Canal
- (ii) Midland Great Western Railway
- (iii) 8th Lock
- (iv) 9th Lock
- (v) Royal Canal Towing Path

On-going: The implementation of the Linear Park and the Greenway along the Canal will provide access to the plan areas archaeological and Industrial Heritage along the Canal. Of the four planning applications for residential/primarily residential development in this LAP area since 2013, two of these were screened by the City Archaeologist and conditions attached as relevant.

On-going: Development proposals for primarily residential development in the plan area provide for development which protects, enhances and provides access to Tolka Valley and Royal Canal conservation areas.

On-going: Development proposals for primarily residential development in the plan area provide for development which protects, enhances and provides access to Tolka Valley and Royal Canal conservation areas.

There have been a number of new and modified policies and objectives in the new City Development Plan 2016-2022 which further support conservation and heritage. Two such examples which are relevant to the canal-side location and heritage qualities of the LAP lands are:

Policy CHC14: To promote the awareness of Dublin's industrial, military and maritime, canalside (including lock-keepers' dwellings) and rural (vernacular) heritage.

Objective CHCO11: To continue to review and implement the Dublin City Heritage Plan. To publish the Dublin City Heritage Plan in 2017 based on the consultative process undertaken in 2012.

The policy context for conservation areas, including those identified by red hatched areas on the Development Plan maps, has also been strengthened. The Royal Canal, Tolka Valley Park and the area around Pelletstown House have this conservation designation in the City Development Plan.

The juxtaposition of the new Ratoath Road flyover to Reilly's Bridge, a protected structure, and the associated cul-de-sac created at the southern side of this bridge, has significantly altered the contextual location of this protected structure.

Infrastructure and Water Management

Policies

IW1 To actively seek the funding and delivery of key infrastructure including water supply and waste water for the Dublin Region to enable development in the Ashtown – Pelletstown area.

IW2 To ensure that development is permitted in tandem with available water supply, waste water treatment and network capacity. To manage and phase development so that new schemes are permitted only where adequate capacity or resources exist or will become available within the life of a planning permission.

IW3 To require that all large development proposals include water conservation and demand management measures.

IW4 To protect existing infrastructure by ensuring through consultation with Dublin City Council, that buildings and structures are designed and constructed so that they do not compromise the structural integrity of trunk watermains drainage pipes, gas mains, overhead cables, and other services in the area.

IW5 To seek to improve water quality and meet the objectives of the Eastern River Basin District Management Plan by ensuring the separation of foul and surface water effluent through the provision of separate sewage networks in any new permission, and by ensuring the implementation of a stormwater management system in the detailed design of the plan lands, following the principles of Sustainable Urban Drainage Systems (SuDS).

IW6 To encourage provision of suitably high quality strategic telecommunications

Irish Water

Ongoing - Since 1 January 2014, Irish Water is the statutory agency responsible for both wastewater and drinking water infrastructure. This includes funding and delivery of new infrastructure. Irish Water, with the approval of the Commission for Energy Regulation, have developed a Capital Investment Plan (CIP) to fulfil this objective. They are currently implementing this CIP.

Irish Water is addressing capacity issues in Dublin by implementing the relevant projects on their Capital Investment Plan to facilitate development. Also, at planning stage, all new developments are required to separate Storm Water from Foul, thereby releasing capacity in areas of Combined drainage.

Water conservation and demand management measures are addressed in the Development Management process.

River Basin Management Plans

Ongoing.

Dublin City Council (DCC) was the Lead Local Authority for the Eastern River Basin District (ERBD). As Lead Local Authority it co-ordinated the implementation of the Programme of Measures adopted in the first cycle of the ERBD River Basin Management Plan (RBMP) under the Water Framework Directive to improve water bodies towards good status or maintain them at high status over 11 local authorities.

The Department of Housing, Planning, Community & Local Government (DHPCLG) advised in July 2014 that there would be a single national approach for the development of the RBMPs for the second cycle and that the Eastern, South Eastern, South Western, Western and Shannon River Basin Districts were to merge to form one national River Basin District.

Regulations issued by the DHPCLG in July 2014 entitled European Union [Water Policy] Regulations 2014 gave effect to a new, three tier,

including fibre optic, broadband links and utilities (including gas and electricity) infrastructure within the area of the local area plan.

Objectives

IWO1 To promote the achievement of good ecological status, good ecological potential and good chemical status for the River Tolka by 2027, in accordance with the Water Framework Directive.

IWO2 To implement the programme of measures (POM) for the River Tolka set out in the Eastern River Basin Management Plan 2009 –2015.

IWO3 To support the principles of good waste management, and to provide for local recycling facilities. Any large retail site must provide a glass recycling facility.

IWO4 To require all proposed developments to carry out a site specific Flood Risk Assessment in accordance with the Departmental Guidelines on Flood Risk Management and Appendix 1 of this plan. The flood risk assessment shall accompany the planning application and should be sufficiently detailed to quantify the risks and the effects of any residual mitigation/adaptation together with the measures needed to manage residual risks.

IWO5 All planning applications shall be required to submit a surface water drainage plan, following the principles of Sustainable Urban Drainage Systems (SuDS) which will include proposals for the management of surface water within sites, protecting the water quality of the River Tolka.

IWO6 A construction management plan shall be submitted for all large developments setting out a planned programme for the

governance framework and placed new obligations on Local Authorities, operating at Tier 3 and led by the lead Local Authorities, Kilkenny and Tipperary Counties acting jointly to co-ordinate the catchment management & public participation elements for the WFD.

As set out in the 2014 Regulations, Local Authorities are to support and assist the Minister and the EPA in carrying out “characterisation”, establishing environmental objectives, developing and implementing the RBMP and Programmes of Measures with respect to their functional area and have primary responsibility for statutory public consultation on same.

New Governance Structures at National and Regional Level (5) are now in place. Dublin City Council is in the Eastern and Midlands Region. Re-characterisation of all of the water bodies including the Tolka is currently underway. The proposed target for the Tolka is still to bring it up to good ecological and water status by 2027. All three local authorities, Meath, Fingal and Dublin City Council will implement measures to try and achieve this goal.

Many of the Programme of Measures for the original ERBD are being carried out, for example:-

- Awareness campaign.
- Planning linkages which this LAP highlights.
- Upstream POM's such as new pond on Tolka.
- Further river monitoring.
- Bank surveys.
- Local Government Water Pollution Act.
- Diffuse Runoff (Urban) Gully management and Cleaning programme.
- Diffuse runoff implementation of SuDS.
- Upgrades and rehabilitation of drainage network.
- Reducing misconnections.
- Fats oils and grease programme.

Eastern Catchment Flood Risk Assessment and Management Plan (CFRAM)

The Office of Public Works (OPW) undertook a national programme of river Catchment-based Flood Risk Assessment and Management (CFRAM) Studies, in line with the European Directive on the Assessment and Management of Flood Risks (2007/60/EC) and Irish Law (Statutory Instrument No. 122 of 2010) and to deliver on core components of the 2004 National Flood Policy.

The National CFRAM Programme had three principal milestones:

- Preliminary Flood Risk Assessment (Completed

management, recovery, disposal of construction and demolition waste material generated at the site during the excavation and construction phases of development, in accordance with the relevant national waste management legislation. Developers shall ensure that all waste is removed from the plan lands by approved waste disposal contractors to approved waste disposal facilities. In addition, it is an objective of this plan that developers shall take adequate measures to minimise the impacts of traffic, noise and dust during construction phases.

IWO7 Any works for infrastructure development adjacent to the Royal Canal pNHA, in particular works in pursuit of the delivery of Objectives MAO3, MAO6 and LUS02, shall require effective mitigation measures, agreed with Waterways Ireland and agreed with the planning authority through the appropriate planning and environmental assessment process for each project, to minimise the potential for significant adverse short term and long term impacts on the canal, its water, habitats and amenity value.

IWO8 - To ensure the protection of surface and ground water quality in the plan area and surrounding areas in the construction of enhanced infrastructural requirements, and the protection of protected habitats and species including designated national and international conservation sites in implementing the plan.

IWO9 – The recommendations of the Eastern Catchment Flood Risk Assessment and Management Plan (CFRAM) study shall be incorporated into any future development of the area, upon its adoption.

2011)

- Preparation of Flood Maps (2013 - 2014)
- Preparation of Flood Risk Management Plans (2015)

The CFRAM programme split the country in to seven large areas called River Basin Districts (RBD). Each RBD was then divided in to a number of Units of Management (UoM) where one FRMP was prepared for each UoM. The Eastern CFRAM Study includes four UoMs. UoM09 (Liffey - Dublin Bay) includes the Tolka. Flood Risk Management Plan for the Eastern Region approved by Minister. The Tolka Flood Alleviation project completed in 2009 in Dublin City, Fingal and Meath is designed to protect buildings against the 100 year flood event in Ashtown; however any proposed development close to the river has to be assessed for possible flood risk from this source.

A pluvial flood map of the Ashtown area is also available in the Development Plan which highlights areas in Ashtown at significant flooding risk from heavy rainfall events. A number of local flood retention ponds have been built in the area to reduce this risk locally.

Drainage and Sustainable Urban Drainage Systems (SUDS)

Ongoing - A large separated drainage network was part of the Masterplan for this area. Most of it was delivered with the first stages of this development. The remaining elements are now being delivered by developers. This includes an overall Storm water system, including attenuation and Sustainable Drainage features.

Strategic Flood Risk Assessment (SFRA)

Ongoing – This is addressed in the Development Plan process.

It is Council policy to implement and comply fully with the recommendations of the Strategic Flood Risk Assessment prepared as part of the City Development Plan (Policy SI12 of CDP 2016-2022).

Waste Management

Ongoing - This is addressed in the Development Management process.

For example, the Royal Canal Park scheme includes a supermarket (3069/14). A condition requires that provision be made for the collection of glass in bottle banks within the curtilage of the development, and that the location must be

	<p>external.</p> <p>At a more strategic level, the Eastern Midlands Waste Management Plan 2015 shows that in Dublin City Council, over the period 2010 to 2012, the total household waste managed reduced from 166,265 to 151,257. This represents a decrease of 9% over this period.</p> <p>Construction Management Plans</p> <p>Ongoing - This is addressed in the Development Management process.</p> <p>Appropriate Assessment and Ecology</p> <p>Ongoing - This is addressed in the Development Management process. For example, all 4 planning applications for residential/primarily residential developments in the LAP area since 2013 were screened for Appropriate Assessment.</p> <p>Save for the Castlethorn site (ref.3604/12), Ecological Assessment Reports were also lodged with these planning applications. For example, the Ecological Assessment Report lodged for Royal Canal Park (ref.3069/14) concluded that the proposed development will not have any impacts on water quality of the Royal Canal nor on the River Tolka.</p> <p>Telecommunications</p> <p>Ongoing – The provision of telecommunications is addressed in the Development Management process.</p>
<p>Green Infrastructure</p>	
<p>Policies</p> <p>GI 1 To encourage the development of opportunities for green infrastructure, both within the plan area and connecting to surrounding lands.</p> <p>GI 2 To implement a green infrastructure strategy in accordance with objectives herein</p>	<p>On-going:</p> <p>Green Infrastructure, as per the LAP’s Green Infrastructure Strategy, has been incorporated into approved development schemes. The achievement of the LAP’s Green Strategy will be sought in respect of any future development proposals.</p> <p>On-going: as above.</p>

and map.

GI 3 Applications for significant site development to demonstrate how the proposed development will contribute to green infrastructure and biodiversity.

GI 4: Any plan or project with the potential to give rise to significant direct, indirect or secondary impacts on a Natura 2000 site(s) shall be subject to an appropriate assessment in accordance with Article (3) of the Habitats Directive.

GI 5: To enhance the biodiversity value of the local area by protecting habitats, in particular along water bodies, and creating opportunities for new habitats through appropriate native species landscaping schemes to integrate the natural environment with high quality urban development and to control / remove invasive species.

Objectives

GIO1 To complete the linear park along the Royal Canal in tandem with new development, enhancing biodiversity and ecological value, and improving amenity value for those using the towpath.

GIO2 In association with objective UD06 to provide/complete the following south-north

On-going: as above.

On-going: as above. Appropriate Assessment is sought under the Development Management process.

On-going: as above.

On-going:

The development of a linear park along the Royal Canal is ongoing. This is addressed both in the Development Management process and also by Dublin City Council's ongoing initiatives in the wider area.

The linear park along the Royal Canal is currently being enhanced by the Royal Canal Park development / the Ballymore Development and the Castlethorn Development. The canal has been widened to create a new berthing area for boats, near the eastern end of the LAP lands, and close to the entrance to the permitted rail station.

A Part 8 for a greenway has been approved along the towpath, as part of the much longer greenway (ref. 2870/15). The greenway to be developed within the LAP area is part of the final phase (Phase 4) for Dublin City, of a much longer dedicated cycle and pedestrian route, which extends from Sheriff Street Upper, Dublin 1, to Ashtown, Dublin 15.

green links from the Royal Canal to entrances to Tolka Valley park. Design and planting of these links should encourage biodiversity through careful selection of tree species and under storey planting.

(a) Through Ballymore lands from a proposed civic space adjacent to the entrance to the proposed train station (see objective UD04) at the Royal Canal through a proposed new public space incorporating existing attenuation ponds, to Tolka Valley Park. This shall be designed to function as an ecological corridor with associated recreational space.

(b) Through former Capel lands (the'12 acres') from a planned green space near the canal through Rathborne Avenue a proposed new public space incorporating existing attenuation lakes, to Tolka Valley Park.

(c) In association with urban design objective UD07 of this plan and proposals by FCC, to provide a link from the eastern end of the LAP lands at Ashtown Road, to Dunsink Observatory.

GIO3: To support Fingal County Council in relation to their proposals to prepare a coordinated brief, to include pedestrian/cycle links, for all Royal Canal crossings and development adjacent to the Royal Canal.

GIO4 To implement a Green Points System as set out in section 4.11, as a flexible means to achieve improved green infrastructure for new developments, and incorporating a high level of biodiversity.

(see also objective ES01 in chapter 4.11)

GIO5 Landscaped and amenity areas to address biodiversity and where possible provide aquatic features as part of SuDS proposals. Native species should be included as part of a 3 – layed structure to include canopy, shrub and ground layers.

GIO6 Amenity and/or security lighting shall be designed to minimise negative impacts on

This 'primary green routes' between the Royal Canal and the Tolka Valley has been provided and is currently being finalised i.e. the crossing across River Road has yet to be provided.

On-going: A 'primary green route' has been permitted as part of a wider residential development at the Capel site (ref.3666/15).

This objective has not been realised to-date. This route has not been developed. This indicative route relates to a proposal to provide a link from the eastern end of the LAP lands at Ashtown Road, to Dunsink Observatory. This and any other relevant proposals by Fingal shall be kept under review.

On-going.

On-going: The green points system is addressed in the Development Management process.

While the Castlethorn site pre-dates the LAP, it includes for example a number of bio-swaales of various sizes within this residential scheme.

On-going:

On-going:

protected species such as bats. Such designs may include directional/cowled lighting or be based on the advice of an ecologist. Particular attention shall be paid to areas close to water bodies.

GI07 To retain and enhance, where feasible, remnants of existing hedgerows and treelines.

GI08 To encourage the development of community gardening and provision of allotments at appropriate locations in new schemes.

GI09 To support short term options for appropriate planting of areas of undeveloped lands pending future development and with regard to phasing programmes set out in Chapter 5.

GI010 For new developments to examine the feasibility of connecting new swales to existing ones – thereby lengthening the existing linear habitat.

The impacts of proposed developments on bats is addressed in the Development Management process. For example, a Bat Assessment was lodged for the Royal Canal Park proposal, which contains mitigation measures.

In the permitted Ballymore site, bat boxes are to be provided in the open space area at the north of that scheme (ref. 2217/15).

The Environmental Report for Phase 4 of the greenway concludes that it is not expected that the greenway will have any significant impact on the feeding, foraging and commuting habitats of the bats present, and mitigation measures are contained in the report (ref. 2870/15).

On-going:

In general, there is very little existing hedgerows that are retained or augmented in these permitted developments. However, in the example where hedgerow is removed in the Ballymore site, this is done as part of an overall site layout whereby other biodiversity measures are introduced. Bat boxes are proposed on the open space area at the north of this scheme (ref. 2217/15).

Native hedgerow is to be re-instated, albeit along a short stretch only, of the River Road boundary of the Royal Canal Park scheme currently under construction. (ref. 3069/14)

On-going:

The Royal Canal Park scheme includes a c.1350sq.m community park and there is potential to provide a community garden here in the future.

Further to the west along the Royal Canal, the permitted residential development at the Capel site includes a community garden, which is to be managed by the management company (ref. 3666/15).

On-going.

On-going.

Community Infrastructure

Policies

CI1 To ensure the provision of community, cultural and educational infrastructure in the Ashtown-Pelletstown plan are in line with the standards set out in Table 4.21 above and relevant development and design standards of the Dublin City Development Plan 2011 – 2017.

CI2 To facilitate the provision of educational facilities in the plan area by way of an integrated approach between the Department of Education and Skills, school authorities and Dublin City Council.

CI3 To support and facilitate the use of vacant commercial units and sites for publicly accessible cultural workspaces, performance venues, arts galleries etc on a temporary basis.

Objectives

CI01 To actively promote the development of a new primary school on the reserved school site, and seek to enter into partnership with the Department of Education and Skills to achieve the provision of a school hall as a community resource.

CI02 To provide one new larger size play facility adjacent to the canal at Royal Canal park as part of a new public open space ; and that smaller local play facilities are provided within developing areas.

On-going:

On-going: Community Infrastructure has been permitted / is being currently provided in accordance with strategy as set out on Map 4.21 where relevant. For example, crèches have been permitted in the residential development at the Capel site (ref. 3666/15) and at the Castlethorn site (ref. 3604/12).

On-Going: A temporary primary school has been provided in the western node of the plan area.

The location of a new primary school site is identified in the LAP. The Department of Education and Skills is currently engaging with the landowner of the identified school site, and anticipates proceeding with designing the new facility in the near future.

The potential for a school hall to be provided as a community resource may be addressed in the detailed design of the school.

A community centre was provided by Ballymore in Meridian Court in Phase 2 of Royal Canal Park, as outlined in the planning application for the Royal Canal Park (3069/14). This community centre was fitted out and handed over to the management company in March 2014. It is stated to be managed by and for local residents, and is available for uses such as exercise classes.

Ongoing: See Response to Policy C12 above.

Ongoing.

The Planning Authority agreed, as part of the assessment of Reg. Ref. 3069/14, that a playground would be more suitably located adjacent the open space area of the development, located on the northern end of the site.

<p>CIO3 To promote the area of the Royal Canal and Tolka Park as active community resources for leisure purposes, and to examine the possibility of (i) developing a sli na slainte circular route interconnecting both, and (ii) installing outdoor 'adult gym' facilities at appropriate locations as part of sport promotion.</p> <p>CIO4 The Council, in conjunction with the HSE will facilitate the development of a health care service within the LAP area.</p>	<p>On the Capel site, a play area has been permitted as part of the approved residential development (ref.3666/15). The children's play facilities are to be located north of the proposed outdoor gym equipment.</p> <p>At the Castlethorn site, the permitted residential development provides for a c.077ha area of public open space, to be landscaped and ceded free of charge to Dublin City Council (ref.3604/12). This proposed open space area is located adjacent to the identified school site.</p> <p>On-going.</p> <p>As part of the planning application for the Royal Canal Park development, a potential Slí na Sláinte route was outlined (ref. 3069/14). This route incorporates the neighbouring lands along the Royal Canal and in Tolka Valley Park. Gym facilities has been provided on the Royal Canal Park site and at the Capel site.</p> <p>The HSE has indicated that there are no plans to provide facilities within the LAP area.</p> <p>In the wider environs of the LAP area, the new Navan Road Primary Care Centre was opened in June 2015.</p>
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Environmental Sustainability & Sustainable Design

<p>Policies</p> <p>ES1 To seek that new developments utilise state of the art energy efficiency techniques and best practice technologies to reduce resource consumption of the earth's resources and promote environmental sustainability.</p> <p>ES2 Through design, to enable opportunities within the form, use mix and orientation of the buildings to maximise solar gain and minimise heat loss.</p> <p>ES3 To promote the use of environmentally sustainable technologies and facilities within any development in the LAP area such as the</p>	<p>Energy Efficiency and Energy Ratings</p> <p>The planning applications lodged for residential/primarily residential developments within the LAP area since the adoption of the plan indicate that buildings will be designed to comply with the requirements of the Building Regulations, such as Part L (Conservation of Fuel and Energy).</p> <p>For example, The Royal Canal Park properties have been marketed as having a BER of A2 or A3 (ref.3069/14).</p> <p>The permitted residential scheme at the Capel site anticipates all housing units to have a BER of at least A3 (ref.3666/15).</p> <p>Site Layouts and Micro-climate</p> <p>This is addressed in the Development Management process.</p> <p>For example, at the Royal Canal Park scheme,</p>
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inclusion of CHP (Combined heat and power) units on site, community recycling facilities, grey water collection facilities, green roofs and green walls.

ES4 To seek opportunities within larger block developments to create efficiency in energy consumption both in buildings, blocks and in use of public transport, with future-proofing of systems to facilitate district wide schemes in the future.

ES5 For larger schemes and larger/tall buildings, building design will give careful consideration to the design and arrangement of buildings on a site in relation to the development of a microclimate.

ES6 All buildings including housing units should incorporate flexibility in form and internal design in terms of size and tenure. Building design and technology used should allow for adaptation and for change of use in the long term. A building should not become obsolete on cessation of an activity, but should be capable of facilitating new activities without onerous renovation, in order to conserve "embedded energy".

ES7 To promote the use of environmentally sustainable materials in the construction of any development in the LAP area.

Objectives

ESO1 To implement a 'green points system' for all new developments in order to meet environmental objectives and to ensure an attractive and biodiverse living and working environment.

ESO2 With the support of residents, to promote the development of a community garden in association with the development of a community plaza adjoining the entrance to the proposed train station.

the applicant states that the courtyard between two blocks is designed to maximise southern and western light and to screen the courtyard from prevailing westerly winds (ref. 3069/14).

Flexibility in Form/Design of Housing Units

This is addressed in the Development Management process.

For example, the Royal Canal Park development comprises mostly of own-door houses (3069/14). The smaller two-storey houses have been designed to accommodate a fourth bedroom in the attic with minimal intervention, and most of these units can also accommodate an extension to the rear.

Environmentally Sustainable Technologies and Facilities, and Low Level Energy Usage

Examples of environmentally sustainable technologies for the schemes permitted in this LAP are

1. Hot water heating supplied by solar panel technology
2. Space heating of the houses by air to air heat pumps
3. Water butts for grey water collection

This matter is addressed in the Development Management process. For example, by ensuring that stairwells are naturally lit.

Green Points System

This matter is addressed in the Development Management process.

For example, the Royal Canal Park development currently under construction includes green wall style trellises and climbing plants on walls.

Community Garden

As part of the Royal Canal Park development, a c. 1350sq.m 'community park' has been permitted north of the widened canal amenity area, and in close proximity to the entrance to the permitted train station (ref. 3069/14)

The landscape plans show that this open space area is to be landscaped, to include ornamental grasses. A bio-swale is located along the northern perimeter of this open space.

However, the applicant has indicated that this area can be developed as a community garden space, and that the space will evolve in

ESO3 To seek that communal areas of buildings, including stairwells, corridors and foyers, are effectively designed to use low levels of energy in the form of lighting and heating, and minimising heat energy loss.

accordance with the needs and wishes of the local community.

Further west along the Royal Canal, the residential development permitted at the Capel site includes a small area shown as a community garden, which is to be managed by the management company (3666/15).