

BLANCHARDSTOWN URBAN STRUCTURE PLAN

DEVELOPMENT STRATEGY AND IMPLEMENTATION



VISION, DEVELOPMENT THEMES AND OPPORTUNITIES

PLANNING DEPARTMENT
SPRING 2007


Fingal County Council
Comhairle Contae Fhine Gall

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Introduction

Section 1 details the key issues and need for an **Urban Structure Plan – Development Strategy** as the planning vision for the future of Blanchardstown.

Section 2 presents **development themes** which have been identified as areas which will stimulate future economic growth in Blanchardstown.

Section 3 identifies essential **infrastructural improvements** required to overcome barriers to future development.

Section 4 presents a planning vision for the future of Blanchardstown. **Development opportunity areas** are identified. Objectives for specific land uses and indicative design briefs are presented.



BLANCHARDSTOWN TOWN CENTRE – REGIONAL CONTEXT



BLANCHARDSTOWN TOWN CENTRE – LOCAL CONTEXT

Section 1

Objectives Of The Blanchardstown Urban Structure Plan – Development Strategy.

The objectives are:

- (1) To provide a Vision Statement for Blanchardstown for the future identifying the key issues which need to be resolved.
- (2) To maximise the long term sustainable development potential of the land and capital works that will make up the constituent elements of the town having regard to:
 - The opportunities created by the growth of the town
 - The constraints created by existing development
 - The demands on land and capital resources
 - The desires and expectations of the people living and working in a major town within the Dublin Metropolitan Area.
- (3) To provide a detailed planning framework for Blanchardstown which will enable it to satisfactorily meet the needs of 150,000+ residents as well as workers, businesses and institutions which will operate in Blanchardstown.
- (4) To provide a strategic framework to encourage investment from public and private sources and ensure the successful implementation of the Plan.

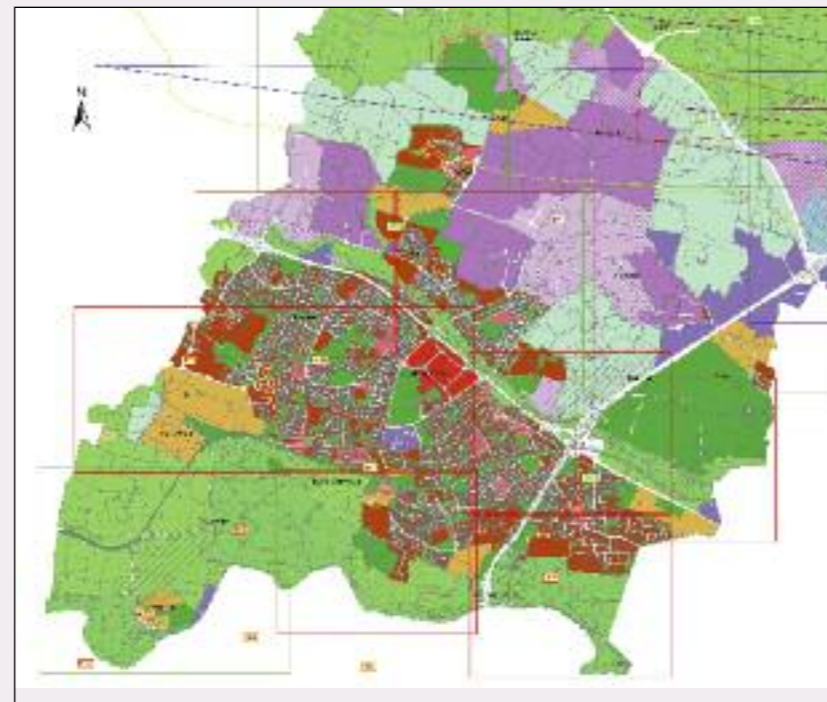
BACKGROUND PLANNING TO DATE

BLANCHARDSTOWN – THE CONTEXT

Blanchardstown has a current estimated population of 93,000 persons and a planned capacity population of 150,000+ representing future years of growth and potential infill development opportunities for consolidation. It is the Councils policy to continue to guide and channel the development of Blanchardstown to be a sustainable new town.

Blanchardstown has extensive residential neighbourhoods, a distinctive established and developing high tech industrial base and a number of significant planned uses. A modern new town centre, comprising a major retail core with planned office and commercial, leisure, recreational and cultural uses, a 3rd level regional technical college, an existing regional hospital and many natural amenities. The town has a key location in proximity to the Dublin motorway ring and Dublin City, with a high level of accessibility. Blanchardstown has significant regional importance.

Map 1 illustrates Blanchardstown's sub regional location.



BLANCHARDSTOWN TOWN CENTRE – SUB-REGIONAL CONTEXT

NEED FOR MASTER PLAN FOR BLANCHARDSTOWN

In contrast to other major development areas in the Greater Dublin area (Tallaght, Lucan, Clondalkin), development in Blanchardstown initially was slower to take off. The development of high tech industries, the retail core of the town centre, regional technical college and new hospital are acting as a catalyst for further intensification/development of the town centre, village and areas adjacent to the rail corridor. Enhanced development opportunity exists along the rail corridors of the Clonsilla-Dunboyne line, the Maynooth Line and planned Metro West – in the areas of Barnhill, Clonsilla, Kellystown and at the proposed District Centre/Rail Interchange at Porterstown/Coolmine.

Blanchardstown is identified as a 'Metropolitan Consolidation Town' and as such should be developed to a relatively large scale as part of the strategy for the consolidation of the Metropolitan Area. The County Development Plan objectives for Blanchardstown Town Centre specifically provide that it should be a major service centre for retail, entertainment, higher education, local government administration, culture, business and transport facilities.

It is now appropriate to review the development of Blanchardstown and put in place a Blanchardstown Urban Structure Plan to take account of

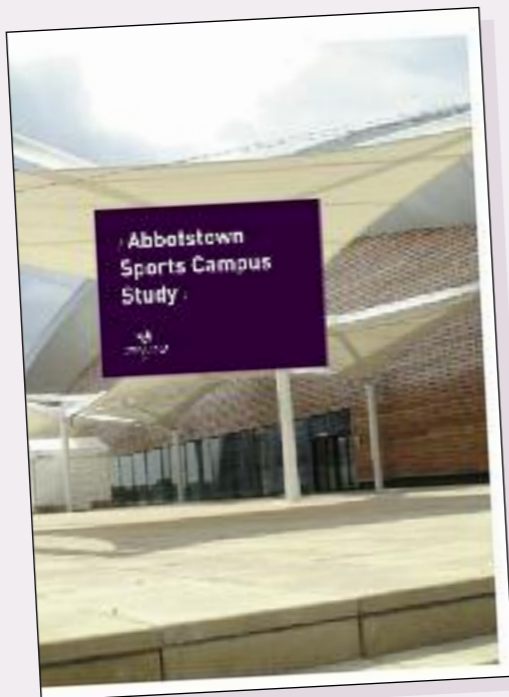
- Planned improved public transport facilities – the rail corridors of the Clonsilla-Dunboyne Rail line, the Maynooth Rail Line and Metro West.
- Planned Strategic Regional and County Road links
- Development leverage in particular for employment generating uses specifically at the rail corridor of Clonsilla, Kellystown, Porterstown and at the road corridors linking N3 with N2 and M1.
- Increased residential densities and innovative building formats/designs.
- Advent of high technology employment generating uses
- Changing retail patterns
- Changing education, community and recreation needs.
- Intensification of development as indicated in the trend/ advocacy for high buildings.
- Diversification of population – ethnic and cultural groups.

BLANCHARDSTOWN URBAN STRUCTURE BOUNDARIES

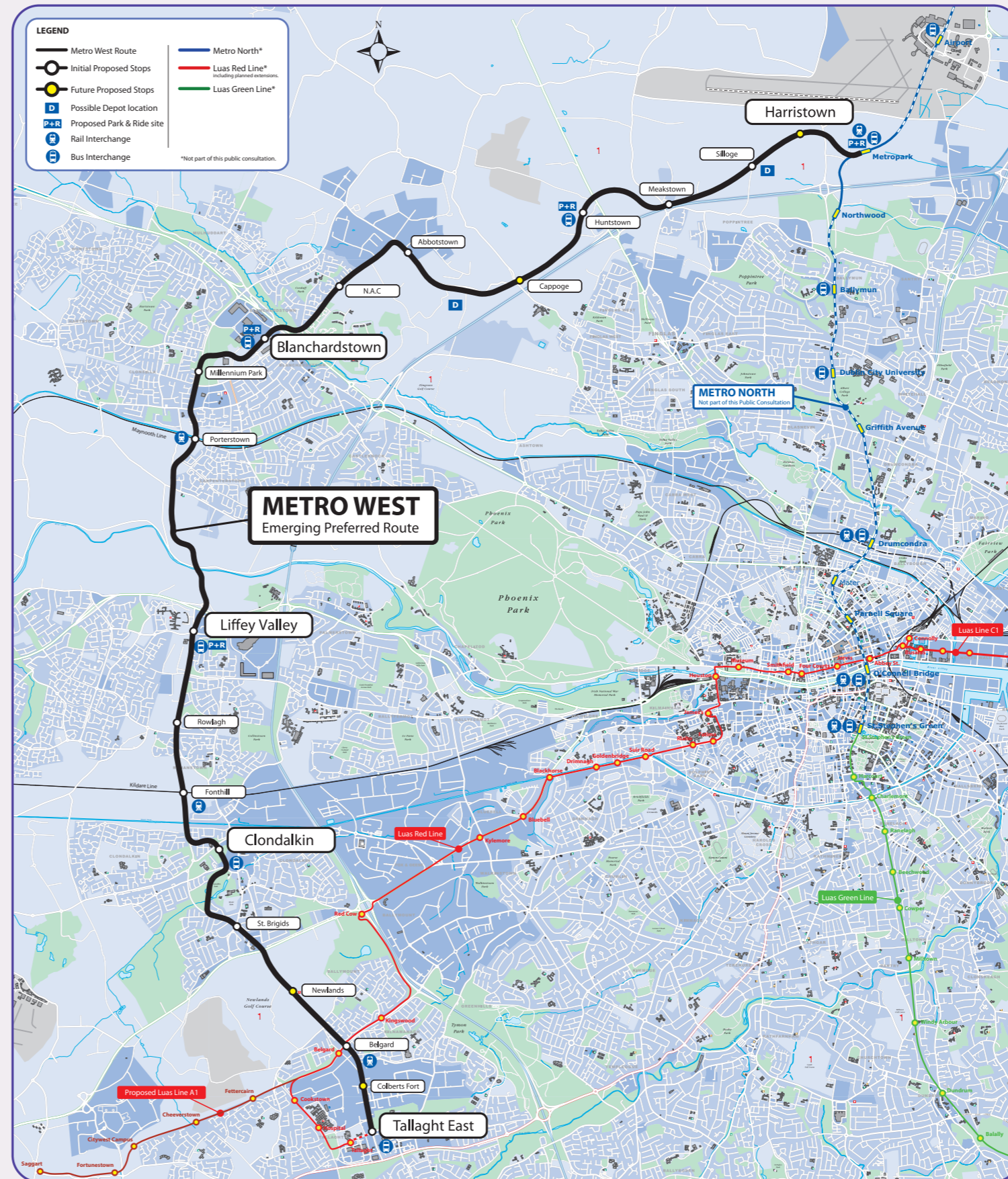
Notwithstanding Blanchardstown's geographical location and physical delineation, for the purpose of this study, the opportunity development areas have been identified on a functional and interrelated use basis.

The area encompassed in the Urban Structure Plan comprises:

1. The town centre, village, the town park, Coolmine (industrial estate), development areas adjacent to rail corridors at Barnhill, Clonsilla, Kellystown and proposed district centre/public transport interchange (Rail, Metro West and Road) at Coolmine/Porterstown/Clonsilla.
2. Connolly Memorial Hospital and environs.
3. Blanchardstown Institute of Technology and environs.
4. Amenity/Recreational lands at the Tolka Valley, Liffey Valley, Royal Canal, Lands at St. Catherines Leixlip.
5. The residential zoned lands north and south of the Navan Road at Tyrellstown and Hansfield.
6. District centres at Roselawn, Tyrellstown, Ongar.
7. Neighbourhood centres at Corduff, Huntstown, Blakestown, Hartstown, Mountain View, Mulhuddart, Castaheany, Clonsilla, Carpenterstown, Diswellstown, Laurel Lodge and Castleknock.
8. The Science and Technology Employment areas and industrial lands to the north of Blanchardstown.
9. Lands at Abbotstown.
10. Lands at Dunsink.



DUBLIN METRO WEST
- Emerging preferred route
September 2007



VISION STATEMENT AND KEY ISSUES

VISION STATEMENT

The objective of the planning authority is to foster a vibrant, attractive and environmentally sustainable settlement with a strong community focus.

To advance and promote the physical, social, cultural and economic environment of Blanchardstown it is necessary that it develops in a manner which meets and sustains the needs of residents, workers, visitors, industrialists, entrepreneurs and institutions.

Blanchardstown, although a suburb, to be a truly urban settlement with

- A high income earning population in secure employment
- Employment for resident workers that provides job satisfaction good working conditions and easy access
- A self sustaining local economy capable of adapting to local needs and providing capital for local development
- Excellent educational and cultural opportunities
- A full range of sophisticated urban services
- High quality housing
- Well developed open space, public recreational facilities, community facilities and other amenities
- An integrated development framework supporting communities and families
- Excellent public transport networks within the town and to the Dublin City Region

KEY ISSUES IN BLANCHARDSTOWN

The following key development issues are identified.

- (a) The identification of specific desirable land uses in the context of strategic objectives for Blanchardstown.
 - (b) Optimising the accessibility of Blanchardstown by providing for improved public transport (bus and rail), cyclist and pedestrian facilities as well as adequate parking provision and access for the disabled.
 - (c) The creation of a local public transport hierarchy focussed on the town centre.
 - (d) The creation of public transport interchanges with the existing rail and QBC systems, planned Metro West and planned strategic road network.
 - (e) The improvement of pedestrian and cyclist accessibility across major distributor roads via land bridges.
 - (f) Upgrading the utility, security and visual appearance of public spaces to encourage use.
 - (g) Improvement of public realm generally with definition of public, semi-public and private space so as to provide a network of well defined, sheltered, safe accessible spaces.
 - (h) The development of urban design frameworks to support a high standard of civic design, urbanity, identity and legibility in the Blanchardstown area.
 - (i) The extent to which intervention is necessary or desirable to maximise the development potential of infill areas to contribute to consolidation and urban design values.
- (j) The relationship and connectivity of the town centre with existing district and local centres to create a critical mass to support services.
 - (k) The special relationship and connectivity of the town centre with Blanchardstown village, the town park, old Coolmine industrial area, planned new district centre/rail station at Porterstown/Coolmine and the opportunities to reinvent existing under used lands.
 - (l) The quality extent and availability of choice in the housing market.
 - (m) The phasing programme for implementation of a growth strategy to shape the town and improve the quality of the built environment.
 - (n) Improve social balance and the efficient use of social and quality of life capital.
 - (o) Sources of funding.
 - (p) Joint working of the stakeholders in the public, voluntary and private sectors.
 - (q) Establishment of a monitoring and implementation programme for the strategies.



OPEN SPACES, PARKS & PLAYING FIELDS



TYPICAL URBAN LANDSCAPE



TYPICAL URBAN LANDSCAPING

Section 2

INTRODUCTION

Having regard to the character of the study area, and its potential to support development and foster new ideas and possibilities, the following six themes have been selected as the major areas of opportunity which will create a quality environment, a high standard of living, a dynamic and stimulating culture, high quality employment, productive and satisfying economic activity and most important, a stable and caring community.

The themes are as follows

- Commerce – Retail and Services
- Science and Technology
- Transport
- Leisure, Amenity, Recreation
- Culture
- Family and Community

Development Themes

THEME: COMMERCE RETAIL AND SERVICES

EXISTING RESOURCES

Blanchardstown has evolved a wide range of commercial services relative to its population scale. These include higher order and local uses – retail, warehousing, offices including professional/technical services (legal, medical etc) business enterprises and support services uses including public houses restaurant and leisure uses. The primary locations are the Town Centre, Blanchardstown village, Ballycoolin and old Coolmine industrial estate. Substantial office development has taken place in the ST1 zoned lands. The neighbourhood centres serve local level requirements. Major employers include Ebay, Paypal, IBM, Symantec, Xerox and Creative. The rateable valuation of Blanchardstown is relatively high due to its industrial, warehousing, office and utility development. Population of 200,000 is estimated within a 5 mile radius and a population of 700,000 within a 10 mile radius.

The labour force is estimated to be in the region of 37,000 persons of which 62% are classified as at work, with just 4.9% classified as unemployed. The Blanchardstown Town Centre is an important local employer – 4,000 persons. With increased affluence there is an increased demand for further higher order retail provision and community service provision.



BLANCHARDSTOWN TOWN CENTRE – YELLOW ENTRANCE

Expansion of commercial activity in Blanchardstown is strategic to the local economy and highly significant to the economy of Fingal County. The development of a major town centre having the full range of residential offices, cultural and civic uses integrated with Blanchardstown village and with the proposed new district centre/rail halt, public transport interchange at Coolmine/Porterstown /Clonsilla will significantly add value to the Blanchardstown local economy and that of Fingal County.

Blanchardstown has considerable advantages on which to build for change and increase competitiveness. These include:

- The strategic location of the town centre (44 ha) served by important infrastructure including the N3, the M50, the Maynooth rail corridor, the planned Metro West and existing public transport bus services.
- A development grid framework designed to accommodate traffic movements and complementary land uses.
- A town centre and village area of a considerable land bank of under developed lands.
- A town centre and village stock of retail and office space with soft areas appropriate for consolidation/renewal.
- Existing linkages between the town centre and the village, Coolmine and Porterstown/Clonsilla are ripe for strengthening.
- A reorientation of town centre development to residential office uses and a strengthening of further civic, leisure and recreational uses.

Blanchardstown is to be developed as the largest urban settlement of Fingal and will continue to provide for growth in the county for residential, commercial and industrial development.



CASTLEKNOCK RAIL STATION

DEVELOPMENT PLAN OBJECTIVES

- To secure the development of the town centre as a major civic shopping and service centre, integrated with Blanchardstown village and the proposed new district centre public transport interchange at Coolmine, Porterstown, Clonsilla.
- To encourage the development of a wide range of employment opportunities in Blanchardstown.
- To improve the physical character and environment of the town centre.
- To underpin the focus of the villages of Blanchardstown, Castleknock, Clonsilla and Mulhuddart.
- To encourage major service employment activities into the town centre.
- To encourage major office development in the town centre.
- To facilitate enhanced rail services and rail stations.

OBJECTIVES

- To enhance the character of the town centre for pedestrians in particular, providing services within pedestrian proximity of potential users, (within walking distance, 500 metres).
- To reduce car dependence.
- To promote a wider variety of commercial uses within the town centre, not reliant on retail. The emphasis to be on civic, leisure and entertainment uses such as restaurants a hotel, bars, and which complement the existing facilities, cinema, bowling alley, theatre/arts centre.
- To promote and integrate civic and employment uses with the provision of office space.
- To exploit local assets the Millennium Park, the Tolka Valley, the Royal Canal and Liffey Valley.
- To support and promote the role of the town centre as a major town centre in accordance with the Retail Planning Strategy for the GDA, the County Retail Strategy and the Retail Planning Guidelines.
- To support and promote appropriate commercial uses/enterprise activities beyond the defined town centre eastwards into Blanchardstown Village and southwards through Coolmine industrial estate, and towards the proposed new rail halt/public transport interchange/district centre at Porterstown/Coolmine. The existing rail and planned Metro West rail corridors are a development axis.

BARRIERS/CHALLENGES

- To evolve a mature vision of the town centre with the stakeholders so as to move beyond the provision of shopping to deliver a real city style town centre destination of self sustaining mixed uses.
- The need to integrate and create functional specialisation linkages along the activity axis between the town centre, Blanchardstown village and proposed new district centre/public transport interchange at Coolmine/Porterstown/Clonsilla. (Clonsilla, Rail, Metro West).
- The need for greater connectivity with the surrounding area.
- The need for sustainable non car based transport routes and modes – good quality bus network, cyclist/pedestrian/landbridge connections.

OPPORTUNITIES

- Proximity to Maynooth rail line and possible public transport interchange.
- Planned Metro West rail link to Dublin Airport.
- Proximity to a large population within Fingal and the adjoining counties.
- To strengthen the local economy and local identity with – centralisation and integration at the town centre Blanchardstown Village, and proposed new district centre/public transport interchange at Coolmine/ Porterstown/Clonsilla.
- Reforming the urban road network to become streets for living with a thriving public domain, animating the streetscape edges with insertions of new buildings of active frontage and built in diversity, insertions of landmark buildings/high buildings, (10-15 storeys) insertions of new routes through space with pedestrian/cyclist connections/land bridges, detailing places, clear up the clutter and restyle street furniture, public lighting and signage.
- Designing buildings to change in space and over, time for multi use and vertical mixed uses.
- Within the commercial area inject a significant content of high quality housing and office uses into the mix. This will underpin and emphasise the civic and leisure uses and lead to the evolution of a real, mature sustainable town city centre.

Estimated Households, Population, Retail and Commercial Spaces in Blanchardstown Catchment 2004 to 2016

	Housing Units		Population			Retail Floor Space		Commercial (Industrial & Office) Floor Space 1000m ²			Employment	
	2004	2016	2004	Census 2006	2016	2004	2016	2004	2010	2016	2004	2016
Blanchardstown Catchment as per attached Drg	28,271	48,284	76,614	69,464 Plus part of Castleknock	120,710	145,000	230,000	3,073	5,479	8,822	29,501	84,691
Blanchardstown Catchment North of N3	3,645	8,644	9,878		21,610			95%				
Blanchardstown Catchment South of N3	24,626	39,640	66,736		99,100			5%				

- Approx 110,000 Population by 2011

THEME: SCIENCE & TECHNOLOGY

EXISTING RESOURCES

Blanchardstown has a constellation of high technology industries in computer hardware, software and peripherals, chemicals, pharmaceuticals and printing with names such as I.B.M., Fujitsu, Hewlett Packard, Creative Labs, Stratus Computers, Symantec, Thermoking, Yamanouchi, Bristol Myers Squibbs. The estimated zoned land area of employment generating industrial uses is 1747 hectares in North Blanchardstown.

Blanchardstown is well connected by the Northern Cross Motorway to the other high technology industries around the north fringe of the City, and by the M50 Western Parkway and by railway to the new industries in the Maynooth-Leixlip area (for example Microsoft and Intel).

In addition to its industrial base, Blanchardstown also has a third level regional technical college, the Connolly Memorial Hospital and Teagasc National Food Centre at Ashtown .

Blanchardstown is also well located to access the existing technical universities in the centre city particularly, Trinity College and the Dublin Institute of Technology (a centre of excellence for engineering and electronics). It is also close to the new Dublin City University (a centre of excellence for computing and languages), and Forbairt, the State Industrial Research and Standard's Organisation. It is on the rail line to Maynooth College and the Centre for Advanced Studies (space research and astronomy) that operates the nearby Dunsink Observatory. The Government Ordnance Survey is in the adjacent Phoenix Park.



BLANCHARDSTOWN INSTITUTE OF TECHNOLOGY

OBJECTIVES

1. Increase the creation and exploitation of technical innovation by:
 - (a) Encouraging the interaction and co-operation between individual scientists and technologists and between institutions. These interactions are very important as their outcomes are often unexpected and greater than the sum of the individual inputs.
 - (b) Facilitating an institutional and resource framework for invention and development of new ideas.
2. Encourage and facilitate the provision of support services.
3. Provide up-to-date infrastructural networks and facilities to attract and retain high-tech industry.
4. Create a strategy for the attraction of relevant companies and institutions.
5. Provide suitable and attractive accommodation and environment for the in-migrating technical workforce.
6. To encourage the provision of education facilities appropriate to the needs of new industries and services.
7. Create a cultural and marketing ethos that values and celebrates scientific and technical achievement.

BARRIERS/CHALLENGES

- The built environment of Blanchardstown – particularly north of the Navan Rd where most scientific industries and institutions are located, needs enhancement.
- Limited level of course development of technical institutions need expanding The expansion of an integrated campus including conference facilities, lecture rooms, offices, technical libraries, computer – facilities, publishing outlets, newspapers, radio and television studio facilities, exhibition space, distance learning facilities, tele-conferencing and budget accommodation aimed at and reserved for students and summer school accommodation to market and publicise the area internationally.
- The delivery of effective public transportation to Dublin City Centre with its range of higher order services.
- The expansion of high quality housing attractive to workers in the high technology sector.
- The undeveloped nature of the regional parks, public active recreational facilities and expansion of the town centre cultural focus.

OPPORTUNITIES

- The development of I.T.B. adjoining the proposed science park has created a juxtaposition of high tech industry and higher education.
- This juxtaposition will create opportunities to create laboratory and production facilities for campus companies generated by college research.

These facilities may range from:

- (i) Informal use of teaching laboratories and other facilities,
- (ii) An innovation centre with more formal college/industry research,
- (iii) Production/research starter units attached to the college for campus companies
- (iv) An R & D based technology/science park run jointly by the College and Industry where companies can use college expertise.

It will also facilitate the development of the college based on the demands of surrounding workers to increase their skills and industry to increase the supply of skilled workers.

- The development of high quality residential accommodation as is proposed in this study will increase the level of choice in the housing market.
- The provision of student hall accommodation in conjunction with the I.T.B. will enable use during summer months for conference facilities.
- The development of a high quality hotel incorporating conference facilities(to open Dec 2008 in Town Centre) and the development of other high order specialist, cultural, recreational and economic services as is proposed at the Town centre will be of significant benefit to industrialists, and businesses and institutions operating in Blanchardstown.
- The location of Blanchardstown on the motorway 'C' ring, makes it a suitable location for the development of a national trade and exhibition centre. However such development will require rapid transit access to the town and until its location, quality and scale have been decided, the decision on a location for such a facility must be postponed but safeguarded.
- The marketing of Blanchardstown, focusing clearly on the need to increase linkages between the industrial, commercial, business and education sectors will help to sustain and develop the existing high tech industrial base in Blanchardstown.
- The development of formal and informal links between the I.T.B. and local primary and secondary schools will further scientific education and awareness.
- The development of recreational facilities in Blanchardstown will further scientific education and awareness among the community.

THEME: TRANSPORT

The rapid growth of Blanchardstown has resulted in a mis-match in the delivery of transport facilities to meet demand. However the concentration of development in Blanchardstown is potentially highly sustainable. The impossibility of significantly increasing road capacity will necessitate the provision of considerable public transport. Central Government and public transport providers acknowledge the opportunities that Blanchardstown can deliver.



TYPICAL METRO



MAIN STREET, BLANCHARDSTOWN VILLAGE

EXISTING RESOURCES

ROADS AND PARKING

- Blanchardstown is located adjacent to the M50. Improvements are underway to improve the capacity of the junction of the M50 with the N3. The port access tunnel from the N1, is completed.
- The Navan Rd is the only significant vehicular access to Dublin City and the only direct access to the M50 motorway. There are three main intersections with the Navan Rd. providing access from Blanchardstown, all of which are congested at peak.
- The County Development Plan provides for a district distributor road network to serve the zoned lands to the west of Blanchardstown. This distributor road network is partly constructed. Sections outstanding include the links the N3 – Littlepace, Tyrrellstown, Cherryhound and N2. These are planned to be in place by mid 2009.
- The completion of the distributor road network will improve accessibility within the town and contribute to enabling traffic management schemes.
- However this distributor road network is very limited and cannot cater for unrestrained car demand at peak.
- There are currently no significant parking restraints in Blanchardstown other than physical capacity.
- A Land Use Transportation model of Blanchardstown is complete. The model enables (a) the quantification of demand and supply for transport resulting from the development of zoned areas and (b) the making of necessary traffic management interventions for best use of the network.

BUSES

The bus routes into Dublin City are not operating as effectively as possible because of the absence to date of adequate traffic management measures (particularly bus lanes, bus gates, and bus activated lights) along the Q.B.C. route. There are congestion problems with access to the Navan Rd., the crossing of the M50 and in Dublin City there have been serious congestion problems in Dublin city along the Aughrim St. - Prussia St. and along the Quays. These congestion problems have been exacerbated by re-routing due to LUAS. In time, with traffic management, public transport will improve and take precedence.

The controlled access to Blanchardstown Main St from the Navan Rd has improved the 39 QBC.

To date the internal Blanchardstown service is very limited. As a result, city centre QBC's are carrying out a dual role which reduces route speeds.

RAIL

The existing rail service from the City Centre to Blanchardstown and Maynooth has been significantly improved with dualling of track, new rolling stock and increased service frequencies.

The statutory procedure for implementation of the rail extension from Clonsilla to Dunboyne is underway with the new rail line operational target date in 2010.

The statutory procedure for implementation of Metro West proposals which will link the Town centre to the Maynooth line and from the Town centre into Dublin City via north Blanchardstown are progressing. The target delivery date for an operational line is 2010.

The location of most of Blanchardstown close to railway facilities and QBC's suggests that the need for Park & Ride is not from within Blanchardstown as demand is from outside the area and therefore should be catered for at Pace Co. Meath (planned park and ride 1200 spaces).

CYCLING

There are inadequate cyclist facilities within Blanchardstown. Fingal County Council has proposed a network of cycleways. This network will be implemented in tandem with new development.

The network focuses on schools, district centres, the town centre and amenity routes.

PEDESTRIAN FACILITIES

Existing pedestrian routes between the town centre and adjoining residential areas require substantial enhancement.

Pedestrian facilities between residential areas, particularly safe crossings of distributor roads need improvement and will become more problematic as the network is completed and traffic increases.

Consideration is required for future pedestrian links between the town centre and the other activity areas. The problems include crossings of distributor roads, access to rail stations, schools and to existing and potential recreational areas.

The M50 and Navan Rd. remain major barriers to pedestrians and cyclists.

OBJECTIVES

1. To maximise the accessibility of Blanchardstown residents to the greater metropolitan area by improving public transport links to the rest of the Dublin City. In particular to maximise access between Blanchardstown and the City Centre.
2. To promote and develop pedestrian and cyclist accessibility within Blanchardstown and in the surrounding rural and natural amenity areas as the highest priority. This priority to be reflected in the expenditure on cycle tracks, and the acquisition of rights of way commensurate to expenditure on road building.
3. To promote sustainable transport within Blanchardstown from passenger car use to other modes.
4. To utilise the land use transportation model to quantify the demand and supply for transport resulting from the development of zoned areas and to make the necessary interventions for best use of the network.
5. To maximise accessibility of employment in Blanchardstown to Blanchardstown residents.
6. To locate generators of commercial vehicles adjacent to national roads and motorway.
7. To facilitate commercial vehicle access to national roads and motorways.
8. To facilitate secure lorry parking and storage in industrial areas.
9. To protect residential areas from commercial vehicle access.
10. To protect residential areas from noise emission, by providing adequate separation distances and noise reduction measures.
11. To design and manage areas to be safe for residents and car users.

BARRIERS/CHALLENGES

1. Blanchardstown has only one vehicular access point to the M50 motorway.
2. There is no direct distributor road connection to the Lucan/Clondalkin area.
3. The absence of public transport services/bus route across the M50.
4. The limitations on quality bus priority between the Navan Rd and the distributor road system.
5. The limitations on comprehensive bus priority along distributor road system.
6. The limitations on quality bus lanes, bus only roads, bus gates and bus activated traffic signals
7. The limitations on local bus services focused on the town centre bus terminus and linking to local & district centres, employment centres, 3rd level college, swimming pool, rail stations and amenity walking routes.
8. The lack of a cycle and pedestrian network linking the town centre and district centres, schools, workplaces, stations, bus stations and amenity routes to residential areas.
9. The slow progress in opening new rail halts on the Maynooth rail line, the slow progress in implementing a shuttle between the Maynooth rail line and the town centre, and the lack of progress on the Navan extension to the Maynooth rail line.
10. Limitation on traffic demand management and parking demand management which could assist in the reduction of congestion and facilitate strategic traffic and public transport flows.

OPPORTUNITIES

1. The completion of the N3 to N2 road link will significantly benefit Blanchardstown's accessibility within the Dublin City region.
2. The completion of the distributor road network around Blanchardstown will benefit Blanchardstown by permitting bus priority.
3. The proposed NRA improvement to the M50 affords the opportunity to provide a dedicated bus-way to provide uncongested connections to the Navan Road bus lanes and new rail halt in the vicinity of Auburn Avenue.
4. The introduction of LUAS in Dublin City is an ideal opportunity to improve the quality and location of Dublin City bus lanes to improve the timings of the bus routes 37, 38 & 39 to Blanchardstown.
5. The completion of the Ongar Rd. facilitates traffic calming and the elimination of Clonsilla Road as a through route and thereby contribute to Clonsilla for neighbourhood centre development.

6. The improvement and development of suburban rail services on the planned Clonsilla-Dunboyne rail corridor and the Maynooth-city centre rail corridor will advance consideration for the provision of a rail or bus link to the town centre and its extension to the 3rd level college, 50m swimming pool and hospital and Abbotstown Sports/Recreation lands.
7. The development of a network of pedestrian and cycling routes within Blanchardstown will contribute to maximising accessibility.
8. The provision of pedestrian/cyclist land bridges across distributor roads would improve accessibility within the town centre with particular reference to:
 - (i) At the junction of the proposed Snugborough Road Extension and the old Navan Road.
 - (ii) At the junction of the proposed Snugborough Road Extension and Grove Road.
 - (iii) In the vicinity of the roundabout giving access to the town centre on Blanchardstown Road South.
 - (iv) On the Blanchardstown Road South at its junction with Mountview Road (i.e. to give access across the town park and to the town centre).
 - (v) On the Blanchardstown Road South in the vicinity of the interchange with the new Navan Road.
9. The planned new Bus Interchange in the Town Centre and the planned Metro West link through the western suburbs of the Dublin City region, creates the opportunity to accelerate the implementation of transportation infrastructure and traffic management measures, to further develop the Blanchardstown Town Centre as a City Centre style destination – the transport, retail, commercial and social hub of Blanchardstown.

THEME: LEISURE, RECREATION & AMENITY

EXISTING RESOURCES

Blanchardstown is well endowed with a wide range of natural amenities of enormous potential for recreational purposes, including the Tolka River Valley, the Royal Canal, the Liffey Valley covered by an S.A.A.O, the lands at St. Catherine's Leixlip and Blanchardstown's proximity to the Phoenix Park. (OPW)

The development of a linear park along the Tolka Valley is a planning objective. Sections at Elmgreen Golf Course, Castlecurragh at Mulhuddart have been developed.

It is an objective to develop a regional park along the Liffey River Valley, having due regard to the need for nature conservation. However considerable investment is required.

In relation to the Royal Canal, the O.P.W. plan to restore it as an inland waterway, connecting to the network of canals throughout Ireland. Currently canal boats are not travelling on the canal and the footpaths are neglected.

A very significant Town Park area – the Millennium Park is located adjacent to the town centre, and further considerable park investment is required .

Lands throughout Blanchardstown have already been reserved and acquired by the local authority for public open space. Some limited purpose built facilities for active and passive recreation have been developed on these spaces.

In contrast, commercial leisure/recreation developments, (both passive and active) playing pitches, golf courses, and gymnasia/keep-fit/leisure centres, multiplex cinema, fast food outlets and licensed premises have been developed. These facilities, particularly those located in the town centre, reflect the upturn in the level of current market demand for services.

East of Blanchardstown, the Green Belt separates Blanchardstown and Finglas. This Green Belt largely retains its rural agricultural ambience. It is undeveloped apart from some individual houses, research institutions Dunsink Observatory and Fingal Co. Councils Golf Course at Elmgreen, the Royal Canal and Tolka Valley. This area is the subject of a special planning study, the focus is to inform a Development Plan Variation to reorientate and integrate the Dunsink area, for future mixed use development.

To the south and west of Blanchardstown, while the countryside is attractive and spectacular in parts towards the Liffey Valley, safe access for pedestrians is severely limited. A similar situation exists in North Blanchardstown.

OBJECTIVES

1. To build on the provision of the National Aquatic Centre 50 metre swimming pool by developing further high quality extensive regional recreational facilities. These facilities in Abbotstown and Dunsink to have high participant use but relatively small spectator demand .
2. To secure the future development of the town centre park as a public amenity with particular emphasis on passive recreation and large scale activity associated with the adjacent town centre.
3. To preserve and develop the Liffey Valley, Tolka River Valley Park, the Royal Canal and the lands at St. Catherine's Leixlip as public amenities.
4. To develop the public open spaces in Blanchardstown for active and passive recreational use. To maintain a park service which is free to the users. To assess active recreation demand and provide adequate active recreation resources and changing facilities to satisfy all codes and all ages.
5. To maintain and protect the Green Belt around Blanchardstown.
6. To upgrade the quality of commercial recreational facilities, particularly in the town centre and improve the pedestrian amenity and ambience of the town centre and its immediate surroundings
7. To encourage scale economies to maximise shared funding in the provision of recreation and community facilities.

BARRIERS/CHALLENGES

1. The necessity for financial support, incentives.
2. The necessity for overall national policy in respect of the integration of health and other social policies.
3. The need for adequate research on demand and cost/benefit of provision. For example, all-weather and indoor facilities are often cited as a substitute for pitches, but in fact by getting more people interested in sport, this increases demand for playing fields/resources.
4. The need for overall costed, phased and agreed plan underpinned by the financial commitment of the community.
5. The need for commitment in planning permissions of facilities that must be contributed to by developers in the context of an overall Fingal County Council plan.
6. The need for a set of standards/development guidelines for facility provision.
7. The need for integration of cycle/pedestrian routes with parks.
8. The need for increased momentum in the provision of both land and facilities in tandem with new development.



ELMGREEN GOLF CENTRE

OPPORTUNITIES

1. The development of Blanchardstown will continue to increase market demand and need for a wide range of recreational facilities. Financial contributions levied from development will ensure that public sector provision of amenity and recreation is both of sufficient quantity and of the highest quality.
2. A large amount of land is available for recreational development. An overall plan is necessary which sets out the uses, facilities, costs and phasing of the investment. The scale of development will allow the recreational facilities to be organised in tandem with the pedestrian and cycle network.
3. Ireland is going through a renaissance in all four of its field sports. The youthful population provides the opportunity of Blanchardstown contributing to this explosion of participation in active recreation. This necessitates the provision of adequate school and public playing fields.
4. Recreation and amenity activities are in themselves significant growth sectors. Disposable income, shorter working hours and a growing awareness of the advantages of recreation and leisure activities have generated demands, which need to be accommodated. Recreation and leisure activities can make a real contribution to the local economy. The town centre area is the forum to provide for leisure recreational uses, a high quality hotel/high quality restaurant (due to open Dec 2008.) and leisure facilities.
5. The integration of the scientific and technical objectives with the ecology, wildlife and recreation objectives

THEME: CULTURE

EXISTING RESOURCES

Arts development is a major positive force in the local community. There is a significant number of existing and successful arts groups in the Blanchardstown area. The development of the theatre, gallery and library has further developed the cultural life of the area. However local participation is still relatively low.

OBJECTIVES

1. Expand Art Centre facilities and increase local participation in existing facilities.
2. Create a specifically scientific and technical element to the cultural facilities.
3. Expand information and communications.
4. Local radio and television studios, recording studios, technical library services, distance learning.

OPPORTUNITIES

1. Further development in the range and choice of activities in the Arts Centre in Blanchardstown Town Centre.
2. Science Centre
 - Exploratorium
 - Blanchardstown Scientific Society – Laboratory demos
 - Lecture Series on Science and Technology
 - School and College Laboratories
 - Dunsink Observatory
 - Public Field Walks – Surveys
3. Street Theatre, Arts/Small Sculptor Exhibitions outside the small Theatre Complex in the town centre. Such performances will act as a stimulus for further development of an Arts Culture among shoppers and workers at Blanchardstown Town centre.
4. An open air performing space within the town centre. In addition this space could accommodate a permanent sculpture.
5. Permanent exhibits.
6. The promotion of a commercial multi-media centre incorporating recording studios, film making facilities and individual studio facilities will reinforce the objective of providing a centre of culture in Blanchardstown.
7. The location of the Millenium Town Park immediately adjoining the Arts Centre and library presents an opportunity to functionally integrate and maximise the use of these two areas.
8. The Millenium Town Park is a suitable exhibition venue for outdoor displays of sculpture and art, when developed as an amenity focus.
9. The planned Metro West will enhance the Town Centre as the destination of Blanchardstown City. The multiplier effect of a metro stop within the town Centre, is highly significant.



BLANCHARDSTOWN LIBRARY & DRAIOCHT THEATRE

THEME: FAMILY AND COMMUNITY

EXISTING RESOURCES

Family Housing

Housing accommodation – 31,837 dwelling units in the Blanchardstown area (excludes Castleknock) comprises of family housing (26,664 houses and 5273 apartments). 68% of dwellings in Blanchardstown have 3 bedrooms. Castleknock comprises 2914 dwelling units, of which 2393 are houses and 521 are apartments.

To create sustainable community, families require stable home location. New households that intend to be or are family households will generally be seeking a dwelling for life. The dwelling must be large enough to cater for the completed family size. Dwelling size demand in Blanchardstown reflects this need. Higher density is raising serious family/community issues vis a vis the match between family needs/demands & design of market supply.

The change in residential density standards since the introduction of Residential Density Design Guidelines 1999 has implications for family & community stability. Present day residential developments are predominantly apartments as compared with earlier housing developments which seldom exceeded a density of 10 dwelling units per acre (25 per ha.) & were predominantly conventional two storey housing in estates. In the period 2000-2006 apartments constituted 31% of the new dwellings occupied.

The tendency now, on the part of the building industry is to resist building 3 bedroom or larger apartments. The net result of this is to generate a new culture of "home changing" during a family's lifetime rather than a "home for life ambition" as in the past.

The implications for community development and stability must be assessed & catered for in planning community services/facilities.

In Blanchardstown present day housing development comprises 16% apartments and it is estimated that 75% of these have 2 bedrooms.

Community Facilities

The relatively short time line of population growth in the Blanchardstown area is reflected in the limited availability of community resources in the area.

In older suburbs, the pattern of community activity has tended to build up after about ten years of intensive family building with community facilities being added over perhaps two generations (40 years).

As communities mature economically they can afford to build scout halls or sports clubs or parish halls. However, in the current climate of high land prices, very few associations can afford to buy land.

Community groups are increasingly dependent on the local authority to provide land.

Schools

A key to advancing all other objectives is the facilities of a high quality education. This entails schools creating an ethos which is attractive and popular.

The timely delivery of schools, in tandem with residential development, is an issue. Land price inflation and the compensation Code of the Planning Act, makes the acquisition of school sites difficult. To remedy the serious deficit, the Department of Education and Fingal County Council, where possible endeavour to collocate and share integrated recreation/community/education uses. In this way, it is envisaged that the acquisition of sites is feasible, and the end built product will better serve community needs.



OBJECTIVES

1. To ensure high quality family housing with good internal and external space standards.
2. To ensure that dwelling mix and design provide for the possible future extension of all dwellings at the initial design stage (adequate access to roof space, adequate rear gardens for extensions).
3. To ensure that dwelling mix is available within the Blanchardstown area for 2nd generation housing and to provide mechanisms to ensure it can be so secured.
4. To reserve sites for old people's dwellings commensurate with likely future demand and to ensure all apartment developments are accessible by the elderly.
5. To assess implications of higher density developments for family & community needs.
6. To facilitate the development of community by reserving adequate land and the co-funding of community facilities.
7. To facilitate community development by organising and financing community activity in areas that cannot create their own resources.
8. To phase development to ensure that high quality primary and secondary school provision together with community recreation facilities in purpose built accommodation is in tandem with demand.
9. To ensure that land reserved for school provision will provide for an attractive facility including community facilities, adequate playing fields and ancillary uses.



ONGAR RESIDENTIAL AREAS

Section 3

Blanchardstown has significant existing development potential capacity. The outstanding infrastructural challenges include:

1. BUS SYSTEM

The need for adequate development of

- a) Bus priority within housing areas.
- b) "Figure of 8" local residential bus routes focussing on town centre but also serving industry, college, recreation areas and rail stations.
- c) Bus gates and bus only routes through town and district centres.
- d) Bus lanes and bus activated lights for access to N3 Navan Rd.
- e) Bus only QBC route(s) to cross the M50.
- f) Higher priority for Blanchardstown QBC buses through Dublin City, particularly Manor St, Aughrim St, Stoneybatter and the Quays.

2. RAIL FACILITIES re

- a) Need for improved access to city centre stations
- b) Rolling stock
- c) Need for new and improved local stations
- d) Extent of line and signalling
- e) Need for integrated public transport facility interchanges

3. PEDESTRIAN AND CYCLE FACILITIES

- a) Land Bridge routes to be provided specifically to Town Centre & Village
- b) Access across distributor roads to town centre
- c) Access across Navan Rd to Town centre and from housing to work places, college and recreation facilities
- d) Access from residential areas to district and local centres
- e) Access to primary and secondary schools and main workplaces
- f) Cycle storage facilities in main retail centres, schools and workplaces
- g) Cycle storage in housing and apartment schemes

Development Opportunities: Essential Infrastructural Improvements

4. PARKING AND TRAFFIC MANAGEMENT SYSTEM FOR TOWN CENTRE AND BLANCHARDSTOWN VILLAGE

- a) To reflect the capacity of access roads and Navan Rd intersections after bus priority measures implemented.
- b) To determine maximum parking supply and its uses.
- c) To visually screen/camouflage parking
- d) Initiate demand management measures and public transport measures to match supply and demand.
- e) Maximise the town centre as the hub of Blanchardstown, in the delivery of the planned bus interchange and planned Metro West and Station.

5. DISTRIBUTOR ROAD NETWORK SYSTEM IN BLANCHARDSTOWN

- a) Complete the Castaheany, Barnhill, Westmanstown, Lucan, Kellystown, Porterstown network and the N3 Littlepace to Tyrellstown to Cherryhound N2 network.

6. COMPLETE MOTORWAY RING (S.E. MOTORWAY AND PORT ACCESS TUNNEL)

7. ADVANCEMENT OF PROVISION OF THE PLANNED OUTER RING ROAD.

8. EXISTING AND PROPOSED AMENITIES.

- a) Town Park
- b) Tolka Valley Park
- c) Royal Canal
- d) Liffey Valley
- e) St Catherine's at Leixlip, Active recreational facilities
- f) Abbotstown
- g) Dunsink

9. FURTHER RESEARCH, DEVELOPMENT

- a) R & D institutions
- b) Skilled workforce institutions
- c) Attractions for skilled workforce.

10. EXPAND CHOICE AND QUALITY IN THE HOUSING MARKET

- a) Affordability
- b) Housing Strategy for 2nd generation housing.
- c) High quality apartments and houses.

11. ENVIRONMENTAL SERVICES

Water Supply Foul & Surface Water Drainage.

- a) Extension of existing network in tandem with new development.
- b) Regional drainage and water supply agreements to be revised in favour of development for Blanchardstown and Fingal County.

12. COMMUNITY FACILITIES

Integrated Educational, health and community facilities to be provided.

Section 4

Eleven development opportunity areas are identified and map no. 4 illustrates the locations.

The development opportunity areas are as follows:

1. Town Centre and Town Park – Towards a mature City Centre for Blanchardstown
2. Blanchardstown Village – new commercial/residential development axis.
3. Rail Corridor/Development Axis:
 - Existing Maynooth Line Planned Clonsilla-Dunboyne Line, Planned Metro West Line.
 - New commercial axis to new district centre/public transport facility Coolmine/Porterstown/Clonsilla
4. Blanchardstown Institute of Technology Education, Science Innovation area and Science Park.
5. Connolly Memorial Hospital – a centre of excellence in health care specialisms.
6. Abbotstown international sports campus and possible exhibition trade centre.
7. Existing and proposed district and neighbourhood centres.
8. Tyrrelstown & environs quality integrated mixed use development. (Hollystown, Hollywoodrath, Powerstown, Kilmartin).
9. Hansfield SDZ – integrated and mixed use development.
10. North Blanchardstown – ST1 employment generating use lands.
11. Dunsink – Future planning model of sustainable community mixed use development.

Development Opportunity Areas



DEVELOPMENT OPPORTUNITY AREA

Area 1: Blanchardstown Town Centre



OBJECTIVES

- To restructure the town centre into a **city centre style destination** a comprehensive 'Urban' service and commercial centre, to become more than an 'out of town' car based shopping centre with low rise buildings with blank side elevations and be an urban employment and services centre; a centre for local government; an educational, cultural, tourism, civic, recreational and leisure centre with a large resident population which will rise by 50% between 2002-2011.
- The achievement of diversification of the town centre, increasing retail competitiveness, extra floorspace and improved accessibility requires significant improvements in transportation capacity to access the centre based on land use and traffic management.
- To enhance the vitality, viability and character of the town centre.
- To promote and develop a local identity, a sense of place.
- To integrate the town centre with the surrounding districts and residential neighbourhoods.
- Extra demands for floorspace require significant improvements in the transport capacity to access the centre and traffic management measures to reduce the need for car trips.
- The existing **framework structure** to be strengthened by means of:
 - A traditional townscape form based on a 'grid' or 'perimeter-block' system,
 - Public streets/spaces to be defined by row and blocks of outward facing contiguous buildings, to the more traditional urban street form.
 - Private or shared spaces to be internal within these blocks.
 - Blocks intersected by through routes.
 - Active building frontages addressing the public streets to enliven and enrich the experience of residents/visitors.
 - Street blocks not exceeding 150 metres in length, in order to maintain interest and choice of movement.
 - The formulation of a building height policy. Land mark buildings to be appropriately inserted.
 - Buildings to be robust or adaptable by design, this means narrow street frontages of 5-7 metres and depths of 9-14 metres.
 - A combination of mixed use buildings within mixed use blocks, with significant residential content over commercial/retail units at street level.
 - A clearly delineated access/circulation regime for all modes of travel.
 - The provision and integration of a significantly increased residential population and office blocks
 - The provision of office accommodation.
 - Maximising the multiplier effect of the planned bus interchange and Metro West and station to make the town centre a public transport hub.

Location I: (Areas P&V on Map on page 16)

Southern block stretching from the 'Heaven' Public House at eastern limit, to McDonald's Restaurant at western limit.

Undeveloped lands:

Surface car parks and 'set-back' areas, in particular those areas with roadside frontage and landscape areas of minimal amenity value

Under-developed lands:

The single-storey LeisurePlex, the 1 & 2-storey former Budabar building including Extravision, Paddy Power Bookmakers and Ming Court Restaurant and the single-storey McDonald's 'drive-thru'.

Proposed redevelopment works to Town Centre:

- In-fill development of surface car-park east of the County Library and also west of the LeisurePlex
- Redevelopment of the Leisureplex, the former Budabar and the McDonald's buildings, (in-filling of large set back areas from the roadside edge) forward of the existing building line of the County Library and Arts Centre, thus creating a street and civic square at these important Civic buildings.
- Priority area for residential development to overlook the Town Park and the Verona FC playing fields to the south, addressing/fronting onto the street and the park.
- Commercial development of 'smaller' office units and leisure uses with residential
- To develop an 'outdoor' civic space capable of accommodating Performing Arts and a local market

Potential works to adjoining lands:

- To redevelop the Grove Road lands, (including all or part of Coolmine Lodge, Verona FC, Coolmine School and Coolmine Sports and Leisure Centre) as an important pedestrian/cycle link to Coolmine rail station and Coolmine industrial estate, terminating in a new civic space at the new Council Offices building to the rear of the LeisurePlex.
- To open a 'street' or pedestrian/cycle link from Mountview Rd through the Millennium Park to Grove Road. (This may provide for edge development at the Town Park for residential purposes with some commercial activity at ground floor level).
- Intensification for active recreational use of the Town park and segregation with more passive 'town park' use in conjunction with any new development
- To alter the road alignment of the 'southern' service road, to create a 'street'.

Location II: (Area W on Map on page 16)

Eastern block, from the Atrium building to the north and the KFC restaurant to the south.

Undeveloped lands:

The two derelict single-storey dwellings at the junction of the Old Navan Rd and the Snugborough Rd, adjacent to the Atrium office building, the surface car parks and 'set-back' areas, in particular those areas with roadside frontage

Under-developed lands:

The single-storey KFC 'drive-thru' and the retail warehouse units of the West End Retail Park, the Westpoint Health & Fitness Club.

Proposed redevelopment works to Town Centre:

- In-fill of the derelict bungalows at the junction of the Old Navan Rd and the Snugborough Rd, the surface car-parks of the West-end Retail Park, along the entire roadside boundary to the west and south of the site, to create public streets accessed off the existing 'Eastern Service Rd.'
- Redevelopment of the KFC building as an important landmark building.
- To redevelop the retail warehouse buildings to higher order use and to encourage the relocation of retail warehousing elsewhere within the Greater Blanchardstown Area.
- Priority area for residential development, primarily, at mid & southern sections of the area, as part of a fine-grained mixed-use development.

Potential works:

- To open a minor 'street' or landbridge pedestrian/cycleway from the Old Navan Rd at Blanchardstown Village through the 'derelict bungalows' site via the rear of the 'Atrium' office block and the Westpoint Health & Fitness Club onto or towards the Red Mall extension of the Shopping Mall. This may result in a minor public space set between the existing office blocks.
- To alter the road alignment of the 'eastern' service road, to create a 'street' with active frontages.

Location III: (Area Z on Map on page 16)

Northern Block from the 'Q' building to the east to the N3 access Rd/ slipway to the west

Undeveloped lands:

The surface car parks and 'set-back' areas, in particular those areas with roadside frontage.

Under developed lands:

The retail warehouse units.

Proposed works to Town Centre:

- In-fill of the surface car-parks
- Redevelopment of the retail warehouse buildings to offices/services buildings (with large occupier). The relocation of retail warehousing to a more suitable location within the region would change the dynamic of the centre to a higher order use destination.
- Development of the western extreme of the site, abutting the N3 exit road.
- Priority area for commercial development or institutional use/facility

Potential works:

To alter the road alignment of the 'northern' service road, to create a 'street'.

Location IV: (Area Y on Map on page 16)

Western Block south of the N3 exit road, north of the Blakestown Way Blanchardstown Rd South junction

Undeveloped lands:

The surface car parks and 'set-back' areas, in particular those areas with roadside frontage to the front and rear of buildings

Under developed lands:

The retail warehouse units.

Proposed works:

- In-fill of the surface car-parks and 'western' buffer zone to cluster at bus terminus/metro station
- Redevelopment of the retail warehouse buildings to a landmark institutional/office/service building at the southern extreme of the area

Potential works:

To alter the road alignment of the 'western' service road, to create a 'street' and covered bus and/or metro station.

Location V: (Area X on Map on page 16)

Central Block including the 'Blanchardstown Centre' shopping mall, the UCI cinemas and the Eircom Depot.

Undeveloped lands:

The surface and decked car-parks and 'set-back' areas, in particular those areas with roadside frontage at corner locations.

Under-developed lands:

The Eircom building.

Proposed works:

- In-fill of the surface and decked car-parks with landmark buildings at the four corners/extremes of the site to create 'streets' leading to the four Mall entrances. New street frontage development to hide the decked car-park area from public view, (single aspect units).
- Priority area for non-retail development, particularly, at the southern entrance to the 'leisure quarter' including the multi-plex Cinema and Theatre/Arts centre.

Potential works:

- To alter the road alignments of the four service roads, to create 'streets'. This involves the reduction in separation distances between buildings and set-back areas from the existing roads network, by in-filling.
- To explore the possibility of relocating the Eircom building and depot elsewhere within the Town Centre or the Greater Blanchardstown Area.



BLANCHARDSTOWN CENTRE

DEVELOPMENT OPPORTUNITY AREA

Area 2: Blanchardstown Village

Integrated Axis with Town Centre

Professional, Business, Recreational/Leisure, Services, Offices and Residential

DESIGN

- Integrate the village as an axis with the Town Centre.
- Remodel the built environment into mixed use development, of a higher density and close knit urban form
- Remodel and traffic manage the Main Street roadway into a streetscape, designed to be a place for living and enjoyment.
- Maximise the utility of the Tolka Valley, adjacent to the Main St. (rear of).
- An urban design framework to guide development formats.



BLANCHARDSTOWN VILLAGE

USES

- Mixed uses
- Residential
- Services
- Leisure, Recreation
- Retail
- Offices
- Civic

Land Use objectives

As the scope for the densification of existing uses is limited in Blanchardstown Village backland areas (c.f. 13 houses at Church Avenue), the growth in residential floorspace will largely be made up of mixed use developments where residential development is located above retail and other commercial uses. This will apply to the Main Street area and some small areas with direct access to this area. Consequently the residential capacity will emanate from the range of management/development control instruments used to promote development to ensure delivery.

1. Provide (in general) 3 storey apartment development over underground parking, commercial and retail uses. (4 storey above ground level. - 5 storey near Superquinn)
 - (a) Apartments to be predominantly 3 bed units and aimed at owner occupation to attract long stay residents. Commercial/residential package – live over shop integration to be the built form.
 - (b) Apartments to be provided with adequate facilities for vehicles and bicycles.
 - (c) Apartments to have integrated private open space provision to the Development Plan standards.
 - (d) Having regard to the scale of the development and the large quantity of commercial opportunities, residential will take precedence over commercial concerns. i.e. this will largely be a residential quarter.
2. Provide civic passive open spaces (3), one of which will have 50% cover.
3. Introduce universal underground and flatted parking throughout so that ultimately there will be no parking on Main Street.
4. Provide for customer and employee cycle parking in connection with commercial and retail uses.
5. Relocate back street commercial uses to main street edges or more appropriate locations in the wider Blanchardstown area.

Transport objectives

1. Provide pedestrian access between the Town Centre - West End and The Village at high level across the Snugborough Road and Main Street. All pedestrian changes in level and long distance sections by under cover landbridge.
2. Provide bus priority measures.
3. Pedestrian and Cyclist priority on redesigned Main Street.
4. Existing Pedestrian/Cyclist access to Corduff and JCMH open space to be improved.
5. Existing Pedestrian/Cyclist access to Hazel Lawn to be improved.
6. Existing Pedestrian/Cyclist access to Clonsilla Road to be improved.

Design framework

Design framework to support the delivery of:

1. Maximum 4 storey development (possible 5 in front of Superquinn)
2. Vertical building design emphasis.
3. Unified design of buildings and civic spaces to a frontage rhythm.
4. Consistent pitched tiled roof and use of roof space.
5. Consistent family/branding of materials and detailing.
6. Insulation of passive space and buildings from motorway noise on north side.
7. Avoid overlook and overshadow re housing to north on north side.
8. Avoid looking and visual obtrusion re houses to south on south side.
9. Design out commercial/residential conflicts in initial designs (noise, ventilation, signage etc.) by identifying specialist uses in scheme.
10. Rhythm and roof design at road curves and civic setbacks.

DEVELOPMENT LOCATIONS

1. Remodel and strengthen the functioning of the village at Superquinn District shopping area to incorporate presentation to Main Street and Roselawn area.
2. Create a new civic focal area at Superquinn/Main St – axis of pedestrian/cyclist movements – to Town Centre, schools, hospital and Tolka Valley.
3. St. Brigid's Church locality – urban design measures to unify and complement the domestic scale, yet enable the reinvention of mixed uses.
4. Mill Lane locality – urban design measures to unify/signal the context of the Tolka Valley and provide for recreation/leisure mixed uses.
5. Garda Station locality – Redevelopment to orientate presentation both to Main Street and the Tolka Valley.
6. Bell Public House locality – reinvention to provide a landmark signature to the village.



DEVELOPMENT OPPORTUNITY AREA

Area 3: New District Centre at Coolmine, Porterstown, Clonsilla

Strategic Advantages

Coolmine/Porterstown/Clonsilla has a number of strategic advantages within the urban structure of the Greater Blanchardstown Area which create an opportunity for the planned future development of the area. These identified advantages are:

- Special relationship to the Town Centre and the potential for an integrated axis of mixed use development with the Town Centre and Blanchardstown village.
- Potential special position on Transport Corridors(Road and Rail) in particular between the existing Clonsilla and the proposed Porterstown train stations on the Dublin-Maynooth rail line
- A proposed QBC will run along the Ongar Road to the north of the village and link up directly with the N3 into the city centre
- Strategic location on the Blanchardstown Road network with the bridge across the Royal Canal and railway line into the Diswellstown district having recently been completed
- Centrally situated within new expanding residential neighbourhoods of Clonsilla, Coolmine, Diswellstown and Castaheany and planned new neighbourhoods at Barnhill, Hansfield and potential lands at Kellystown.
- Significant local features such as St. Mary's Church, the Callaghan and Kennan Canal Bridges, the Old Porterstown School House, and the Royal Canal that provide opportunities for supporting/enhancing each character
- Considerable undeveloped backland and green field sites at prominent locations within the area and specifically at Clonsilla village which have the potential to be developed in an integrated manner in order to create a coherent village identity and structure.
- Underused lands in public ownership ripe for consolidation and densification of development

Given these advantages it is considered that Coolmine/Porterstown/Clonsilla is a suitable location to provide for a new mixed-use centre at the district level with retail/office/employment/residential/service development. New development can be approached in a comprehensive manner to create an identifiable village character that exploits the potential of the area and provides a service, recreation and employment focus for the surrounding communities.

Rail Infrastructure

In particular, the railway infrastructure present and planned for provides the possibility for quality public transport to underpin the format and density of development within the area. The most recent investment proposals by Iarnród Eireann indicate that the passenger capacity of the line is set to increase to 10000 per hour by 2007 with improvements to Connolly Station and at Spencer Dock. This important infrastructure should be exploited to generate reverse commuting for new commercial, institutional and employment uses in the Coolmine, Porterstown, Clonsilla area and create a more balanced, sustainable settlement.

Potential for Village Development

Clonsilla village and adjacent neighbourhoods are overwhelmingly residential in nature with these communities early in the developmental cycle. As the local population matures it is envisaged that the current under supply of local services and facilities will be exposed and demand for them critical. It is considered that the area can be developed as a functional centre for this new residential district. New office/commercial development can provide a counterweight to the unbalanced overly residential nature of the area and support new leisure/services development in the village during peak weekly business hours.

There are important pockets of undeveloped and underdeveloped lands that can provide specific opportunities for consolidation of the existing dispersed linear character to Clonsilla. Considerable undeveloped backland sites can be utilized to provide a coherent structure to the village and a legible pedestrian network that is secure and attractive. In particular the Royal Canal is an underused amenity that can be incorporated into new development to provide an attractive feature to the village.

Objectives of the Framework

The aim of the Urban Framework Plan is to provide for the future structured and integrated development of Coolmine (industrial estate), Porterstown and Clonsilla. The objectives of the exercise are as follows:

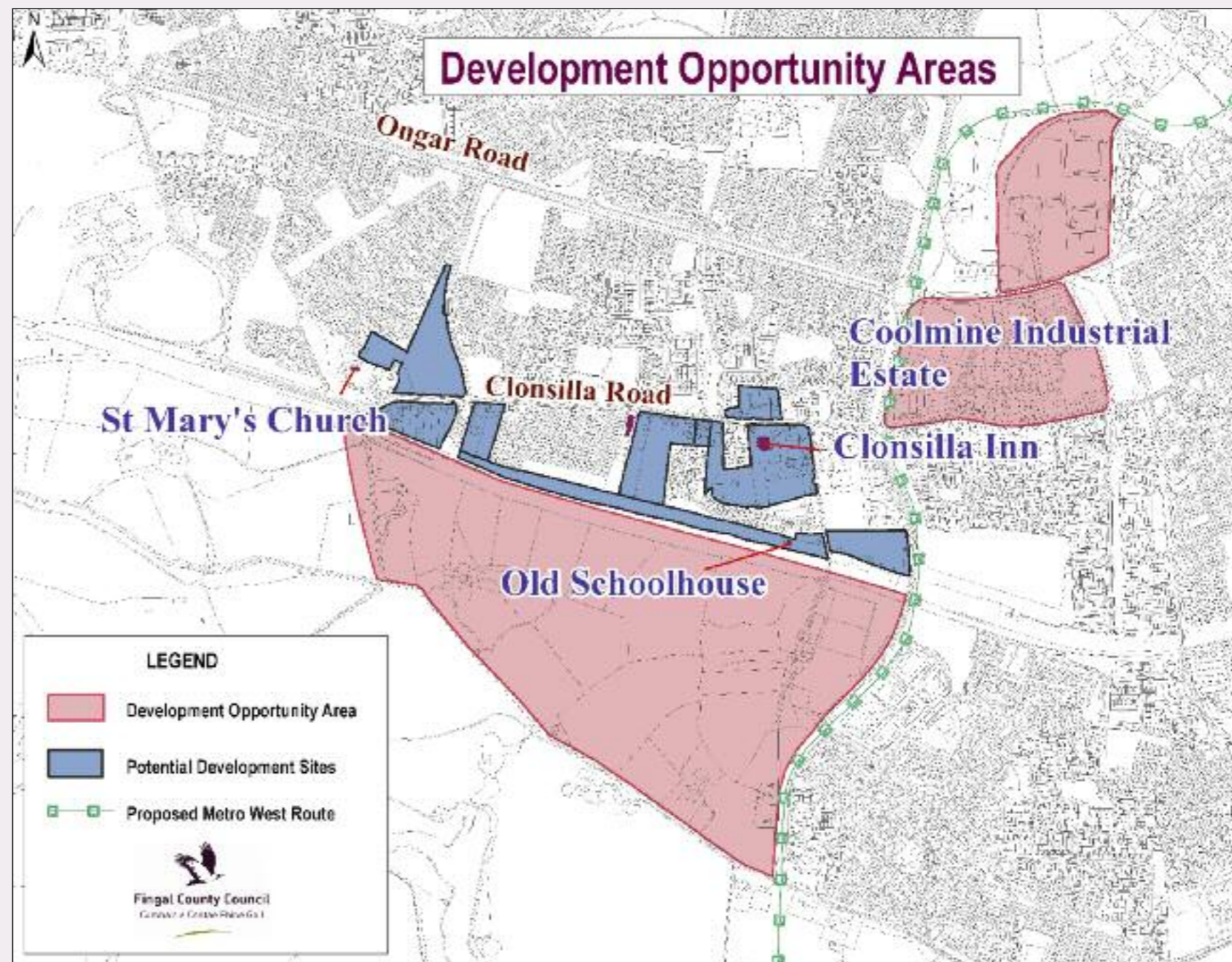
- To demonstrate/illustrate the development potential specifically of Clonsilla Village and Porterstown proposed rail facility as a mixed use employment, commercial and residential location in the context of the Public Transport advantages of the area
- To examine and illustrate the opportunities to integrate the identified development sites with a network of pedestrian/cyclist routes with security and connectivity as central design concerns
- Architectural proposals/suggestions for integrating new development with the existing built form specifically of Clonsilla. In particular, St. Mary's Church, the Old Porterstown School House and the new Bridge over the railway/canal
- To provide development briefs for each of the identified development locations including design principles/sample schemes for building heights, external finishes/materials, elevational treatments, street network, treatment of existing development at adjoining boundaries, landscaping of public open spaces/realm, access, etc.
- Proposals for integrating new development with the Royal Canal as an important local amenity and central village feature for the public
- Formulation of a traffic and car parking strategy for the village in light of future planned development
- Detailed proposals for the securing of an enhanced public realm and village square/civic space integrated with existing and future public open spaces and the Royal Canal.
- Assembly of a palette of quality materials for use in external finishes of buildings and environmental improvement works including for public spaces, car parking, street furniture, public lighting, shared surfacing, etc. These materials are intended to provide a coherence and distinct character to the rejuvenated village.

**DEVELOPMENT LOCATIONS IN CLONSILLA,
COOLMINE, PORTERSTOWN.****Location 1: Lands on eastern side of Porterstown Road
abutting the new bridge**

- This site is strategically positioned to exploit the adjacent proposed Porterstown Train Station.
- Potential re-zoning of site to commercial/office/employment and mixed use development.
- Opportunity for increased building height given context of the new bridge. Five storeys plus.
- Opportunity for distinctive architectural treatment/landmark building to provide focus/identity to the area and the new train station location.
- Through pedestrian/cyclist access from the bridge road to Porterstown Road required as a central feature for any development to maximise pedestrian permeability.
- Integration with the playing field/Public Open Space adjacent to the north west and Royal Canal environs to the south.
- Views westward to the Old School House important design concern.

**Location 2: Old School House and lands to the rear alongside
Royal Canal**

- This building is a Protected Structure
- Although in private ownership it is of significant importance in local history and heritage terms.
- Landholding includes a long narrow strip alongside the Royal Canal and adjoining several existing developments and open spaces
- Strategic new link/corridor from village to the new train station.
- Strategic access point over Kennan Bridge to lands on southern side (Kellystown).



Location 3: Backlands to the rear of the Clonsilla Inn/Supermikes and to the west of the Porterstown Road.

- Potential to utilise backland Greenfield lands to link Porterstown Road with the development at the existing retail centre at bottom of Sherlin Road.
- Removal of builders providers (SuperMikes) to more suitable industrial location would be considerable bonus. Possibility of land exchange with industrial site.
- Boundary of site flexible. May include all lands (Existing frontage and backland potential).
- Protection of the amenity of the existing residences adjoining is important design consideration.
- Links with Clonsilla Inn and its car park provide potential for integration, reduction in parking provision in tandem with parking management measures.

Location 4: Backlands to the rear of cottages on the Clonsilla Road.

- Large site with considerable road frontage to Clonsilla Road that abuts the existing local services centre at junction of Clonsilla Road/Sherlin Road.
- Potential for new development to address the Royal Canal and open up public access to it as an amenity and landscape feature.
- Link eastwards with Old School House and Train Station beyond.
- Suitable location for a civic open space or village focus due to its pivotal position on Clonsilla Road equidistant to both train stations.

Location 5: Lands to rear of the petrol station

- Substantial site with regular shape that has frontage to the main road.
- Possibility to relocate unsuitable use of out of village and consequent traffic/access improvements
- Sensitive treatment of adjoining established properties required

Location 6: Lands adjoining to the east of St. Mary's Church.

- Prominent public site at confluence of train, bus and road network in Clonsilla.
- St. Mary's Church and adjacent buildings give particular context to the site including possible archaeological remains in the vicinity.

Location 7: Lands East of Clonsilla train station

- Lands on southern side of Clonsilla Road (cottages east of train station)
- Large backland area and low scale of cottages provide opportunity for more coherent and dense format of development
- Prominent direct entrance to village from train and need to define/create an attractive landmark to draw people into the village

Location 8: Lands on southern side of the railway (Kellystown) running from St. Mochta's Football Club westwards to Beech Park House.

- Current Green Belt lands at Kellystown are subject to a rezoning proposal in review of the County Development Plan currently.
- Southern boundary of potential development lands to be defined by new district distributor road with public open space to south of road and new public park/recreational facilities at Beech Park House to the west.
- St. Mochta's Football pitches could potentially be relocated to the south west at Lutterellstown Road.

Location 9: Coolmine Industrial Estate

- Uses could potentially be relocated to Clonsilla/Porterstown.

Location 10: Coolmine Community School and Scoil Oilibheir

- Rebuild schools, recycle surplus land for higher density mixed use developments.

DEVELOPMENT OPPORTUNITY AREA**Area 4: Blanchardstown Institute of
Technology and Environs**
**Education, Science and
Innovation Area and Science
Park**

The Institute is a considerable education asset to Blanchardstown with 1560 students (1110 fulltime) and 165 staff. The Institute is set within a campus, in a land holding jointly owned by Fingal Co. Co. and the IDA.

**DESIGN**

- Minimise site coverage.
- Locate buildings in open parkland setting.
- Provide pedestrian and cycle routes between this area, the town centre, Blanchardstown Village and the Science Park area.
- Ensure protection of mature woodland and trees.
- Maintain open character of site which adjoins the Tolka Valley Park.
- Provide for separate residential blocks within the campus
- The design of the R.T.C. should provide for open and available lecture and demonstration facilities.
- Integrate Transport mobility linkages to planned Metro West Transport.

USES

Knowledge based processes and industrial activities (including ancillary offices) in which research, innovation and development play a significant part and which lead to and accommodate the commercial production of a high technology output.

- Regional Technical College
- Innovation Centre
- Residential Accommodation
- Hotel and conference facilities
- Starter/incubator units



DEVELOPMENT OPPORTUNITY AREA

Area 5: Connolly Memorial Hospital and Environs

DESIGN

The hospital (380 beds – 1200 staff) is a major resource asset to Blanchardstown and is well placed to advance as a model of excellence in health care and medical specialisms. Rationalise of existing buildings would release land for development.

USES

- Medical specialists/facilities/clinics
- Residential



DEVELOPMENT OPPORTUNITY AREA**Area 6: International Sports Campus and Possible National Exhibition Trade Centre Lands at Abbotstown. (O.P.W.)**

The State lands site at Abbotstown comprise 250 ha. Part of the lands are to be developed as a National Sports Campus by the National Sports Campus Development Authority NSCDA (established on 1st January 2007.)

This proposed development designates approx 180 hectares for various types and extent of indoor and outdoor sports facilities together with the establishment of a substantial public park.

**DESIGN FRAMEWORK**

The organisation, extent, type and format of facilities proposed are detailed in the 'Abbotstown Sports Camps Study' (FCC, February 2007.) The site is to be developed with a core cluster of sports facilities and buildings surrounded by extensive playing pitches and outdoor facilities. Abbotstown House which is Protected Structure is to be refurbished and brought into a long-term use related to the Sports Campus.

DESIGN

- Low rise high quality development laid out in open parkland
- High quality of modern architecture design and finish
- High level of landscaping
- Integrate Mobility Transport linkages to planned Metro west.

USES

- Existing National Aquatic Centre (50 Metre Swimming Pool) average daily 400 visitors, max capacity 8000. Average Sat. min. 4000 - max 8000
- Outdoor playing pitches, indoor sports arena, training and support facilities (accommodation, medical etc) for athletes.
- Community recreational facilities.
- Possible International exhibits and Trade Centre
- Restaurants, sports shops
- Car parking
- Administrative accommodation for the National Governing bodies of individual sports.
- 115 acres public park.



DEVELOPMENT OPPORTUNITY AREA

Area 7: Existing and Proposed District & Neighbourhood Centres

Roselawn, Blakestown, Huntstown, Hartstown, Mountview, Mulhuddart, Corduff, Ongar, Hansfield, Tyrrelstown.

DESIGN

Reinvent and upgrade existing centres and intensify the range of existing facilities to facilitate accommodation of new local retail and personal services. Rationalise car parking and release surplus land for new development.

USES

- Local retail
- Personal services (e.g. cleaners, crèche)
- Small local business/office use
- Residential
- Cafes
- Restaurants
- Health Centres



DEVELOPMENT OPPORTUNITY AREA**Area 8: Tyrrelstown & Environs
Future Mixed Use Development**

The residential zoned lands are ultimately planned to be well located to provide high quality residential and mixed use development and excellent integrated community facilities.

The lands within the future development boundary (Powerstown/Kilmartin) are the subject of a special planning study to bring forward development opportunity proposals.

DESIGN

A variety of design treatments with mixed height and building materials and varying densities to create a sense of place.

- Provide public transport services and cycle and pedestrian routes between this area to Dublin Airport, the Town Centre, Blanchardstown village, the Maynooth rail transport corridor, the industrial and warehouse employment areas in north Blanchardstown, the Institute of Technology, the National Aquatic Centre and recreational uses planned at Abbotstown.

USES

A range of integrated developments, to support community needs.

- Employment generating uses
- Housing
- local shopping
- schools
- health centres
- community/recreation facilities
- public recreation open space strategy.



DEVELOPMENT OPPORTUNITY AREA

Area 9: Hansfield SDZ Residential and Mixed Use Development

These lands are a strategic development zone. The lands have a strategic location in the south west Blanchardstown, sited in close proximity to the planned transport facilities and the upgraded Maynooth rail corridor, the planned re-opening of the Clonsilla-Dunboyne Rail line and planned local road links between the N3 and N4.

These lands have significant potential for concentrated mixed use development, comprising residential, commercial and employment generating uses. The planned upgrade of the rail corridor, provides the opportunity to maximise the location attributes for alternative high road trip users i.e schools/integrated community health uses and business activities. The rail corridor would also facilitate contra flow uses.

DESIGN

A variety of design treatments with variations in height and quality building material and varying densities.

USES

- Contra flow uses located adjacent to upgraded Maynooth rail corridor
- Schools/health/community
- Mixed commercial, employment generating uses
- Residential.



DEVELOPMENT OPPORTUNITY AREA**Area 10: North Blanchardstown**
ST1 Employment Generating Use Lands

These lands are of paramount importance to the local economy of Blanchardstown and Fingal County. Continuing sustainable development of the highest economic value with the delivery of a quality built environment must be enabled. This entails a sustainable economic mix of business activities .

DESIGN

- Integrate Transport mobility linkages with planned Metro West.
- An urban design framework, together with a detailed palette of materials and finishes to be put in place to ensure the highest design quality in development.

USES

Employment generating uses.



DEVELOPMENT OPPORTUNITY AREA

Area 11: Dunsink

These lands have a strategic location in close proximity to existing development areas, the planned upgraded Maynooth rail corridor and planned QBC networks. Part of the lands are a major recreation/leisure resource – Elmgreen golfcourse, Dunsink Observatory, the Tolka Valley, the Royal Canal and several distinctive properties listed for preservation.

The lands are the subject of a planning special study, which will inform a Development Plan Variation, to bring forward the Dunsink area lands for sustainable mixed use community development.



DUNSINK OBSERVATORY



Section 5

The key objective of the Urban Structure Plan is to underpin integrated planning as the lever to secure the future of Blanchardstown as a strong and vital urban town with:

- A high income earning population in secure employment
- Employment for resident workers that provides job satisfaction, good working conditions and easy access
- A self sustaining local economy capable of adapting to local needs and providing capital for local development
- Excellent educational and cultural opportunities
- A full range of sophisticated urban services
- High quality housing
- Well developed open space, public recreational facilities, community facilities and other amenities
- An integrated development framework supporting communities and families

Blanchardstown's Strengths are:

- Within the Dublin Metropolitan Area.
 - Close to CBD Employment and Services
 - N3, M50, N2
 - Railway access to Connolly station
 - Dublin Airport
 - Dublin Port
- Large and growing population.
 - Youthful
 - Generally well educated
- Strong Job Skill Base
 - 30% Managerial & Technical
 - 8% Professional
 - 33% Non manual
 - 15% Skilled manual
- Largest Commercial Town Centre outside CBD
- Blanchardstown Institute of Technology
- Embryonic High Tech Industrial Cluster
- Regional Hospital
- Large acreage of zoned and serviced land with access to national networks
- Significant Amenity Lands
 - Liffey Valley
 - Royal Canal
 - Tolka Valley Park
 - Town Park
 - Golf Courses (5)
- Olympic Swimming and Leisure Pools
- Existing Commercial/Business/Service Strengths
- Good quality housing and choice in housing market
- Finance
 - Existing rate base of large commercial sector
 - Development Levy

Recommendations & Conclusions

Blanchardstown's Opportunities are:

- Embryonic cluster of knowledge based industries
- Growing population requiring new services
- Potential for redevelopment of under used land and buildings
- Capability of improved internal and external accessibility
- Capability for coherent urban structure and consistent visual design
- High quality natural amenities largely under-utilised
- Absence of significant out of town sub-regional and town facilities
- Potential to significantly intensify underdeveloped Town Centre, District and Neighbourhood Facilities
- Land bank of underdeveloped zoned and serviced land in public and private ownership

CONCLUSION:

The Urban Structure Plan, highlights the multiplicity of agents and responsibilities in the economic and development arena of Blanchardstown. The Urban Structure Plan identifies essential infrastructure, amenities, services and market opportunities/interventions vital, to consolidate the town of Blanchardstown.

Fingal County Council as the local authority will use its instruments/powers in particular the medium of the County Development Plan to secure a sustainable future for Blanchardstown new town.

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Fingal County Council

Comhairle Contae Fhine Gall

