2017

Draft Planning Scheme: Postgraduate Urban Design Student Project on Behalf of Fingal County Council

David O'Connor
Dublin Institute of Technology

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DIT MSc Spatial Planning 2016-2017
Postgraduate Urban Design Student Project on behalf of Fingal County Council

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INTRODUCTION

1.1 Methodology & Approach

The project brief for a Kellystown Urban Design Masterplan was set out in September 2016. Although the lands are designated as an LAP in the Draft Fingal Development Plan 2017-2023, the approach is that of an SDZ. Constraints and opportunities were identified early on in the process. The site was visited on several occasions by the team and photographs were taken. A meeting was held on site with Fingal Council in late October 2016 clarified the project brief. The importance of focusing commercial and retail activity in the existing Coolmine Industrial Estate and village was emphasised. The focus of the project therefore centred on creating vibrant and diverse residential communities, well-served by public transport with easy access to schools, shops and local amenities. The team was broken up in to smaller teams, each focused on different aspects of the plan. A weekend seminar was held on the 24th and 25th of February which finalised the layout of the different character areas. The final stage consisted of putting together and finalising the written document for submission.

The overall approach is to create well-being through connection. It was found that the existing zonings created two monolithic areas with poor passive surveillance over the proposed green space and poor connectivity and linkages to Clonsilla. A decision was made early on to vary this layout slightly in order to create a more diverse landscape with distinctive character areas. A proposed linear east-west road through the site was modified to create a bend, softening the interface between the proposed residential areas and the proposed green spaces.

To improve the connection between Clonsilla and Kellystown, a new bridge located halfway along the canal will provide direct access from Kellystown to the centre of Clonsilla village. A challenging bottleneck where the Clonsilla Road meets Clonsilla train station inspired the relocation of the station to the proposed bridge as a potential way to ease the bottleneck and provide direct rail access from Clonsilla village and proposed residential areas in Kellystown. It was also decided that the limited retail, commercial and office uses that were outlined in the project brief would be located here, the rationale being that their central location would be accessible to all.

Research into the existing green and heritage infrastructure also informed the proposed layout of the different character areas. It was decided that the existing field boundaries would be retained where possible along with associated mature planting. This would enable the proposed green infrastructure to run through the proposed residential areas and to highlight the heritage in the area. The importance of the Royal Canal and Porterstown Lane as connecting greenways was highlighted as was the proposed book-ending Barrow Park at the west end of the SDZ.

The topography of the proposed residential areas has been varied by the integration of green spaces within residential areas and residential blocks. To encourage social integration is was decided that traveller accommodation specified in the Local Area Plan objectives would not be separate or easily identifiable as traveller accommodation but would be fully integrated into the proposed residential area. To promote inter-generational diversity housing for the elderly and provision of crèches would also be included in each residential area.

To create passive surveillance over the proposed green areas and also improve residential amenity, each of the residential areas looks on to the southern green area. In addition to the proposed grave yard, a variety of amenities will be included in the green areas which will improve passive surveillance and community use. St Mochta’s Football Club will be relocated to this area, so that they are accessible from the village, proposed residential areas and the proposed and existing local schools. Other amenities that are to be provided include a community garden, sports clubs and public parkland. The health and well-being of the community is encouraged through the provision of linking greenways to encourage walking and cycling and the use of public transport.

To create a green community, on street parking has been minimised and a multi-story car park provided at the east end of the site, adjacent to both the Porterstown Road, Clonsilla and the proposed residential areas. The installation of a centrally located biomass district heating system furthers this aim.
1.2 Plan Area & Statutory Context

Plan area
The Kellystown lands are approximately 46.05 hectares greenfield site located to the south of Clonsilla Village, west Dublin, within the administrative area of Fingal. The lands are located approximately 14 km west of Dublin City Centre with the Coolmine industrial estate (1.3km) and Blanchardstown shopping centre (3.5-4km km) located to the north-east.

The plan lands are bounded by the Royal Canal and Dublin-Maynooth railway to the north; the Porterstown overpass to the east; the Luttrellstown Road to the south and Clonsilla Road to the west. The majority of the Plan Area is undeveloped with the exception of two schools, Scoil Cholm Community National School and Luttrellstown Community College at the south east end of the plan area.

Nearby amenities include the Lutterellstown Demesne, the Liffey Valley, the Phoenix Park with the Dublin/Wicklow Mountains and Dublin Bay further afield, all easily accessible via good transport links.

Kellystown is directly served by the Dublin-Maynooth Railway line, there is a (proposed) Quality Bus Corridor along the Porterstown Road to the city centre and the area is less than 5 km to the nearest M50 interchange, giving access to Dublin airport, Dublin and Dun Laoghaire Ports.

The boundaries of the area are characterized by the Royal Canal, and the Dublin Maynooth railway line to the north, with Clonsilla village beyond.

Clonsilla Ongar, Hartstown and Sheepmoor to the north are predominantly low density/two storey residential areas with associated green space within the residential areas, but also contain some retail/commercial areas, particularly Clonsilla.

Porterstown, Carpenterstown, Coolmine and Diswellstown to the east are also predominantly residential but there is some industrial development associated with the Coolmine Industrial estate, some educational and associates some leisure/green space.

The L3036 road runs through it. Like the areas to the north, residential development is relatively low density with the exception of apartment developments near the road.

The lands to the south east primarily consists of green space associated with Castleknock Celtic ground playing fields, golf courses and the Castleknock Hotel but also contains St Mocta’s church. There is little residential development in this area.

There are some residential areas along the Luttrelltown road and Clonsilla road to the west but both still have a very rural character. Luttrellstown Demesne which contains Luttrellstown House, now in use as a hotel and a golf course and an ACA is located to the south, with the Liffey Valley green belt beyond.

Greenmount Located to the west contains some leisure/green space and allotments in Beech Park. The Hansfield SDZ is to the west.
Statutory Context

The Kellystown lands have been designated as a Local Area Plan (LAP 13.c) in the Fingal County Development Plan 2017-2023. However, the area has been approached as a Strategic Development Zone.

Strategic Development Zones were introduced in 2000 as a response to the strong demand for residential and non-residential development. Part IX of the Planning and Development Acts 2000 – 2011 enables the Central Government to designate Strategic Development Zones to facilitate development, which in the opinion of the Government, is of economic or social importance to the State. Strategic Development Zones are defined as a site or sites for which a planning scheme has been made and is in force. The Act also allows Government to specify the types of development which may be permitted. The types of development for which a zone may be established include industrial, residential and commercial development. The SDZ planning process is set out in Sections 165 to 171 of the Planning and Development Act 2000 – 2011 which provides that a Planning Scheme is prepared by a Development Agency specified by the Government. Fingal County Council was specified as the Development Agency for the purposes of preparing the Planning Schemes for the adjoining Hansfield SDZ.

The Development Agency must prepare a Planning Scheme for the Zone in whole or part, within two years of the Government Order once the lands have been designated as an SDZ by Government Order.

Approximately 27.3 Ha of land at Kellystown has been zoned for residential development, with the remainder zoned for green space and educational use. Two schools have already been constructed to the SE corner of the lands. As third school is included in the objectives of the Local Area Plan and is to be located at the west end of the Kellystown lands.

A cemetery is designated for the south east corner of the Kellystown lands and within the area that s been zoned as green space. A connector road running through the site was also included in the LAP.

Under the current proposal, the existing zonings have been adjusted in order to vary the landscape, retain some of the existing character and to create the distinctive character areas.
2 THE SITE & ITS CONTEXT

The approach to the Kellystown lands, its opportunities and constraints, takes in to account its natural, cultural and neighbourhood context as well as national, regional and local planning guidelines.

2.1 Regional & Strategic Context

<table>
<thead>
<tr>
<th>Policy Context</th>
<th>Policy Document</th>
<th>Key Policies</th>
<th>Issues of Kellystown</th>
</tr>
</thead>
<tbody>
<tr>
<td>National</td>
<td>National Spatial Strategy 2002-2020</td>
<td>To achieve a better balance of social, economic and physical development and population growth across the country</td>
<td>High quality of design in new development and refurbishment. Where greenfield development is necessary it should take place through the logical extension of existing cities, towns and villages.</td>
</tr>
</tbody>
</table>
| Regional       | Regional Planning Guidelines for the Greater Dublin Area 2010-2022 | • Integrate land-use, transport, economic growth and investment in utilities – water, broadband and energy so that Greater Dublin Area can move towards becoming a sustainable high quality location for business, residents and visitors.  
  • Defines the settlement hierarchy and the identification of growth areas within the GDA.  
  • Housing targets based on population projections up to 2022. | Frontloading integrated, environmentally sustainable transport, water, energy broadband and social infrastructure.  
Creating distinctive and diverse neighborhoods to meet population demands |
| Fingal Development Plan 2017-2023 | • Consolidate urban areas around Dublin Gateway and make the most efficient use of investment in infrastructure through integration with land use planning policy.  
  • Fingal contains both a large metropolitan area and a strong rural hinterland and new public transport corridor will provide new opportunities to strengthen the integration between high quality, high capacity public transport and housing growth.  
  • RPGs recommend that the majority of future housing in Fingal should occur within the catchment areas of such strategic transport infrastructure.  
  • Any expansion must be within carefully considered phased, high standard, integrated LAPs or SDZs where new housing and public transport and other services are delivered in tandem. | Kellystown is within the Metropolitan Area, which is described as a strong active urban place, with strong transport links.  
There’s a multi-modal transport corridors within walking distances from Kellystown, being it BRT, QBC, Railway, etc. |

128 Protect the rural character and setting of the Luttrellstown Road and enhance its use for pedestrians and cyclists  
130 Provide for a burial ground of up to 4 hectares within the Kellystown area. This site is to be identified as part of, or in advance of, the adoption of Kellystown LAP  
131 Provide integrated school and community/recreational facilities which may be developed in advance of the LAP  
132 Improve facilities for pedestrians and cyclists in the village
2.2 Site Location and Analysis

The Kellystown lands are a c. 46.05 hectare site on the urban rural fringe and are located to the south of Clonsilla Village, west Dublin, within the administrative area of Fingal. The lands are located between the Royal Canal and Dublin-Maynooth railway line, the Porterstown overpass, and the Luttrellstown and Clonsilla Roads. The majority of the Plan Area is an undeveloped relatively flat greenfield site, currently in agricultural use. Exceptions include two recently constructed schools, Scoil Cholim Community National School and Luttrellstown Community College at the south east end of the plan area and a halting site and a football club on Porterstown Lane. There is also a small amount of existing residential development along the Luttrellstown and Clonsilla Roads but both still have a very rural character.

2.3.1 Historical context

The physical traces left by previous generations—archaeological monuments and historic buildings—link past and present, and contribute to the identity and character of a place. While Dublin 15 is now perceived as new and urban in character, the Kellystown area forms part of the hinterland of the Liffey Valley which has been extensively settled since the prehistoric period. Located to the north-west of the Kellystown is the archaeological monument RMP DU013-018, which consists of three conjoined barrows or burial sites, dating to the Bronze Age. Beyond the bounds of the development in this area is the ecclesiastical site of Clonsilla, which dates from the Early Medieval period and is now the site of a mid-nineteenth century church. During the medieval period, Kellystown was part of the parish of Clonsilla which along with Porterstown was within the manor of the Luttrell family. The Luttrells had arrived in Ireland with King John in 1210 and held lands in Clonsilla until the eighteenth century.

Rocque’s map of 1760 (opposite) shows the Kellystown lands as mainly agricultural in nature with a house and formal garden at the site of the present Kellystown House. By the early decades of the nineteenth century Greenmount House towards the west of the site was constructed. The Royal Canal which bounds the site to the north was known as the Rival canal or the Cobbler’s canal in reference to Mr Binns, a retired shoemaker and member of the Board of the Grand Canal. He fell out with the other board members and set up a rival canal company. Works commenced in 1790 but were slowed considerably by two miles of deep sinking between Blanchardstown and Clonsilla. This set-back effectively bankrupted the company and it was eventually sold to the Midland Western railway to build a railway alongside. The First Edition Ordnance Survey illustrates how the townland of Kellystown was transected by the insertion of the canal and reflects how the present proposal will reconnect Kellystown.
2.3.2 Site Appraisal and Opportunities

Kellystown is located in the wider Blanchardstown urban area immediately west of the established residential area(s) of Porterstown; and immediately south of Clonsilla village, though severed by the presence of the Royal Canal and the Dublin-Maynooth rail line which runs along the entire northern boundary of the entire site.

Blanchardstown is the main urban centre and economic driver for the area and is the closest significant urban centre to the Kellystown lands. South of Kellystown is Luttrellstown Demesne and open countryside.

Strategically, Kellystown is well placed with good transport infrastructure links connecting this area to Dublin City Centre. The current Fingal Development Plan 2017-2023 has identified the corridor for Metro-west with proposed stop to be located at Porterstown. If the Metro-West project comes to realisation this stop will be a main transport node for the area and will be located lands adjoining Kellystown the west of the site.

Kellystown is located on a greenfield site with a strong rural character. Kellystown also has the benefit of adjoining and connecting to an established urban setting – Clonsilla.

The general setting of Kellystown which includes the Royal Canal, neighbouring Luttrellstown Demesne ACA, greenbelt lands and proximity to St Catherine’s and Liffey Valley parks and the existing natural landscape of the area provide a high level of amenity to the area.

Main Constraints

Disconnection:

- **Severance** - Kellystown lands are cut-off from Clonsilla by the Royal Canal and the rail lines. The rail lines are at grade level, though the canal is cut into the landscape at significantly lower level.
- **Poor existing Connectivity** - There is no coherent connection/link between the existing communities of Clonsilla and Porterstown.
- **Rail crossing** - There is no rail/canal crossing serving the lands at Kellystown.

Access:

- The local road network in and around Kellystown poor. Access in to and around the site is severely limited. Currently there is no point of entry to the main portion of the Kellystown site. There is no access from Clonsilla village to the site. The lands are bookended by the junctions over the rail/canal by two narrow rail bridges which severely restricted traffic flow. The Luttrellstown road that runs along the southern boundary of the site is subject to a local objective (LO128) to retain its rural character and enhance its use for pedestrians and cyclists. No new accesses are permitted along this stretch of road.
Built & Natural Heritage

There are a number of protected structures and recorded monuments in Kellystown. There are also buildings of note, though not afforded protected status.

Protected Structures

There are a number of built structures dotted along the perimeter of the site. As follows

- Protected structures:
  - Keepers Cottage (RPS 699), adjoining the rail line to the north of the site, off Porterstown Road.
  - Kennan Bridge (RPS 698), over the rail line, adjoining Porterstown rail stop.
  - Callaghan Bridge (RPS 706)
  - Home Villa (RPS 727), Porterstown Road

Record of Monuments & Places

- Ring Barrows, possible [RMP DU013-018], Clonsilla Rd, close to northern boundary of the site and rail lines

Other Built Heritage of note (not designated)

- Porterstown House, Porterstown Road
- Semi-detached brick cottages (19th Century), Porterstown Road
- Kellystown House with lodge
- Greenmount House, Clonsilla Road

Other built development

- Disused residential/cottages & buildings, close to Keepers Cottage (RPS), Porterstown Road (west side)
- Travellers Halting Site, Porterstown Road (east side)
- Luttrellstown Community College, Porterstown Road
- St Cholim Community National School, Porterstown Road
- Private residence located along southern boundary of site, adjoining Luttrellstown Community College grounds.

ENVIRONMENTAL CONSTRAINTS ON SITE:

- The Royal Canal runs along the entire northern boundary of the site. It is situated considerably lower than the Kellystown lands.
- Luttrellstown Road – rural character must be preserved (L/objective 128).
- Landscape Type 6 - River Valleys and Canal Character Type: The Tolka and Liffey Valleys together with the Royal Canal Corridor are the main landscape features in this area.
Fingal County Development Plan 2017-2023 objectives

In addition to the challenges listed above, the SDZ planning scheme must incorporate the local objectives listed under the current County Development Plan 2017-2023, see below.

The site is subject to the following objectives in the Fingal Development Plan.

<table>
<thead>
<tr>
<th>Local Objectives – Fingal Development Plan 2017-2023</th>
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<tbody>
<tr>
<td><strong>Local Objective 114:</strong> Road bridge Crossing the Royal Canal connecting north to Ongar Road. Prepare a feasibility study on the location of a road bridge, crossing the Royal Canal and the Dublin-Maynooth railway line, connecting north to the Ongar Road. The location shall be determined in advance of, or part of, the adoption of the Local Area Plan for lands at Kellystown.</td>
</tr>
<tr>
<td><strong>Local Objective 128:</strong> Protect the rural character of Luttrellstown Road and enhance its use for pedestrians and cyclists.</td>
</tr>
<tr>
<td><strong>Local Objective 130:</strong> Provide a burial ground (4Ha) in Kellystown area. The site is to be identified as part of, or in advance of, the adoption of Kellystown LAP.</td>
</tr>
<tr>
<td><strong>Local Objective 131:</strong> Provide integrated school and community/recreational facilities which may be developed in advance of the LAP.</td>
</tr>
<tr>
<td><strong>Local Objective 121:</strong> Preserve the existing pedestrian and vehicular right of way at the level crossing at Porterstown.</td>
</tr>
<tr>
<td><strong>New Road Proposal:</strong> Distributor Road - west east midway through Kellystown.</td>
</tr>
<tr>
<td><strong>CI – Community Infrastructure :</strong> Provide for and protect civic, religious, community, education, healthcare and social infrastructure (western portion of Kellystown site)</td>
</tr>
<tr>
<td><strong>Cycle/Pedestrian Route:</strong> Provide a cycle/pedestrian route along Porterstown Road and eastern boundary of Kellystown lands.</td>
</tr>
<tr>
<td><strong>Traveller Accommodation:</strong> Provision of traveller accommodation.</td>
</tr>
</tbody>
</table>

Opportunities

**Existing transport infrastructure**

Kellystown is well placed on the Dublin-Maynooth rail-line which can provide an opportunity to maximize the public infrastructure available.

Clonsilla has a good bus service.

Fingal County Development Plan 2017-2023 has an objective for the Metro-West line & train stop at Porterstown – connecting to the Kellystown lands to the east of the site.

**Rural character on the urban fringe**

Kellystown has a distinct character that draws from both the existing urban setting to the north of the site and adjoining natural/rural setting to the south and west.
High Amenity Value
Kellystown and the adjoining area are rich in resources that provide a wealth of high amenity. It’s location in close proximity to Luttrellstown Demesne & ACA as well as major public parks - St Catherine’s Park & Liffey Valley Park provide a wonderful natural setting for the proposed development. The resource of the Royal Canal along the northern boundary of the site is of significant amenity value. The richness of existing biodiversity in the form of existing trees and hedgerows adds to the amenity value of the site.

Quality of life
Kellystown area contains a number of protected structures and recorded monuments. In conjunction with the richness of the rural character and access to high amenity areas Kellystown provides a quality environment for a new community, rich in heritage, biodiversity and quality open space.

Physical Challenges
- Retention of the rural character of the Luttrellstown Road.
- Integration of protected structures and recorded monuments into the planning scheme.
- Integration of Traveller Accommodation which best serves the traveller community and the broader community.
- The incorporation of a distributor road that meets the objectives set out in the County Development Plan that best serves the Kellystown planning scheme.
- Establishing a coherent physical link that connects both sides of the canal - Kellystown with Clonsilla Village.

Main goals

Provision of Housing – a new sustainable urban community
- Development at Kellystown coincides with a significant housing shortage particularly for the Greater Dublin Area. Census figures have indicated that Fingal has one of the fastest growing populations with the within the Dublin Authority areas. The development of Kellystown can provide in excess of 900 homes to serve the needs and preferences of a growing population. This is an opportunity to create a neighbourhood district based on inclusion – providing for young and old.
- Kellystown aims to create a new sustainable community, providing quality energy efficient homes in a high quality green environment. The scheme will create a well-connected green neighbourhood incorporating public parks, green routes, pedestrian/cycleway and open parkland.

Creating an Identity - consolidation of urban centre at Clonsilla
- The proximity of Kellystown to Clonsilla village is an opportunity to create a strong identity for Clonsilla as the main retail/commercial centre, mutually beneficial to the existing and to the new development.
- Therefore the development opportunity of Kellystown should be considered in the broader context of the established urban setting of Clonsilla. The existing built area of Clonsilla is key to the new development of Kellystown. By creating access from Clonsilla, through current vacant/redundant land, over the canal and railway into Kellystown lands would create a more coherent urban structure. In developing Kellystown lands there is an opportunity to reinforce and develop a robust, distinct identity of Clonsilla village by creating a strong physical link to a new neighbourhood. Such a move would reinforce not only the identity of Clonsilla village, but would provide a mutually beneficial scenario whereby Kellystown as a new residential & amenity area can connect to the commercial/retail functions of Clonsilla village whose urban fabric is currently weak and incoherent.
- The new neighbourhood provides the opportunity to strengthen the identity of Clonsilla as a local urban centre while enhancing the social and economic fabric of the area.
- The development shall embrace, preserve and incorporate the historic character of the existing area into the scheme.
Connectivity & Integration

- Consolidation of Clonsilla in tandem with the new development at Kellystown offers an opportunity to maximise sustainable transport infrastructure options (both rail and bus) in conjunction cycling and walking options. The development of Kellystown is an opportunity to connect both sides of the railway/canal by a bridge over the railway/canal. The scheme incorporates strong pedestrian and cyclist routes throughout linking existing facilities and amenities to residential areas and key transport nodes. The creating of a new neighbourhood district provides an opportunity to develop and enhance the existing networks for pedestrians and cyclists.
- The establishment of a cogent physical link/connection between the existing village of Clonsilla and the new residential district at Kellystown is essential for both to thrive.

Amenity & Character:

- The Royal Canal forms part of the Kellystown area is an amenity to be developed and maximized. The rural character and greenbelt area surrounding Kellystown as well as the adjoining Luttrellstown House Demesne ACA and proximity to regional parks such as St Catherine’s and Liffey Valley provide a rich source of amenity to the area. The development of a new residential district is a unique opportunity given the natural setting and high amenity value of the area.
- The objective in the Fingal Plan 2017-2023 to provide 8-10Ha of parkland at Kellystown also adds to the amenity value of this area. This will ensure that the area is well served with good quality open space for use by the communities it serves.
- There is an opportunity to create an area with a distinct character that draws from both the urban setting to the north of the site and the adjoining natural setting to the south and west. The high degree of biodiversity in the form of existing hedgerows, tress and field boundaries in conjunction with the other amenity resources within the area should ensure a high quality of life.

Community Facilities:

- Kellystown can provide an area that has strong focus for its community through the provision of sports, educational and other community facilities.
- Currently there are 2 new schools, one primary and one post-primary) built in Kellystown with an objective in the Development Plan for a third school (LO131) to be located on lands to the west of the site. This will ensure a high level of provision of educational facilities.
- The sports grounds of St Mochta’s FC are being relocated to lands to the south of the site. It is proposed to incorporate additional sports facilities adjoining St Mochta’s new site, ensuring that there is a community sports facilities within the area.
- As well as sports facilities the scheme will provide quality parks and open space and playgrounds in accordance with requirements for such development. Kellystown Cemetery is currently being provided on this site, to the south.

2.3.3 The Kellystown Opportunity

The significant opportunities offered by the Kellystown lands for new development can be summarized as follows:

- Kellystown is strategically located to both complement and strengthen local and urban centres in a sustainable manner;
- The development lands are strategically located to benefit from good existing and proposed public transport infrastructure;
- The extent of the Kellystown lands is such that it can facilitate the development of an appropriate-scale new residential district in a urban setting based on the existing public transport, creating neighbourhoods and sustainable communities;
- The SDZ sets in place the opportunities to realise the phased delivery of a vibrant and sustainable urban residential district with the infrastructure necessary to support it, based on sound sustainable development principles
- The site resources available at Kellystown, including the Royal Canal, significant open parkland and also the surrounding natural setting including Luttrellstown House & ACA, St Catherine’s Park and Liffey Valley Park, provide a wealth of assets and a quality environmental context for the development.
3 PROJECT VISION & MASTERPLAN

3.1 The Vision

Connecting Communities-A Vision for Kellystown: Kellystown will be a new residential community, located where nature meets the city. Using a holistic approach combined with high-value environmental and urban design this development will connect the rural fringe with the urban village. With the emphasis on sustainability, the project will incorporate green building design and infrastructure, community related amenities and consolidate access to existing educational facilities. By enhancing the link between the existing community of Clonsilla and the new community of Kellystown the development will provide;

Sustainable Community: A range of housing types designed to a high standard will address the long-term and developing needs of a community allowing for diversity of tenure, reflecting the full lifecycle of a community, from cradle to grave. Landmark buildings will create a sense of place in neighbourhoods that will consist of energy efficient buildings interspersed with green streets and spaces, with ready access to retail and amenity. The combination of units, designs and materials will promote a sustainable social mix in a well-designed characterful setting. Building heights will be predominately three storeys with increased height at appropriate locations. This will contribute to visually coherent streetscapes that also provide for passive surveillance of open space. The architectural design and integration of the public realm and open spaces will contribute to the connection the new communities with the existing.

Accessibility: Strong links will be established with the existing communities through an integrated design of movement. The new Kellystown train station and bridge to Clonsilla will strengthen connections to the surrounding communities, by providing a centralised transport hub integrating cycling and walking networks to encourage community mobility, health and well-being. The emphasis is on creating permeability and maximising connections with Clonsilla and surrounding communities through a hierarchy of streets that will merge new and existing spaces. The creation of a pedestrian circuit and ever decreasing loops of accessibility within the block layouts create practical and continuous connections.

Amenity: A mix of recreational and amenity and park facilities will reflect the diverse nature of the community and cater for their leisure and sporting needs. To the north the focus is on the integration of the Royal Canal to create a usable Blue way. Educational facilities to the east and west will bookend extensive open space - encompassing parkland, St Mochta’s sports club and a community garden-that will flow northwards to the civic space and ‘green heart’ of the community.

Conservation: Existing cultural heritage and landscape features will be encompassed into the design to create a unique sense of past, place, and future. The burial mounds of the Bronze Age will be incorporated artistically into a community gateway park and reflected by the new graveyard at the opposing quadrant of the site. The retention and use of the historic structures that surround the development will protect and celebrate the existing cultural heritage of the area and contribute to the sense of place of the new Kellystown.

Environment: Energy efficiency will be encouraged through the use of technology, innovation and the creation of sustainable buildings ensuring reduced energy consumption and contributing to the well-being of the community. The establishment of a centralised biomass-based heating system and the provision of parking blocks will maximise energy savings and minimize the impact of the car. Integration of green streets, retention of existing field boundaries and extensive green space encompass biodiversity and infrastructure will balance and connect the new high quality urban residential with the rural context of its past.

3.2 The Masterplan
This is a planning scheme that aims to create a new neighbourhood district. The masterplan set out block of residential development to the north of the site and mainly parkland, open space/amenity areas and community facilities in the southern half of the site. The masterplan has been planned out to do the following:

- Establish essential connections both within the site and also between the site and neighbouring established districts.
- Design and integrate urban structures into the landscape
- Establish nodes of activity
Types of Development

Kellystown will be a new urban district with substantial residential, community and retail elements. The types of development that will be permissible in principle within Kellystown, outside the green space areas, are set out in Table 1. The types of development that will be permissible in principle in parks and other green spaces set out in Table 2. The distribution of uses will be guided by the masterplan and supplementary guidance set out in this document.

Table 1: Permissible development in Kellystown outside parks and other green/public open space

<table>
<thead>
<tr>
<th>Types of development permitted in principle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advertisements &amp; advertising structures, Bed &amp; Breakfast, Betting office, Bus garage, Car park, Church, Community Facility, Crèche/Nursery School, Cultural Use, Dance Hall/Nightclub, Doctor/dentist, etc., Education, Enterprise Centre, Funeral home, Facilities for emergency services Guest house, Health centre, Hospital, Home-based economic activities, Hotel/motel, Light industry, Office-based industry, Offices, open space, Petrol station, Public House, Public services, Railway/Metro station, Recreational buildings (commercial), Recycling centre, Recreational facility/sports club, Residential, caravan bays/group houses, Residential institution, Restaurant/café, Retirement home, Science &amp; Technology based enterprise, Service garage, Sustainable energy infrastructure required to service Kellystown, Retail services, Shop, Transport interchange, Veterinary surgery</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Types of development open for consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural buildings, Caravan holiday park, Cash &amp; Carry/wholesale outlet, Garden Centre, Household fuel depot, Motor sales outlet, Refuse transfer station, Retail warehouse, Telecommunications support structures required to service Kellystown, Transport depot, Warehousing.</td>
</tr>
</tbody>
</table>

Table 2: Types of development permissible in Kellystown in parks and other green/ public open spaces

<table>
<thead>
<tr>
<th>Types of development permitted in principle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community building/facility, Cultural uses, Recreational facility/sport club, Car park, Restaurant/café, Tourism/information office or facility.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Types of development open for consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural buildings, Bed &amp; breakfast/guest house, Caravan holiday park, Church, Crèche/nursery school, Garden centre, Home based economic activities, Public services, Recreational buildings &amp; facilities (commercial). Sustainable energy infrastructure required to service Kellystown, Telecommunication structures required to Support Kellystown.</td>
</tr>
</tbody>
</table>

Summary of Plan Area

The development areas of the neighbourhoods are set out in Table 1 and Table 2. The Gross Development Area is the total area within the boundaries of each neighbourhood. For calculation purposes, the Net Development Area is the total area within the boundaries of each neighbourhood, excluding the following:

1. All strategic infrastructure, such as:
   - Primary road infrastructure, e.g. Outer Ring Road;
   - The Dublin to Maynooth rail line
   - The Royal Canal Way
   - O’Connors Bridge
   - The wayleaves for the overhead ESB power lines;

2. All primary public space, such as:
   - Major streets through the plan area;
   - Major public open space, such as Borrow Park (community gateway), Serpentine Park, Kellystown Domain, St. Mochta’s FC Grounds.
   - Neighbour squares, to include Station Plaza
   - Public amenities, such as the parks, a crèche, a sports hub
3. All identified sites for the following community facilities:
   - Sports facility

4. All neighbourhood public space, such as:
   - Neighbourhood parks; Fifi Park, Weavers Park (north of the canal)
   - Neighbourhood squares
   - Neighbourhood sports facility

The Kellystown Plan must be sufficiently flexible to allow for changing economic and social conditions, yet be sufficiently clear to indicate the full extent of development permissible in the SDZ. To facilitate flexibility over time, ensure clarity and provide the minimum conditions for the growth of a sustainable community that will support the major public transport infrastructure to be provided within Kellystown, the extent of development permissible incorporates a 20% variation between the minimum and maximum levels of development that are permissible.

The minimum and maximum levels of development permissible in the net development area of each neighbourhood area set out in Table 2. While the precise net developable areas may vary from those set out in Table 2, based on detailed site analysis, the average densities, plot ratios and min-max levels of development set out in Table 2 represent the average across an entire Neighbourhood. Specific development proposals may fall below by up to 20% or exceed min-max figures, but this will necessitate a lower or higher average figure for development proposals elsewhere within the Neighbourhood to achieve the average overall.

**Residential Development**

For the purposes of calculations, residential floor space is calculated using an average of 100sq.m gross floor area per unit. The average min-max range of the dwellings may be less or greater than average, subject to compliance with the minimum and maximum floor areas for the entire Neighbourhood and compliance with DoEH&LG guidance.

Within each neighbourhood, flexibility will be permitted in the relationship between the overall amount of floor space permitted and the number of dwelling units. For example, a developer may provide the minimum amount of floor space and maximum number of dwellings, or vice-versa. This will allow for variation in dwelling size and type.

**Social and Affordable Housing**

In accordance with the Planning and Development Act, 2000, which deals with housing supply, Fingal County Council can reserve up to 20% of land zoned for residential development or up to 20% of the residential element of land zoned for a mix of residential and other uses, under Part V of the Act, to meet the identified needs for social and affordable housing. The traveller development in Kellystown Development will contribute towards the 20%.

The appropriate housing for the elderly will be built in Kellystown so that there is a mix of generations in the area.
Non-Residential Development

Community Infrastructure and Facilities

Designated sites for a school, sports hub, a community centre, yoga facility, St. Mochta’s FC club and a crèche have been identified as fixed community infrastructure in Kellystown. The requirements are cumulative as development intensifies and the population grows. These amenities will be located close to the greenspace provisions of Kellystown SDZ, ensuring easy access to a large population by foot, bicycle or public transport.

The table below, sets out the floor space requirement for each facility.

<table>
<thead>
<tr>
<th>Community Use by Type</th>
<th>Total Community Floor space, (sq.m.net)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Childcare</td>
<td>450</td>
</tr>
<tr>
<td>School</td>
<td>1000 people school</td>
</tr>
<tr>
<td>Community Centre &amp; Yoga Facility</td>
<td>1,520</td>
</tr>
<tr>
<td>Gymnasium</td>
<td>1,120</td>
</tr>
<tr>
<td>St. Mochtas FC Sportsground</td>
<td>30,000</td>
</tr>
<tr>
<td>Coffee Hub</td>
<td>75</td>
</tr>
<tr>
<td>Sports Hub pitches (2 min pitches, 2 Kiddie pitches)</td>
<td>2,140</td>
</tr>
<tr>
<td>Train Station Plaza to include retail amenities.</td>
<td>2000</td>
</tr>
</tbody>
</table>
4  NATURE OF PROPOSED DEVELOPMENT

4.1  Character Area, Urban Form and Density Framework

Kellystown is composed of five different character areas: -
1.  Green character area (opens pace, parkland, recreational)
2.  Eastern Quadrant character area
3.  Western Quadrant character area
4.  Core character area
5.  Clonsilla character area

Each of the character areas has its own attributes. The following sections sets out the characteristics and attributes the areas contain.
4.1.1 Green Character Area

This encompasses most of the southern portion of land Kellystown SDZ lands. This area contains a substantial portion of open parkland providing areas of high amenity value. This area will contain the sports facilities associated with the relocation of St Mocha’s FC sports grounds to this location as well as the provision of additional community sports facilities. The character of this area is such that will ensure that the new community at Kellystown and adjoining neighbourhoods will enjoy a high quality green environment that fosters health, activity and the outdoors. This area will include the following elements:

Community Facilities
- Cemetery – a new 3.4Ha cemetery is being developed in Kellystown.
- St Mocha’s FC Grounds containing sports fields, clubhouse, parking and associated works.
- Kellystown Demesne-A community sports and recreational facility, including clubhouse, parking, cafe and associated works.
- St Choilm’s Park & Community Garden – fostering a sense of community and encouraging the value of nature in this parkland setting.

Biodiversity
Biodiversity is an essential part of a green area contributing to the green infrastructure of the area. The proposal for Kellystown is to retain as much as possible existing trees and hedgerow. Development of the parks and amenity areas in this location will incorporate additional planting of shrubs, grasses, flowers and trees with the aim of creating a green amenity area of considerable character. The scheme positively promotes retention and enhanced biodiversity.
- Enhanced planting and trees including feature planting
- Retention of established hedgerow and mature trees
- SUDS will form part of the facilities in this area, mainly in the Serpentine Park area. SUDS can be creatively included as part of the Park’s distinctive character.

Parks & Amenity
- Several parks areas will be provided in this area to facilitate the communities living in the area.
- Extensive jogging and walking trails/paths throughout the parkland areas.
- Recreation and kick about & seating area
- Hard landscaping is incorporated into the Serpentine Park area, forming a linear hard surface that can facilitate park uses that do not involve grass e.g. cycling, skating, walking, etc.
- Playground and other recreational facilities such as dog parks, outdoor gyms, etc. can be incorporated where appropriate into the parkland and amenity spaces of the scheme.

The area has been divided into a number of areas including Kellystown Demesne Park, St Mocha’s Park, St Choilm’s Park and Serpentine Park areas. Each of these sub-areas will have a distinct identity. The details of each are set out in Section 6 of the document dealing with Parks.
Density
4.1.2 Eastern Quadrant Character Area

Unique Character
The Eastern Quadrant is a large residential zone located on the north-eastern part of the area and south of the Royal canal. The eastern quadrant abuts the Royal Canal to the north, the existing schools to the south, the Porterstown overpass to the east and the proposed residential areas and parks to the west. Its character is defined by the clean cut residential layout of avenues, squares and greenways and the connectivity these create between the existing schools, Clonsilla village, the proposed railway station and parks. The near-gridiron plan is enlivened and broken up by the reuse of old field boundaries and Porterstown Lane which provide an historical reference. The incorporation of a pocket park and crèche provide important social infrastructure in the heart of the area. The proposed greenways and green infrastructure create internal linkages and linkages to the hinterland.

Design Challenges
Challenges that need to be addressed in the design and layout of proposals in this Development Area include the following:

- Respecting and protecting the environmental and heritage qualities of the Royal Canal while improving its recreational amenity.
- The design of the public realm along Porterstown Lane.
- Providing passive surveillance of the proposed and existing green areas including the canal and the park to the south.
- Provision of traveller accommodation.
- Provision of parking facilities.
- Vehicular access to the area.

Residential
Objective RA of the County Development Plan aims to create new residential communities in accordance with approved local area plans and is subject to the provision of necessary social and physical infrastructure.

Form
It consists of:

- Mixed residential typologies of medium-high density with landmark buildings at the south east edge and lower densities towards the west end.
- The area is highly accessible with high quality pedestrian, cycling and vehicular connections.
- Direct access to both rail and bus transport.
- Easy access to the Royal Canal and the sports facilities through the greenways running across the residential zone. Each block contains access routes to improve permeability and access to greenways.
- Traveller accommodation is to be integrated in to the proposed residential development and will be located in the NE corner of the area, close to Clonsilla and the proposed community facilities.
Green infrastructure
Objective OS of the Development Plan aims to reserve and provide for open space and recreational amenities. With this in mind, several types of green spaces and green ways have been incorporated in to the area. These include:

Pocket Park/ Square
Located at the west end of the character area. The landscaping in this park will provide:
- Children’s playground
- Community facilities
- Sitting areas to encourage ongoing use

Linear Greenways
Linear Greenways are intended to strengthen the link between neighbourhood parks, increases the recreational opportunities and provide easy pedestrian and cycle access to Clonsilla. The greenways will provide:
- Landscaping to enhance the character of the area.
- Sitting areas to encourage ongoing use.
- A heritage area containing protected structures and sightlines to protected structures, bookending the heritage area in the Western Quadrant. Much of the heritage infrastructure in the eastern quadrant is located where the greenways meet and includes the Royal Canal and consists of Porterstown Bridge (RPS# 698), and the Railway Keeper’s Cottage (RPS# 699). The proposed greenways also create a connection to the old Porterstown Schoolhouse (RPS# 700) on the far side of the railway and Royal Canal.
- Pedestrian and cycle ways.
- Access to local amenities such as the Crèche and local parks.
- Connection between Clonsilla and the residential areas.
- Limited vehicular access, including a one-way car route on the Canal Bank Greenway, vehicular access at the south end of the Porterstown Lane Greenway and access for emergency vehicles.
- Limited Car parking space.

There are two greenways proposed in the eastern quadrant:
A  The Canal Bank Greenway at the north end of the quadrant forms an important link between the residential areas, the central quadrant, public open spaces and parks and Clonsilla village.
B  Porterstown Lane Greenway, located along the old Porterstown Lane will retain the curves in the existing road. This is intended to enliven the otherwise gridiron layout of the proposed character area as well as to retain some of the character of the old lane, providing a reference to the local history of the area. The greenway will provide a link to the South/Green character area, Scoil Cholim Community National School and Luttrellstown Community College, the proposed Crèche and Clonsilla village.
Courtyards within Residential Blocks
Each of the residential blocks will also contain more secluded public open space at their core. These will be accessible to the public, providing linkages and creating shortcuts to the parks and amenities in the area.

Crèche
A crèche is proposed in the centre of the Eastern Quadrant to provide a childcare facility for the care, education and socialization for children from the residential area. It will be directly adjacent to the Porterstown Lane Greenway the southern end of which will provide a set-down area for dropping off and collecting children. The green space to the west of it will provide an outdoor playing area for children. It is safely accessible by foot and bicycle, via the Porterstown Lane Greenway and it is also located close to public transport links. Access to parking for parents and staff will be located nearby in the Multi-storey car park at the east end of the character area.

Multi-storey car park
A multi-storey car park is proposed at the east end of the residential area and accessed via the main avenue to the east and the distributor road to the south. It will provide the bulk of parking for the area, on-street parking being largely discouraged and confined to set down areas. This is to encourage a green neighbourhood and reduce car dependency.
## Density

**Total Development Area:** 305,240 Sqm (30.52 Ha). **Total Gross Site Area:** (46.05 Ha)

**Total Units:** Min 1,067 - Max 1,480 = Min 35 units/ha – Max. 45 units/ha

<table>
<thead>
<tr>
<th>Blocks</th>
<th>No. of units</th>
<th>Nett site area</th>
<th>Gross site area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dev Area 1 (Phase 1)</td>
<td>302 Units</td>
<td>32,370</td>
<td></td>
</tr>
<tr>
<td>Block 1</td>
<td>107</td>
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<tr>
<td>Block 2</td>
<td>53</td>
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<td>Block 3</td>
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<td>Block 4</td>
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<tr>
<td>Block 5</td>
<td>43</td>
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<td></td>
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<tr>
<td>Dev Area 2 (Phase 1)</td>
<td>345 Units</td>
<td>37,730</td>
<td></td>
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<tr>
<td>Block 6</td>
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<td>Block 11</td>
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<tr>
<td>Dev Area 3 (Phase 2)</td>
<td>231 Units</td>
<td>35,550</td>
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<td>Block 12</td>
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<td>Block 15</td>
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<td>Dev Area 4 (Phase 2)</td>
<td>240 Units</td>
<td>21,500</td>
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<td>Block 16</td>
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<tr>
<td>Block 17</td>
<td>120</td>
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<tr>
<td>Dev Area 5 (Phase 3)</td>
<td>274 Units</td>
<td>26,650</td>
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<tr>
<td>Block 18</td>
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<td>Block 19</td>
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<tr>
<td>Block 20</td>
<td>64</td>
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<tr>
<td>Dev Area 6 (Phase 3)</td>
<td>88 Units</td>
<td>23,100</td>
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<tr>
<td>Block 21</td>
<td>46</td>
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<tr>
<td>Block 22</td>
<td>42</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,480 Units</td>
<td>176,900 m²</td>
<td>305,240 m²</td>
</tr>
</tbody>
</table>
Development Area 1 – (Phase 1)

- 4,250 sq.m non-residential (3% of dev) (car park/storage space/added traveller facilities)
- 1.08 ha public space min
- 30no. social housing
- Building height:
  - 3/4 storey perimeter buildings (5 storey landmark at gateway) with both private and semi-private communal gardens with higher units facing on to public space for passive surveillance
  - Traveller accommodation integrated into residential zone at north eastern block at canal (residential typology tbc upon consultation)

Dwelling units: 302
Nett Site Area: 32,370 m²

Greenway housing
Traveller accommodation
View from South of Eastern Quadrant's Greenway
**Development Area 2 – (Phase 1)**

- 1500 sq.m non-residential (1% of dev) (creche)
  - 100 childcare spaces
- 1.4 ha public space min
- 500 sq.m retail (shops/café)
- 34no. social housing
- Building height:
  - 3-4 (5 @ landmark point) storeys for perimeter buildings both private and semi-private communal gardens with higher units facing on to public space for passive surveillance

<table>
<thead>
<tr>
<th>Dwelling units:</th>
<th>345</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nett Site Area:</td>
<td>37,730 m²</td>
</tr>
</tbody>
</table>
Square View from South of Eastern Quarter
**Development Area 3 – (Phase 2)**

- 0.25 ha non-residential (square) (% of dev)
- 0.2 ha public space (pocket park with fitness and play space)
- 200 sq.m retail (shops/café)
- 23no. social housing
- Building height:
  - 3/4 storey units with private and semi-private communal gardens with higher units facing on to public space for passive surveillance
  - 4 storey building line surrounding pocket park
- Home zone area to southern boundary of pocket park will accommodate parking for disabled and elderly

<table>
<thead>
<tr>
<th>Dwelling units:</th>
<th>231</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nett Site Area:</td>
<td>35,550 m²</td>
</tr>
</tbody>
</table>
View from North of Eastern Quarter
4.1.3 Core Character Area

Unique Character

The core character area will form the social and civic heart of Kellystown and serve as a new point of convergence for Clonsilla village. Community linkage will be enhanced with the addition of a landmark and vital piece of infrastructure in the form of a pedestrian bridge link. It is also proposed to relocate the Clonsilla train station from its current periphery location to this central core area which straddles the centre of both Clonsilla and Kellystown. Another striking feature of this area will be the green landscape that over arches the rail corridor which will seamlessly link the two communities. The area is highly accessible with excellent pedestrian and cycling routes as well as provision of limited vehicular/taxi pick-up and drop off points to facilitate the train station, crèche and commercial units.

Design Challenges

- Topography - The rail lines and canal are at grade level and the canal is cut into the landscape at a significantly lower level.
- There is no coherent connection between the existing communities of Clonsilla and Kellystown as the lands are cut-off by the Royal Canal and the rail lines.
- Provision of commercial and retail uses for the new community, whilst not taking away from the existing commercial uses in Clonsilla.
- Respect and protect the environmental and heritage qualities of the Royal Canal, while improving its recreational amenity.
- The design of the public realm must cater for both young and old and be flexible in use.
- Vehicular access to the area.

Form

- The Core character area is a medium density mixed use zone located at the centre of Kellystown.
- Dwellings will be mixed residential typologies, predominantly 3 storey houses with own door duplex units on corners.
- Increased building heights will flank the central plaza extending south along the park boundary where one 7 storey landmark building will feature alongside a 5 storey building line overlooking Station Plaza and stepping down to a consistent 4 storey line along Serpentine Park.
- Parameter blocks will have secluded private open space at their core, as well as communal open space providing linkages and creating shortcuts to the parks and amenities in the area.
- Each block contains access routes to improve permeability east/west and north/south.

Infrastructure

- Green Pedestrian Bridge with a gradual incline over rail/canal.
- Train Station - The provision of a conveniently accessible train station, located in the heart of the Clonsilla/Kellystown communities could unlock the full potential of this area as a green, healthy and vibrant neighbourhood. It is an objective of this plan to relocate the existing train station from the periphery of Clonsilla/Kellystown to a more central location. Relocating the train station will not only help to bring a critical mass of activity and intensity into the heart of the existing village centre, it will crucially increase the proportion of residents capable of accessing the station, especially by sustainable means.
- Biomass Plant – a biomass district heating system will provide a centralised heating and hot water system and will be sensitively incorporated into the design of the central plaza.

Civic Space

Station Plaza will be a gateway and central spine of Kellystown and will be designed to the highest aesthetic and sustainable standards. This area will extend over the canal and railway line by means of pedestrian bridge extending to Weavers Park on the Clonsilla side of the development lands.
Features
• Imaginative and sustainable hard landscaping.
• Plentiful rest spaces.
• Public art.
• South Facing amphitheatre public amenity space.
• Secure bicycle parking

Ancillary Uses
• Local shop/newsagent.
• Post office.
• Work/Live units.
• Café.
• Civic amenity centre.
• Active pop up uses on plaza i.e. Food beverage van, market stalls.
Development Area 4 – Station Plaza (Phase 2)

- 2000 sq.m non-residential (% of dev)
  (train station, bridge, district heating, car parking, bike parking)
- 0.75 ha green space min
- 0.82 ha public space min
- 500 sq.m retail
- 24no. social housing
- Building height:
  - 3/7 storeys for perimeter buildings with both
    private and semi-private communal gardens with higher unit heights
    facing on to public space for passive surveillance

Dwelling units: 240
Nett Site Area: 21,500 m²
View from West of Central Core – Pedestrian / cyclist bridge spanning over railway and canal
4.1.4 Western Quadrant Character Area

Barrow Park-Community Gateway Park
The park is located on the north-western area of the plan and it is adjacent to Clonsilla road. It forms a community gateway space and a walkway-part of circular route and protects the in situ archaeological site, three conjoined Ring Barrows. The nearby heritage infrastructure to this area includes Callaghan Bridge, and Clonsilla Signal Box.

The landscaping in this park will provide:
- Legibility to the archaeological monument
- Connection between Clonsilla, residential areas and linear canal park
- A landmark heritage area with protected structures and sightlines to protected structures
- Sitting amenities to encourage ongoing use

School
The school is located on the south-western part of the area adjacent to the Clonsilla road. The school has pedestrian and cyclists desire lines extending into each of the surrounding residential areas and will be well served by the adjacent greenway together with sufficient high-quality connections into surrounding residential areas. This will support and encourage sustainable travel habits at a young age among local school pupils. There is easy access by bus and there is enough and safe drop off and pick up space provided.

Residential
This is a vibrant lively residential zone located on the north-western part of the area and south side of the Royal canal. It consists of
- Mixed residential typologies of medium-high densities with buildings that form an area landmark.
- Highly accessible residential zone with excellent pedestrian and cycling connections.
- Good access to rail and bus transport
- An excellent link to the Royal Canal and the sports facilities through the greenway running across the residential zone.
- Public open spaces forming a connecting layer between blocks and buildings

Elderly Accommodation
This consists of 16 units of own-door sheltered housing for elderly people. This is to provide accommodation to elderly people where they can carry on living their lives as normally and independently as possible. The accommodation is designed in a way that it will be accessible by foot, cycling and bus. It is adjacent to the community gateway park, which links it to the Royal Canal. Consists of:
- Provision of accommodation with access to on-site care and support.
- Promotion of elderly wellbeing
- Alleviates isolation
- Provision of an environment which is safe and secure
Link to the linear Greenway
This is the greenways that strengthen the link between two neighbourhood parks, that is, the recreational park and the linear park along the Royal Canal. This increases the recreational opportunities. It provides an easy access to the outdoors close to home. The greenway consists of and promotes recreation, access and mobility, to include: Pedestrian and cyclists way; Car parking space; and one-way car rout.

Crèche
This is existing bans turned into crèche located on the North-west of the plan area and adjacent to the community gateway park. This is for the provision of care, education and socialization for children in a childcare facility based in residential area. The crèche will provide care and comfort in a safe friendly environment with outdoor playing area for children. It is accessible by foot, cycling and it is also convenient to public transport. It has safe access and convenient parking space for parents and staff.
Development Area 5 – (Phase 3)

- 0.26 ha public space
- 27no. social housing
- Avenues with retained established hedgegrows
- Building height:
  - 3/4 storey units with private and semi-private communal gardens with higher unit heights facing on to public space for passive surveillance.
  - 1.5 car spaces per unit

Dwelling units: 274
Nett Site Area: 26,650 m²
**Development Area 6 – (Phase 3)**

- 10,000 sq.m non-residential (7% of dev)
  (2 schools, community facilities, creche, bike parking)
- 60 childcare places
- 10no. social housing
- 0.9 ha public space min
- Building height:
  - 3 storey units with private gardens
  - 1.5 car spaces per unit
  - 1-2 storey units for sheltered housing

**Dwelling units:** 88  
**Nett Site Area:** 23,100 m²
4.1.5 Clonsilla Character Area

Objectives to provide a sensational living experience within the realms of a commuter area. There are four main objectives to the waterside developments at Kellystown.

- These provide near zero energy high technology passive apartments.
- Taking account of the residential fabric surrounding the development planners have developed split level three story duplex stepping down onto the canal.
- The development the Canal apartments and Green amenities have glimpse through the Kellystown development via a unique visual connection.
- To protect the natural waterways and have low environmental impacts while offering advanced living options.

Unique Character

- A historic canal horse tow path, canal bridges and a historic building on the site of this the development are encompassed in the design.
- The waterway of the Royal Canal will be upgraded with a new tow path and soft walkway.
- There will be a unique community amenity provided with an amphitheatre and soft street furnishings.
- Waterfront homes are where the past meets the future.
- The canal will be again used for leisure with fishing styles and jetties along the Blue Way.

Design Challenges

- The difficult physical nature of the site and the need to appropriate incorporate Porterstown School which is a Protected Structure.
- May require an appropriate assessment due proximity to canal.
- Proximity to current residential homes and provision of access.
- Attaining the buy-in and co-operation of local groups and different agencies e.g. CIE Waterways Ireland, An Taisce
- Cost of building

Form

- Eastern Side (phase 1) 18 units fronting on to canal will have gardens, courtyards etc. Western (phase 3) side there will be 16 units
- There will be two rows of Duplex apartments separated by the Bridge and running alongside the canal.
- Units will have 1.5 parking spaces and gardens running down to the canal tow path.
- The units overlooking the canal will offer passive security for those walking the tow path.
Green Infrastructure

- Upgraded canal towpath with lighting.
- Canal jetty near bridge
- South facing Green Amphitheatre with seating incorporated into and along the Canal.
- Natural Fishing styles
- School house playground
- Shading with new planting.
- Preserving the natural hedging between rail and canal, which may act as a sound buffer?
- Fixing any canal issues as a water runoff.

Residential

- Approximately sixty-four units facing the existing Clonsilla community with 4th storey units facing Kellystown
- Two sites each less than 100 meters from the Bridge in the core area.
- Passive and low energy duplex with water harvesting and green roofs.
- All homes to the highest standards with options for electric parking bays.
Development Area – Canal East (Phase 1)

Canalside Duplex units
- Old Porterstown Schoolhouse non-residential
- Canal walkway amenity public space
- 10% social housing
- Building height:
  - 3/4 storey duplex own door units with private gardens facing on to the canal creating passive surveillance
Development Area – Canal East (Phase 1)

Canalside Duplex units

- Old Porterstown Schoolhouse non-residential
- Canal walkway amenity public space
- 10% social housing
- Building height:
  - 3/4 storey duplex own door units with private gardens facing on to the canal creating passive surveillance

View from South of Canal own door units

View from North of Canal own door units in the foreground

View from South of Canal own door units
4.2 Heights & Typology

In line with 12.4 of the Fingal Development Plan 2017-2023, the Kellystown scheme will provide high quality new residential development with good layout and design, within close proximity to community facilities and with an appropriate mix of house sizes, types and tenures. The masterplan for Kellystown provides quality urban space in line with all 3 principals of sustainable development, not simply provision of housing units.

Block Typology

The primary block structure were initially set out in line with the LAP zoning, a secondary structure was then applied along the lines of the existing field boundaries and finally the tertiary structure was split into more walkable smaller blocks of 0.5 – 1.5 hectares, which provides openness and permeability east to west and north to south of site. Perimeter buildings along the main distributor roads, squares, parks and open spaces will generally define the outside of the blocks within each development area.

Block typology and the internal layout of residential units will be oriented and designed to maximise use of natural daylight and sunlight.

Provision will be made for secure storage and collection of refuse bins. Detailed design measures of same will be detailed in the next stage of planning and development.

Private Amenity Space

Perimeter block typology within Kellystown will clearly define external areas as public and internal areas as private spaces. All dwellings shall be provided with a garden, patio or balcony and will be designed to have a functional relationship with daytime rooms of the dwelling. Solar orientation, overshadowing and overlooking will be considered at design stage. Each residential zone will provide private and communal outdoor space such as children's play areas, comfortable spaces for adults, the disabled and the elderly. These communal nodes will provide greater opportunities for social interaction.

Height Structure

Building height is distributed so that height peaks at the gateways and transport hub at Station Plaza. Height is channelled towards the major nodes, allowing development to step down to the standard of 3 storeys and up to 4 at corners.

Residential Density

The number of dwellings to be provided on a site have been determined with reference to the Departmental Guidelines document Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities (2009). To promote sustainable layout and design in Kellystown, residential densities have been decided with reference to walking distance of the district centre and public transport facilities.

Residential density in Kellystown does not necessarily equate to high rise, but rather narrower taller active frontages stepping up and down from 2-3 storeys and up to 5 storeys at key locations such as corners, along principal routes, end of vistas and around parks. Density level and height is varied across the site with the mass around the central core at the proposed new station and central bridge access point. As Kellystown is located along a transport corridor and close to a town centre, the projected density is between 900-1500 units in total which averages (35-55 units) per hectare.

These attractive, energy efficient, medium rise dwellings will provide an optimum form that maximises density provision for this particular site, whilst at the same time minimising perceived intensity of development.
Mix of Dwelling Types

The residential units will comply with, or exceed, the minimum standards as set out in Tables 12.1, 12.2 and 12.3 as set out in the Development Plan.

The proposed height of (3-4) storeys promotes a more diverse range of housing types allowing a greater proportion of townhouse and duplex style development. The range of dwelling types in the Kellystown includes houses, townhouses, duplex units and apartments laid out in a ‘pepper pot’ fashion to avoid clustering of housing types. The provision of social and affordable housing ensures further variety in dwelling type through the affording a range of tenure options. Socially mixed communities with varied lifestyles will be catered for with the range of building types providing lifetime homes that can be easily adapted for the elderly or disabled.

In line with objectives DMS20-DMS23 of the Development Plan, to ensure good street frontage and high quality design, the apartment developments in Kellystown will provide a mix of units to cater for different households and dual aspect units will be prioritised, especially in 3 bedroom apartments. In line with the development plan, north facing single aspect apartments will only be considered where overlooking a significant amenity such as a public park, garden or formal space, or a water body or some other amenity feature and blank facades will be avoided where possible to maximise surveillance of the public domain.

Landmark Buildings

To create a sense of place, urban legibility and visual diversity, landmark buildings will feature at key focal points and nodes throughout Kellystown. These locations include important street corners or junctions with large open spaces, the edges of public squares and the end of strategic vistas in Kellystown i.e. pedestrian bridge at the central core and eastern gateway at the junction adjacent to Diswellstown Road. These landmark buildings may be taller than adjoining buildings, but the significance of these buildings are not limited to their height and their presence may be enhanced by changes in building form, colour and construction materials. Non-residential uses can occupy ground floor ancillary space of these buildings, as will be the case at Station Plaza.
5 TRANSPORTATION, MOVEMENT AND MOBILITY FRAMEWORK

5.1 Overview
The mobility framework for Kellystown has been developed as an integral component of the overall masterplan, and as such it has been designed to support and encourage the development of a safe, healthy, socially cohesive and environmentally conscious new neighbourhood.

Of fundamental importance to this aim is the need to design in viable alternatives to car based transportation wherever possible. Rail, bus, and cycling options have all been prioritised to this end.

By providing viable alternatives to car based transport, and reducing the volume of cars travelling on the roads, it is anticipated that a number of defining benefits will be realised within this new neighbourhood. Most notably, it is anticipated that this approach will redefine the roads and streets, which so often create barriers within a neighbourhood, into the avenues of health and social activity which will stitch this neighbourhood together.

5.2 Public Transport
The opportunity to pursue a car reduced neighbourhood relies to a great extent on the provision of high quality public transport alternatives. Providing the residents of Kellystown and Clonsilla with access to a high quality rail and bus services will go a long way to addressing this need.

5.2.1 Rail Transport
The provision of a conveniently accessible train station, located in the heart of the Clonsilla/Kellystown communities is recognised as a key piece of enabling infrastructure which will be necessary to unlock the full potential of this area as a green, healthy and vibrant neighbourhood. Subject to budgetary constraints, it is an objective of this plan to relocate the existing train station from the periphery of Clonsilla/Kellystown to a more central location. Relocating the train station will not only help to bring a critical mass of activity and intensity into the heart of the existing village centre, it will crucially increase the proportion of residents capable of accessing the station either on foot or bicycle, see Figure 3. In promoting this objective, regard has been given to a number of alternatives, as outlined in section 10.3.

5.2.2 Bus Transport
Access to a number of regular bus services is available within Clonsilla Village. All residents of the Kellystown Lands will be located within a ten minute walk of the bus stops provided in Clonsilla Village; services provided include the No.39 from Ongar to the City Centre, the No 37 from Blanchardstown Centre to the City Centre and the No 239 from Blanchardstown Centre to Lucan. These bus routes are supported by the provision of a number of existing quality bus corridors and BRT lines, see Error! Reference source not found.. As part of the new development it is recognised that a new bus stop on the Porterstown Road adjacent to the exiting Luttrellstown Community College would be required.

Objectives

Objective 5.2.1 – To promote and seek the development of a new commuter train station located in the heart of Clonsilla Village which would replace the existing station located at Clonsilla Junction.

Objective 5.2.2 – To promote and seek the development of a new bus stop on the Porterstown Road adjacent to the exiting Luttrellstown Community College
5.3 Walking and Cycling

In order to encourage the uptake of walking and cycling as the principal means of mobility within the development a number of key measures have been adopted.

- The proposed new residential blocks have been positioned so that public transport facilities are within easy walking distance. Walking commute times to train and bus stops are typically around four to six minutes and never more than ten minutes.
- A well connected network of dedicated cycle pathways has been provided for in the plan, see Figure 4. These pathways include the following:
  - Major Pedestrian and Cycle Routes: These routes in general follow the main collector roads which serve the lands. Of crucial importance in this sense however is the fact that while the main collector roads which serve the lands are not through-roads for vehicular traffic, this facility has been extended to walkers and cyclists. To this end, it is possible to see that walkers and cyclists have been provided with generous dedicated pathways which not only connect the eastern neighbourhood to the western neighbourhood, but also connect both neighbourhoods in turn back to the existing Clonsilla village centre.
  - Pedestrian and Cycle Only Routes: Complimenting these main arteries of walking and cycling activity are a number of smaller off-branches and short-cuts. While some of these paths continue to follow the collector road network, others depart significantly and follow recreational desire lines through a number of green outdoor spaces.
  - Shared Paths: A more expansive network of shared walking and cycling paths is provided in order to ensure that a diversity of health and fitness loops are available. These paths include larger loops which take in the canal side track to the north and the playing fields to the south, and smaller loops which confine themselves to the limits of a neighbourhood green.

Objectives

Objective 5.3.1 – To develop a comprehensive network of dedicated cycle lanes and walking paths on the Kellystown Lands.

Objective 5.3.2 – To coordinate the new cycle network develop within the Kellystown Lands with the NTA’s Greater Dublin Area Cycle Network Plan

Objective 5.3.3 – To ensure that adequate levels of bike parking facilities are available at key locations such as schools, train stations and bus stations.

5.4 Road Network

The road network proposed as part of this masterplan has been developed to support the car-reduced aspirations for this neighbourhood, whilst also accepting that car ownership and use will remain an inevitable necessity for a large proportion of the prospective residents. A full framework of distributor, collector and access roads have been developed to this end, with careful attention being given to completing the hierarchy of roads so that district level and local level traffic are segregated.

5.4.1 Distributor Roads

One of the most defining features of this development plan is it’s aspiration to unlock the recreational potential of these lands for both the prospective new community, and also the existing neighbouring communities. To this end a significant proportion of green open spaces is being proposed within the southern half of the development zone.

In order to ensure that access to these green open spaces will be convenient, safe, and inviting, it is acknowledged that the routing of a distributor road through the middle of development lands would not be optimal. As a preferred alternative, this plan promotes the upgrading of the existing Porterstown Road. This road would be upgraded to a distributor road and extended to connect with the new network of distributor roads being proposed within the LAP 13A Lands, see Figure 1. Routing this new distributor road over to the LAP 13A lands will help to future-proof the traffic capacity in the wider locality by routing new traffic away from the existing Clonsilla road and providing an alternative to the existing Ongar Distributor. In promoting this objective, regard has been given to a number of alternative scenarios, outlined in section 10.3.
5.4.2 Collector Road
A number of collector roads are being proposed to help manage the flow of traffic into and out of the development, see Figure 2. As these roads are principally intended to serve the needs of the prospective new residents, a conscious decision has been made to avoid creating through roads. Through traffic is instead routed onto the new east west distributor located to the south of the lands. This approach has been adopted in order to minimise the risk of busy “Rat Runs” manifesting within the neighbourhood.

The speed on these collector roads will be managed via a range of measures, with dedicated cycle and pedestrian paths being provided in all cases.

5.4.3 Access/Home-zone Roads
Individual housing units are accessed via a network of ‘access’ or ‘homezone’ roads. With regard being given to the traffic reduced strategy for this development, the majority of this network is made up of cul-de-sac streets. Not only is this arrangement intended to reduce through traffic volume, it is also intended to reduce vehicle speeds in these residential areas.

5.4.4 Car Parking
Residents will be provided with street side parking for one primary car within the development plan. Provision for secondary vehicles and additional storage has been made within the centralised facility located to the east of the development lands, see Figure 2. The pressure on car parking facilities will be reduced by supporting the development of car sharing clubs and carpooling initiatives as key components of the smarter travel plan for his neighbourhood.

Objectives
Objective 5.4.1 – To promote and seek the development of a new distributor road, located to the south of the Kelystown Lands.

Objective 5.4.2 – To develop a network of collector roads which allow for the orderly ingress and egress of vehicular traffic to and from the Kelystown Lands.

Objective 5.4.3 - To develop a network of traffic calmed Home-zone roads which provide a safe and sociable environment within and between the proposed residential blocks.

Objective 5.4.4 - To provide for sustainable levels of car parking and car storage in residential schemes.
FIGURE 2 PUBLIC TRANSPORT FRAMEWORK
FIGURE 3 CYCLE AND PEDESTRIAN ROUTE NETWORK
FIGURE 4 STREET AND ROAD TYPOLOGIES ASSOCIATED WITH FIGURE 2
6 PARKS, GREEN INFRASTRUCTURE AND COMMUNITY FRAMEWORK

6.1 Parks and Amenity Strategy

The objectives set out in the Fingal County Development Plan 2017-2023 require accessible, well connected permeable, multifunctional public open spaces with the benefit of both active and passive surveillance. Such spaces should be of high specification and high quality. Likewise provision of playground facilities must cater for defined age groups and provide for a variety of facilities and play opportunities.

The parks and amenity strategy for Kellystown aims to establish a balance distribution of parks and amenity areas throughout the site. The approach taken, reflecting Fingal’s open space strategy, looks at how the parkland objective can be incorporated and distributed within the site and in concert with other objectives for development. There is considerable scope to develop recreational areas within the Kellystown lands. The configuration of the strategy for Community, Amenity & Recreation is that of an anchor – as a means of stitching together two areas – the existing urban fabric of Clonsilla to the new residential area of Kellystown. Rather than plot out one large block, the strategy provides a network of parkland linking the main residential portion of the scheme (north of the site) to the open space - amenity areas located on the south of the site.

This link would also feed into the Clonsilla side of the Royal canal which would facilitate activity/movement into Kellystown residential area from Clonsilla village and vice versa. This area leads into a green/parkland axis leading into a central parkland area, sweeping along the southern portion of the site where all the major community facilities are located (recreational hub). The strategy is completed by the provision of two additional key parks – at the northwest of the site close to the present Clonsilla train station (Kellystown West) and at the north-eastern section of the site south of the rail lines. The park area located in Kellystown West (Area 4) will also incorporate the recorded monument located there.

Kellystown Amenity & Recreational Strategy identifies 5 key areas:

Area 1 – Clonsilla/Kellystown Parkland Link-Station Plaza
Area 2 – Community Facility/Recreational Hub-Kellystown Demesne park, St Mochta’s park, St Cholim’s park
Area 3 – Playground/Amenity Area-Fifi park
Area 4 – Community gateway Park-Barrow Park
Area 5 – Canal Amenity Area

![Kellystown Recreation /Amenity & Community Strategy](image-url)
6.2 Park Network and Green Infrastructure Strategy

Introduction

The aim of the proposed Kellystown planning scheme is to create a workable infrastructure and open space network that conserved maintains and enhances the unique character, heritage and identity of Kellystown that enables the enjoyment of a high quality, inclusive environment with good leisure and recreation amenities. The green infrastructure network in Kellystown consists of planned open spaces, parkland areas, high quality biodiversity corridors, greenways and ecological elements with a view to creating a sense of place, legibility, accessibility, connectivity, recreation (active and passive) preservation of heritage features in their setting, and preserving and accentuating biodiversity.

A specific objective of the Fingal County Development Plan requires the provision of 8-10Ha Amenity/Parkland area on the lands at Kellystown. Given the large requirement of land for use as parkland, it was considered appropriate to distribute it throughout the site in order to optimise such an amenity. Parks and parklands are stitched throughout the site in such a way as to ensure that there is accessibility to green open space and amenity area within a short walking distance of residential development. The main aim is to create coherent north-south and east-west movement throughout the development.

The parks and green infrastructure strategy takes in a number of elements, including, parkland, structured opens pace, biodiversity, community garden, greenways all of which are designed to be accessed easily and utilised as much as possible. The vision for Kellystown is that of a healthy sustainable community. The parks and green infrastructure provided are such that they are well linked and interconnected. This is to ensure that all built development (schools, facilities and residential development) are within a short distance to a park or amenity area and that parks and parkland are well distributed within the site.

Park Network - A key aim of the strategy is to create a series of parks or park links that will provide a network of spaces that can be used by a range of people for a range of uses. The parks network comprises of a series of well-connected but distinctive spaces that are designed to encourage multifunctional usage.

Greenways - There are two greenways incorporated into the proposed planning scheme. These facilities tie into the cycle strategy and parks strategy for Kellystown. The greenways are designed so as to provide safer and healthier options for those living and working in Kellystown and also to strengthen the level of connection between the various neighbourhoods.

Biodiversity - The scheme is committed to ensure that the existing trees and hedgerows are retained where practically possible. It is also an objective to enhance the area with planting of trees and shrubs. The riparian area along the canal is another key area of biodiversity that shall be retained and maintained. The scheme includes a number of biodiversity corridors – Grand Canal Way Linear Park, Porterstown Road greenway, two biodiversity corridors located in the western quadrant neighbourhoods area (retained hedgerow) and the canal area.

Sustainable Urban Drainage Systems - (SUDS) – the Fingal County Development Plan required that SUDS must be included in all new developments. This includes the use of ponds, artificial wetlands and water features. As part of the Green Infrastructure for Kellystown the planning scheme will incorporate permeable paving and SUDS into its design. Permeable paving will be incorporated into the residential and public areas. SUDS features will be incorporated into the Serpentine Park area. The Parks and Green Infrastructure Strategy sets out the framework for the delivery of these elements of the scheme.
1. Barrow Park (incorporating archaeological features)
2. Royal Canal Way (linear park, biodiversity corridor and greenway)
3. Station Plaza (incorporating hard landscaping and bridge over the canal)
4. Weavers Plaza (located north of the canal on Clonsilla lands - incorporating hard landscaping)
5. Porterstown Greenway
6. Fifi park
7. St Choilm’s Park
8. St Mochta’s Park
9. Serpentine Park
10. Kellystown Demesne Park

Kellystown Park Network
PARKS

Structured Parks (hard landscaping):

The Parks network consists of both parks and hard landscaped areas.

- **Serpentine Linear park:** It is proposed to provide a linear park along the entire perimeter of the centrally located parkland (area 1). This is a hard surfaced area aimed at facilitating walking, cycling and other community and social uses. It will consist of demarcated surfaces, seating, planting, bicycle parks.
- **Public Realm Square** (connecting to neighbourhood area east of Serpentine park): This will be a civic square plaza area. It will consist of hard surfaced landscaping suited to cafe culture, an urban landmark feature and meeting spot.
- **Barrow Park:** It is proposed to create a community pocket park to the west of the site, which incorporates and features the archaeology (barrows) of the area. It will consist of structured elements and will also relate to the adjoining canal greenway area and the proposed neighbourhood development.
- **Station Plaza** (incorporating Bridge over the canal)
- **Weavers Plaza** (north of the canal on Clonsilla lands outside of proposed SDZ scheme area)

Parkland / Parks / Open space:

The purpose of the parks strategy and network is to aspire to a fair and workable distribution of parkland throughout the Kellystown lands. The objective to provide 8-10Ha of parkland has been to the forefront of this strategy, however its distribution was considered in terms of optimising the amenity value for the whole scheme. The planning scheme has devised a parks structure that strives to subscribe to the objectives of the Fingal Development Plan objectives and the best scenario for future resident.

The following is proposed:

- **Fifi Park** – a community park incorporating playground.
- **St Choilm Park** – consisting of parklands and community garden.
- **St Mochta’s Park** – including parkland, seating, walking trail and planting.
- **Serpentine Park** – consisting of a large multi-use park. It provides a high amenity area of open space, including dogpark, outdoor gym, seating and planting. A linear park, runs along the perimeter area (see above under structured parks)
- **Kellystown Demesne Park** – consisting of open parkland, trails and walks, planting and seating.
- **Grand Canal Way** – linear park

Greenways:

The draft SDZ scheme proposes two greenways which are to create strong linkages between neighbourhood parks as well as increasing recreational opportunities by providing pedestrian and cycle access to throughout the scheme. The greenways will be landscaped and shall include seating and lighting to encourage passive surveillance and ongoing usage throughout the day as well as evening.

- **The Grand Canal Way linear greenway:** will facilitate cyclists and walkers as wells are forming park of the greater cycling strategy for the area. This is located along the southern bank of the rail line and forms an important link between residential neighbourhoods and public open spaces associated with the Kellystown scheme but also serves as an important link to Clonsilla village.

- **The Porterstown Road greenway** is a vehicular street serving the residential neighbourhoods, though also serving as a greenway. This street is a much wider that others in the scheme but is planted and landscaped to encourage biodiversity and to provide a sense of visual amenity. Vehicular access and car parking is limited while hard landscaping will be provided to prioritise cyclists and walking usage.
Biodiversity Corridors:
Kellystown enjoys the benefit of considerable biodiversity in the form of trees, hedgerows, field boundaries and the riparian corridor along the canal. See schematic Existing Natural Heritage, opposite.

Trees and major hedgerow are identified as ‘Level 1. These should be given priority in terms of preservation, in particular along the canal area. Level 2 is identified as ‘Dense Hedgerow’ which should be preserved were practically possible, in particular along the Luttrellstown road. ‘Tree/Significant Foliage Groupings’ is also regarded as priority for the retention of green infrastructure and biodiversity. The hedgerows identified as ‘Minor Field boundaries are considered desirable but are likely to require removal as development unfolds.

‘Major Field Boundaries’ were identified. These have a strong presence on the current landscape however it is likely that some will have to be altered to accommodate residential development. It is desirable that scheme design could incorporate where possible these distinctive field boundaries rich in biodiversity in accordance with the objectives of the Fingal Development Plan which states Trees, hedgerows and other features which demarcate town land boundaries shall be preserved and incorporated where appropriate into the design of new residential developments.

Kellystown will retain the existing biodiversity and wildlife of the area. It will provide green biodiversity corridors throughout the development. The area along the Royal Canal Way and rail line is an established biodiversity corridor and as such will be retained and enhanced as part of the greenway development. The scheme proposed to incorporate two substantial biodiversity rich corridors into the neighbourhood blocks and along the Porterstown road greenway.

Private open space and biodiversity:
The Kellystown neighbourhood residential areas have incorporated rear back gardens ad private open space into its design. Inclusion of biodiversity into this aspect of the development will be actively encouraged.

Objectives
Objective 6.2.1 It is a key objective of the scheme to provide a network of parks for a modern new community that caters for people of all ages and abilities
Objective 6.2.2 To create a hierarchy of high quality parks and open spaces that promotes pedestrian and cyclist usage.
Objective 6.2.3 To provide a series of well-connected easily accessed parks and open spaces which encourage active and passive surveillance.
Objective 6.2.4  To encourage and facilitate cyclists and pedestrian usage through the provision of greenways - at Railway Linear Park along the southern bank of the canal; and along the Porterstown Road neighbourhood area.

Objective 6.2.5  To safeguard the ecological integrity of Kellystown and the Royal Canal area through the sensitive improvement and management of the area for biodiversity, landscape integration and amenity.

Objective 6.2.6  To ensure the use of permeable paving, SUDS into the Kellystown scheme.

Objective 6.2.7: Development shall ensure the protection, preservation where possible the effective management of trees and groups of trees. The scheme will promote the planting of trees on public open space and where necessary provide for constructed tree pits as part of the landscape specification. This will apply particularly in Area 1 and 2 - Clonsilla/Kellystown Parkland Link and Kellystown Community Facility/Recreational Hub where the major parkland area is located.

Objective 6.2.8  To maintain (where feasible) and enhance the existing biodiversity of the area.

Objective 6.2.9  To ensure that biodiversity is incorporated into the private open space residential areas as much as possible.

Objective 6.2.10  To retain where possible existing field boundaries, mature trees and hedgerows.
<table>
<thead>
<tr>
<th>Name</th>
<th>Objective</th>
<th>Character</th>
<th>Approx. size</th>
<th>Park Classification (Park Hierarchy)</th>
<th>Adjacent Streets</th>
<th>Infrastructure</th>
<th>Heritage</th>
<th>Bridges</th>
</tr>
</thead>
</table>
| Weavers Square, Clonsilla (Canal Space)   | To provide a high quality, distinctive civic plaza forming part of the green parkland network the Kellystown plan | • Creates a key connection space between Kellystown and Clonsilla  
• Formal and high quality character emphasizing gateway role  
• Hard landscaping to form community ‘square’ space  
• Incorporation of high quality public art  
• Active uses-pop-up café and market  
• Designed lighting | 0.75Ha | Class 2                                  | Station access roads  
New location for rail Station | New Bridge                       |               |               |               |
| Station Plaza (Canal Space)               | To provide a formal park linking the station area to Clonsilla the north and south through the site to the Serpentine Park to the south | • Provide a connected space with the Station Park hub and Serpentine Park area                   | 0.99Ha | Class 2                                  | Eastern access road  
Bus route | Bridge                          |               |               |               |
| Plaza (neighbourhood square)              | To provide a high quality landmark meeting area/square creating a pleasant urban café culture vibe at this key location. | • Well finished and architecturally structured public realm landscaping.  
• Seating  
• Creative structured planting - careful use of tree planting (light trees only) and shrubbery  
• Ease of access to all abilities  
• Lighting features | 0.24Ha | Class 2                                  | Eastern access road |               |               |               |
| Serpentine Park (Parkland and semi-formal park) | To provide a large semi-formal, high qualitycentrepiece park            | • To contain play facilities, amenity planting areas, dog park  
• To incorporate SUDS - using existing water attenuation areas, fed by proposed SUDS system to form water-based ecological landscape park to contain amenity planting areas  
• To incorporate seating, bicycle parks, planting, walking trails  
• To incorporate a perimeter linear hard surfaced area to encourage multi-use activities i.e. walking, cycling, skating, etc. | 3.13Ha | Class 1                                  | Eastern access road  
Bus route |               |               |               |
| Kellystown Demesne Park                   | To provide a quality parkland area, forming the western section of the recreational link area | • Provide high quality parkland space  
• Retained and enhanced biodiversity corridor  
• Elegant planting, seating and kick about area  
• To incorporate trails and walkways linking to Kellystown Sports hub area | 2.0Ha | Class 3                                  | Western access road |               |               |               |
| St Michla’s Park                          | To provide a quality parkland area that forms the central portion of the parkland sequence, linking Kellystown Demesne Park to St Cluin’s Park | • Provide high quality parkland space  
• Provide off -road walking trail  
• To provide seating and planting | 2.0Ha | Class 1                                  | Western access |               |               |               |
| St Cholm’s Park                            | To provide a quality parkland area that forms the eastern portion of the parkland sequence. | • Provide high quality parkland space  
• Provide community garden and allotments to enhance urban/rural character and to create amenity and ecological value | 4.4Ha | Class 1                                  | Eastern access |               |               |               |
| Fill Park (playground and community park) | Playground and community park                                             | • Provide play facilities for children  
• Provide park link in the eastern neighbourhood area  
• Seating amenities to be organised to encourage ongoing use | 0.25Ha | Class 2                                  | Eastern access |               |               | Canal crossing |
| Barrow Park (Pocket Park Archeology Park)  | To form a community gateway space and to protect the in situ archaeological site | • Landscaping to provide legibility to the archaeological monument  
• Provide connection between Clonsilla access, residential areas and linear canal park  
• Creation of a landmark heritage area with protected structures and sightlines to protected structure  
• Seating to be organised to encourage ongoing use  
• To incorporate cycle and pedestrian walkway as part of circular route | 0.37Ha | Class 2                                  | Clonsilla -Porterstown Main road  
Railway line/Canal area  
MMP DUO13-018 RPS  
Callaghan Bridge 70B  
Clonsilla  
Signal Box |               | Major arterial bridge |               |               |               |
| Grand Canal walk Linear Park (Canal linear park and amenity area (South of the rail line)) | To provide well connected pedestrian / cycle way along the canal  
To maintain and enhance biodiversity  
To provide active and passive surveillance | • A linear park area to include a cycle and pedestrian way along the length of the canal – connecting to the overall cycle/pedestrian scheme  
• Appropriate lighting to encourage active use both during the day and at night  
• Existing trees/hedgerows to be retained and enhanced along the southern bank of the canal.  
• To create an edge to the rail lands and to enable both amenity use and frontage development to form  
• To provide a natural buffer between developed lands at Kellystown and the rail line | 0.1Ha | Class 2                                  | Porterstown Road at Keenan Bridge (Canal/Rail line crossing)  
Keenan’s Bridge RPS 698  
Keepers Cottage RPO 699 |               |               |               |               |
### 6.4 Community Facilities

<table>
<thead>
<tr>
<th>Name</th>
<th>Objective</th>
<th>Character</th>
<th>Working Quantum</th>
<th>Adjacent Streets</th>
<th>Heritage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Playing Pitches and associated facilities</td>
<td>Relocation of the St Mochta’s Pitches, clubhouse, changing facilities and parking</td>
<td>Grounds – 3.4Ha.</td>
<td>Main Access roads</td>
<td>Main Access roads</td>
<td></td>
</tr>
<tr>
<td>Kellystown-Demeone Sports Facility</td>
<td>Community Sports Facility Mix of active recreational facilities including all-weather pitch; clubhouse, changing facilities and parking</td>
<td>1.5Ha</td>
<td>Local Access route</td>
<td>Kellystone House and outhouses, and designed landscape</td>
<td></td>
</tr>
<tr>
<td>Graveyard</td>
<td>Community Cemetery Facility Provide for cemetery, parking and associated facilities</td>
<td>3.74ha</td>
<td>Main Access roads</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Objectives

**Community Objectives**

Objective 6.4.1 To create a recreational hub to encourage health and fitness through sports and recreation.

Objective 6.4.2 To provide a variety and quantum of community facilities in line with delivery of residential development.

Objective 6.4.3 To provide playgrounds in accordance with the standards set out in the Fingal Development Plan as a minimum.
6.5 Design-description of key elements & photos

6.5.1 Barrow Park

This park forms a pivotal connection between Clonsilla, the new residential areas and the linear canal walk. The design provides easy access via cycle and pedestrian links to the rest of Kellystown. This park will be a landmark heritage area, providing protection and legibility to the Bronze Age burial mounds it contains with sensitive landscaping and signage.

The western edge of the park will have a permeable boundary defined by paving leading into green space, thus defining the transitional character, moving from urban to landscaped areas. Seating and natural scaled planting will offer an oasis of calm before transitioning into the surrounding urban environment.

The main elements of this park are:
- Appropriately landscaped archaeological monuments
- Well-lit bicycle and cycle access ways connecting Clonsilla and Kellystown and a bicycle park
- Trees, hedgerows, lawn and planting to enhance the biodiversity of the area and to create an informal amenity area.
- Defined resident’s park with formal edge condition to cycle/pedestrian ways
The Royal Canal Way is a linear park incorporating a cycleway and walkway to facilitate walking, running and cycling and movement in a natural green setting.

The park will run alongside the existing boundary of the railway line, south of the canal. This area contains a lot of natural vegetation. The walk/cycleway park will retain some and enhance the existing biodiversity along this route. A walk-cycleway will be incorporated into this green corridor with locations along the route set aside for seating and public realm treatment. These nodes will be at the junctions with residential block and should provide enhanced lighting, seating and bollard or similar structures that prevent vehicular access. These nodes along the route will serve to generate congregation points for recreational purposes as well as establishing readily defined and regular access points to the route.

The main aim of this park is provide a green amenity area that generates activity along an area that may otherwise be left abandoned and underutilised. This park ties in with the overall vision for Kellystown which promotes walking and cycling, encouraging fitness as in a rural/urban setting.

The location of the walk-cycleway is such that it is accessed directly by the residential areas providing passive surveillance along this route.

Key elements

Buffer Zone:

The park will serve as a buffer zone between the rail lines and the residential areas of Kellystown. A planted buffer zone c. 6meters wide will be provided between the rail corridor and the walk-cycleway. This buffer will be well planted incorporating trees, planting and natural vegetation. This is to assist in noise reduction from the rail traffic. For safety, this planted area will include a low (4ft) fence railing along the track verge which will be well screened by planting.

Permeability:

The cycle-walkway park will connect to the residential developments along the route at several locations to encourage maximum activity and passive surveillance. It runs along the entire northern boundary of the Kellystown SDZ area and ends at the archaeological park at the west of the site. Access to the park is available from all of the residential block areas facilitating walkers, cyclists and runners. All access points are marked by bollards, preventing vehicular traffic.

Lighting & Seating:

The entire length of the linear green walk/cycle park will be well illuminated to maximise usage and to ensure ease of use both during the day and a night. Seating will be provided along the route.
Parkland Recreational Hub Area

Kellystown is subject to a local objective to provide 8-10Ha of Parkland. This will provide a unique open space amenity area ensuring that the character of Kellystown will enjoy the natural character of the surrounding countryside.

The vision for the Kellystown Parkland area is to establish an unspoilt, high quality parkland open space containing tall trees and planting and incorporating trails and walkways to link elements of the Kellystown development in a coherent manner.

While the Parkland will be the home of Kellystown Demesne - a community sports facility and St Mochta’s FC grounds, the remaining parkland space is an irregular configuration and as a result requires a non-uniform approach. For the purpose of the SDZ scheme the Parkland area have been broken up into three areas to assist in delivery of these amenity areas in line with phasing of development.

Kellystown Demesne Park – area located between the new school site and Shackleton’s House area. A new road providing access to St Mochta’s FC and the community sports facility located at the Shackleton’s House area will cut through this section of the parkland.

St Mochta’s Park – is the area linking Kellystown Demesne Park, north of St Mochta’s FC grounds, to the St Choilm’s Park area which contains parkland and the community garden.

St Choilm’s Park – is located between the large school’s campus and St Mochta’s FC grounds. It also has a common boundary with the new Cemetery.

This area’s main features are:

Quality open space parkland

- Provision of high quality parkland open space
- Provide a high proportion of biodiversity in the form of trees, hedgerows, lawn and planting
- A mix of off-road trails, paths and walkways
- Create a permeable, interconnected high amenity area that is used and enjoyed by all
- Provide amenity areas – to include seating and tables
- Provide community facilities including St Mochta’s FC sports grounds and a community sports facility.
- Provide a new cemetery
- Provide a community garden
6.5.4 Kellystown Demesne Park

This forms the western section of the parkland in the recreational hub area of Kellystown. It is designed to establish connectivity between the community facilities and the parkland open space. Existing trees and planting will be retained and enhanced. The parkland will be bounded by a low hedgerow and planting.

There are a number of walkways/trails going through the grounds to encourage walking activity and to facilitate ease of movement that without the need for car based travel and to encourage recreational use.

Main features:

- Trees, hedgerows, lawn and planting to enhance the biodiversity of the area and to create a parkland amenity area.
- High quality seating
- Off-road trails and walkways that connect coherently throughout the scheme, to facilitate and encourage physical activity in a healthy environment.
- All weather pitch and community sports facilities (including parking, clubhouse and associated facilities)

\[\text{The community sports facility is detailed in following section}\]
6.5.5 St Mochta’s Park

The St Mochta’s Park will provide a quality landscaped area that forms part of the continued sequence of quality parkland linking Kellystown Demesne Parkland to the St Choilm’s Park which contains the community garden and additional parkland open space.

This area will provide access- points to the parkland area for pedestrian/cyclists at specific locations.

Lighting will be provided only along the main roadways serving the parkland areas, unless a specific safety reason arises in which case it should be incorporated into the parkland in an appropriate manner.

St Mochta’s Park will include the following elements:
- St Mochta’s FC Grounds
- Jogging and walking trails/paths linking to adjoining parkland areas.
- Planting and trees
- Recreation and kick about & seating area.

\[\text{St Mochta’s FC grounds and the Community Sports Facility is detailed in a separate section.}\]
Kellystown Demesne will cover 1.5 hectares and will be a key recreational and community service. The facility will include two secure mini pitch’s, two junior pitch facilities, adult and junior changing rooms, gym facility, exercise studios and a community conference centre, catering for community meetings, gatherings and business hire.

For fitness and leisure, young children can enjoy the two secure junior pitch’s, with separate junior changing rooms. Two mini pitch facilities will be available for adult groups. A coffee hub, with outdoor/indoor seating will be incorporated providing a quiet haven. Kellystown Demesne will house an extensively equipped gym, yoga/Pilates and exercise studio, striving to provide a safe, friendly and all-inclusive environment to people living in Kellystown.

It will be located adjacent to the proposed new 3 hectare St Mocha’s FC grounds, which will further open up Kellystown Demesne as an all-inclusive community facility.

Discreet car parking will be provided adjacent to the playing areas and gym/community centre amenities.

<table>
<thead>
<tr>
<th>Facility Provisions</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gymnasium</td>
<td>56m * 20m</td>
</tr>
<tr>
<td>Yoga/Community Centre</td>
<td>40m * 38m</td>
</tr>
<tr>
<td>Mini Pitch 1:</td>
<td>25m * 40m</td>
</tr>
<tr>
<td>Mini Pitch 2:</td>
<td>25m * 40m</td>
</tr>
<tr>
<td>Facility</td>
<td>Dimensions</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>Kids Pitch 1</td>
<td>19m * 30m</td>
</tr>
<tr>
<td>Kids Pitch 2</td>
<td>19m * 30m</td>
</tr>
<tr>
<td>Adult Changing Room Facilities</td>
<td>17m * 12m</td>
</tr>
<tr>
<td>Children’s Changing Rooms Facilities</td>
<td>25m * 9m</td>
</tr>
<tr>
<td>Coffee Hub</td>
<td>15m * 5m</td>
</tr>
</tbody>
</table>
6.5.7 St Mochta’s FC Sports Ground

To the east of Kellystown Sport Demesne, will lie the proposed 3 hectare St. Mochtas Sports Grounds, accommodating 4 full sized football pitches and changing facilities. It is envisioned that St. Mochtas FC will have full use of Kellystown Sports Hub ensuring St. Mochtas remain active in the betterment of the community at large.

St Mocha’s FC was formed in 1949 to cater for the sporting needs of Clonsilla and the greater Blanchardstown area and proudly provides sporting facilities for over 350 young people of mixed gender and social standing. In addition they have two adult teams competing at Leinster Senior level and have an active membership of over 500 members.
6.5.8 St Choilm’s Park - Community Garden

The community garden will be a shared space for growing vegetables and fruit collectively. It will create a social gathering space for the community, encourage physical activity for all ages, help improve the local environment and encourage local participation and well-being. While defined by a hedge line and fencing there will be direct access from the surrounding parkland and the nearby schools.

The parkland will incorporate walkways/trails to encourage walking activity and to facilitate access. The parkland is bounded by a low hedgerow and planting to the north. There will be dense planting between the community garden/parklands and the graveyard.

The main elements of this park are:

- Community garden creating a shared space for growth
- Trees, hedgerows, lawn and planting to enhance the biodiversity of the area and to create a parkland amenity area.
- Jogging and walking trails/paths linking to adjoining parkland areas to facilitate and encourage physical activity in a healthy environment
- Pedestrian access from nearby St Colm’s and Luttrellstown schools
6.5.9  Fifi Park -Community Park & Playground

The parks seats in the middle of the Eastern quadrant and provides play facilities for children to play freely in their local area. It provides a link in the eastern neighbourhood area.

The play area will:
• Improve the social and physical aspects of children’s lives
• Give children a sense of independence
• Allow them to recognise their ability and interests
• And can increase creativity and children’s willingness or ability to learn

Play space will be:
• of high quality
• fenced to enhance safety for children
• safely accessible through walking and cycling
• provide high quality play equipment

The play area will also accommodate children of mixed abilities and capabilities and will allow children of different ages to play together.

There will be siting space provided in the park to promote ongoing use.
6.5.10 Serpentine Park

This park area will establish a park link from the station area through the site, connecting to the parkland and recreational area to the south. This area should be of a more structured parkland area as distinct from the Parkland to the south of the site. This park area forms a green spine through the Kellystown site and should provide for a multitude of recreational and leisure activities.

The main elements of this park are:

- This area is centrally located and is an important transition space, from that of the more traditional parkland landscaping to the south, towards something more modern and architectural. This space should be designed to incorporate the functionality of public realm with the softness of parkland—a transitional park area.
- Provide a connected space linking the Station Park hub (to the north) and the recreational hub (to the south).
- Provide play facilities, seating and amenity areas, dog park, bicycle parks, etc.
- Using existing water attenuation areas, fed by proposed SUDS system to form water-based ecological landscaping.

**Perimeter hard landscaping**

A perimeter landscaping consisting of hard surface—facilitating walking, cycling, skating, etc. The perimeter area comprises a large swath of hard surface (non-vehicular) which can be utilised for a range of activities, including walking, cycling, roller skating, etc. but also for other uses such as community gatherings and local events.
6.5.11 Public Realm Square

East of Serpentine Park (Hard Landscaping)

Public Realm Square is located at a landmark location – where the main eastern access road meets the Serpentine Park area. This area is a public square consisting of high quality distinctive hard landscaping. It is in contrast to the surrounding softness of the parkland to the west – Serpentine Park and St Cholm’s Park to the south. It should form a visually distinctive area that acts as an urban landmark meeting point. Ideally cafes or restaurants should be incorporated at this section of the scheme creating a pleasant urban café-culture vibe at this key location.

Its main features should include:

- Well finished and architecturally structured public realm landscaping.
- Seating
- Creative structured planting - careful use of tree planting (light trees only) and shrubbery
- Ease of access to all abilities
- Lighting features
7 CONSERVATION AND CULTURAL HERITAGE

7.1 Statutory Context for Cultural Heritage

Protected under the National Monuments Acts 1930-2014, there is one recorded archaeological monument (RMP Reference DU013-018) within the Kellystown lands. The preservation of the ringbarrow site in situ is in line with policies and objectives of the Framework & Principles of the Protection of Archaeological Heritage and the Fingal County Council’s Draft Development Plan. Landscaping should be appropriate and the significance of the site expressed by the addition of information panels or signage. The location, content and positioning of signage should avoid negative visual impact and obviously impacting the archaeological monument itself. Other avenues to improve legibility could be through landscape design and artistic interpretation.
There are two Protected Structures within the Kellystown Lands—the Keeper’s Cottage and Home Villa along Porterstown Road; Listed in Fingal County Council’s Record of protected Structures (RPS) they are statutorily protected as per the Planning & Development Act 2000. Another protected structure—Porterstown School—is within the adjacent lands to the north of the canal and railway.

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recorded Monument (DU013-018) Barrows - 3 conjoined enclosures beside railway line at Green Mount house.</td>
<td>Archaeological Heritage RMP</td>
<td></td>
</tr>
<tr>
<td>Protected Structure (727) Home Villa, Porterstown Road - Detached four-bay two-storey former presbytery, c.1830, with two-storey return to rear</td>
<td>Built Heritage RPS NIAH-Reg. No. 11361008</td>
<td></td>
</tr>
<tr>
<td>Protected Structure (699) Keepers Cottage, Porterstown Road - (disused) - Rail Keeper's Cottage at rail crossing. NIAH Rating: Regional; NIAH Category of Special Interest: Architectural, Social</td>
<td>Built Heritage RPS NIAH-Reg. No. 11361005</td>
<td></td>
</tr>
<tr>
<td>Protected Structure (700) Porterstown School- Detached gable-fronted three-bay two-storey over basement former school with attic accommodation, built 1854, with gabled central projecting bay flanked by entrance porches. NIAH Rating: Regional; NIAH Category of Special Interest: Architectural, Artistic, Historical, Social</td>
<td>Built Heritage RPS NIAH-Reg. No. 11361001</td>
<td></td>
</tr>
</tbody>
</table>

Outside the boundary of the site but forming part of the access routes to Kellystown, are two bridges over the Royal Canal, both protected structures.

| Protected Structure (706) Callaghan Bridge, Clonsilla Road at rail crossing. NIAH Rating: Regional; NIAH Category of Special Interest: Architectural, Technical | Built Heritage RPS NIAH-Reg. No. 11353003 |
| Protected Structure (698) Kennan Bridge, Royal Canal, Porterstown Road - Bridge over Royal Canal. NIAH Rating: Regional; NIAH Category of Special Interest: Architectural, Historical, Technical | Built Heritage RPS NIAH-Reg. No. 11361004 |
There are a further five structures of character along the southern and eastern perimeter of the site. One—the Gables Stud features in the National Inventory of Architectural Heritage.

<table>
<thead>
<tr>
<th>Structure</th>
<th>Description</th>
<th>NIAH Reg. No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Gables Stud</td>
<td>Detached three-bay single-storey house, c.1880, with gabled projecting end bays. NIAH Rating: Regional; NIAH Category of Special Interest: Architectural Artistic</td>
<td>11361007</td>
</tr>
<tr>
<td>Kellystown House</td>
<td>Located within a designed landscape, cartographic evidence suggests an 18th century house extended in 19th century. Also known as Sally Park and Dollard House.</td>
<td>Of note</td>
</tr>
<tr>
<td>Semi-detached brick cottages</td>
<td>On Luttrellstown Rd. Late 19th century.</td>
<td>Of note</td>
</tr>
<tr>
<td>Porterstown House</td>
<td>Derelict farm buildings of possible vernacular interest.</td>
<td>Of note</td>
</tr>
</tbody>
</table>

The architecture of the buildings in Kellystown reflects the social legacy of the eighteenth/nineteenth century, providing visual character and coherence to the area. Therefore any development, affecting the Protected Structure and/or their setting should be sensitively sited and designed, and be appropriate in terms of the proposed scale, mass, height, density, layout, materials, impact on architectural or historic features.

7.2 Cultural Heritage Strategy

It is acknowledged that the archaeological, architectural, industrial heritage resource of Kellystown contributes to the character and surroundings of the development. The heritage elements will be integrated into the SDZ so as to reflect the historic development of the site; to promote the retention and sympathetic re-use of historic building stock and to adhere to the policies and objectives of Chapter 10 Cultural Heritage of the Fingal Development Plan 2017-2023.
Objectives

The following objectives are listed in order to protect and promote the cultural heritage resource and character of Kellystown:

Objective 7.2.1 Comply with all of the policies of the current Fingal County Development Plan relating to cultural heritage, in particular the protection and conservation of buildings, structures and sites of archaeological, architectural and historical interest.

Objective 7.2.2 Preserve in situ the RMP DU013-018 and require appropriate landscaping and high quality information signage.

Objective 7.2.3 Require pre-application archaeological assessment of the SDZ lands by a suitably qualified Archaeologist in accordance with the advice of the Department of Arts, Heritage, Regional, Rural & Gaeltacht Affairs.

Objective 7.2.4 Safeguard the future of the historic building stock, specifically Greenmount House, Kellystown House, by encouraging their sympathetic adaptation.

Objective 7.2.5 Repair, restoration, adaptation in accordance with good conservation practice, of the Keeper's Cottage to protect the industrial heritage and ensure the special interest character is maintained.
8 SUSTAINABILITY

8.1 Environmental and Resource Sustainability

Vision

Kellystown will be a green, energy efficient, sustainable district. The use of energy efficient buildings and an emphasis on reduced private car use, with near car-free streets in some neighbourhoods, will form a key component of the district. This will be accomplished by providing access to public transportation services and by creating quality design for the spaces between buildings, for the blocks, streets and plots, and the public realm that connects the various elements of the district together. An extensive network of walkways and cycle paths will ensure that all neighbourhoods are within walking or cycling distance of the crèches, schools, supermarkets, playing pitches, parks and commercial centre. Pedestrian and bicycle paths will form a highly-connected, efficient, green transportation network with every home within walking or cycling distance of the train station, and nearby Dublin Bus, QBC and proposed BRT stops. In addition, the train station and schools will have dedicated bicycle parking facilities. In some neighbourhoods residents who do own cars will not be able to permanently park next to their home and instead will park in a community multi-storey car park on the edge of the district. These neighbourhoods will have near car-free streets, with cars hardly ever passing through, and with only limited car parking catered for.

All buildings will meet NZEB standards with minimum low energy consumption standards and every building will have solar panels and/or a roof garden. A highly efficient woodchip-powered generator will provide a district heating system. The parkland and green areas will be managed sustainably providing greenery, recreation, and biodiversity. Small privately owned garden allotments will be provided for inhabitants to grow their own food.

The district will be monitored and analysed with respect to buildings, infrastructure, electricity supply, heat supply, water and waste, traffic and private consumption with a full life-cycle perspective.

The sustainable development of Kellystown will require an integrated approach to sustainability and environmental practice underpinned by the following key objectives:
This strategy will establish Kellystown as a sustainable energy efficient district. Based on best practice experiences from Europe, the installation of a 1MW biomass district heating system with a supplementary gas boiler (with 2 X 500kW boilers) will be a key component to this strategy. Each residential unit will have high level insulation and stringent airtightness standards, heat recovery ventilation systems, along with solar water heating system supplementing the hot water production and a PV system supplementing the electricity supply.

**District Heating**

The concept of a biomass district heating system is based on the centralised production of heat and the distribution of that heat through a network of insulated underground pipes. Each residential unit will have its own heat meter allowing individual billing based on energy used, with the temperature controlled by thermostats located individually within each unit.

Biomass district heating systems are commonplace across Europe.

Typically, the annual demand of a 1MW biomass plant for wood chip is around 1,200 tonnes. Wood chip will be delivered by lorry in six tonnes loads at a time (equivalent to <100 loads per annum). A pay as you use pre-payment system will be utilized for the purchase of heat from the district heat system by residents.

The sustainable development of Kellystown will require an integrated approach to sustainability and environmental practice underpinned by the following key objectives:

**Objectives**

Objective 8.1.1 - Promote and facilitate environmental and sustainable measures that will improve the quality of life of all residents;

Objective 8.1.2 - Achieve high levels of energy efficiency and environmental performance at the construction and occupation phases of development;

Objective 8.1.3 - Reduce waste and achieve a strategy for carbon reduction.

Objective 8.1.4 – Use low carbon energy sources.

Objective 8.1.5 - Promote cycling, walking and public transport infrastructure.

Objective 8.1.5 - Protect biodiversity and trees.

Objective 8.1.6 - Follow international and European best practice standards.

Objective 8.1.7 - Establish a sustainability management and appraisal system that will manage, review and monitor environmental/sustainability targets.
8.2 Framework

- Design buildings to NZEB standards to ensure that they are energy efficient, environmentally friendly (roof gardens - rain harvesting).
- Use some renewable energy sources (roof mounted Solar PV).
- Provide a district heating system based on biomass renewable energy.
- Provide a network of walking and cycling routes within the site and connectivity with existing routes in the surrounding area.
- Provide easy access to public transport systems (bus and rail) and to ensure connectivity with existing and proposed routes in the surrounding area.
- Provide off-street parking in the form of multi-storey parking in areas of high density in order to make streets safe for the enjoyment of all, particularly for children.
- Promote urban greenery (landscaping and tree planting).
- Maintain and protect as much as possible of the natural hedgerows/trees and biodiversity of the site.
8.3 Smarter Travel

The mobility plan for Kellystown has been developed as an integral component of the overall masterplan, and as such it has been designed to support and encourage the development of a safe, healthy, socially cohesive and environmentally conscious new neighbourhood. Of fundamental importance to this aim is the need support the development of smarter travel options.

As outlined in the Department of Transports smarter travel plan ‘A Sustainable Transport Future – A New Transport Policy for Ireland 2009 – 2020’ national goals have been set to encourage the uptake of more environmentally friendly forms of transport:

- 10% of all trips will be made by bicycle
- Car commuting will drop from 65% to 45%
- Cycling, walking and public transport will rise to 55% of commuter trips
- 10% of all cars will be electric by 2020

The smarter travel plan developed for the Kellystown lands will support this modal shift in a number of ways. Support will be provided to help develop a community based smarter travel agency for the Clonsilla/Kellystown districts. Consideration will also be given to the development of a smarter travel office which would be located centrally within the Clonsilla/Kellystown lands. This HQ would serve as an important interface with the general public and a one stop shop for the full range of smarter travel support services:

- Information dissemination – serving as a first points of contact for questions 7 queries from the general public regarding smarter travel initiatives
- Campaign promotion – helping to advertise and explain new smarter travel initiatives which are being rolled out
- Coordination – Support the coordination of community based schemes such as car sharing, car-pooling, walking bus schemes etc.

A number of objectives will be pursued in order to promote smarter travel options:

**Objectives**

Objective 8.3.1 It will be an objective of this plan to support the development of a smarter development agency for the combined communities of Clonsilla and Kellystown.

Objective 8.3.2 The development of a smarter travel office centrally within Clonsilla village will be supported.

Objective 8.3.3 Support will be provided to develop effective car-pooling schemes.

Objective 8.3.4 Support will be provided to encourage the development of walking bus to school and cycling trains to school initiatives.

Objective 8.3.5 Support will be provided to encourage the development of a shared fleet of electric vehicles.

Objective 8.3.6 A maximum speed limit of 30 km/hr will be set for the roads within the Kellystown lands in the interest of pedestrian and cyclist safety.

Objective 8.3.7 Support will be provided to maximise the possibilities which exist to engage in e-working practices.
9 PROVISION OF SERVICES

9.1 Water supply, foul sewage, surface water drainage

Water Supply
The local water distribution network within the zone will need to be installed in a co-ordinated manner to facilitate orderly development.

Source Considerations
The need to provide water supply for Kellystown Planning Scheme is taken of and relies upon elements of the following:

- 200mm diameter municipal water supply that exists to the south of Kellystown site along Porterstown Road.
- 25mm diameter municipal water supply to the west of the planning area near Luttrellstown Community College.
- There are also several water mains across the canal in Clonsilla village. It is proposed that the site be served by connections from existing mains.

Foul Water Drainage
This consists of carrying of used water from toilets, sinks, baths, showers, bidets, dishwashers and washing machines.

There are no sewer lines around Kellystown Planning Scheme, the nearest sewer lines run along the residential areas to the west of the site across Porterstown Road. There will be a need for the sewer line connection to be extended to Kellystown.

Surface Water drainage
The following measures are the key elements of the Sustainable Urban Drainage Systems solution proposed for Kellystown.

- **Ponds** located at several major outfall locations. These will provide storage to meet attenuation requirements for the 1 in 100 year’s criterion. The ponds which are in open space areas will also provide amenity and biodiversity benefits in accordance with best design practice.

- **Detention basins** adjacent to existing and proposed roads. These are vegetated surface storage basins that provide flow control through attenuation of storm water runoff. They also facilitate some settling of particulate pollutants. They are normally dry and in most cases can accommodate soft landscaping and contribute to local amenity.

- **Infiltration basins** located at carefully selected locations in the detention basin. They can help recharge groundwater, thus restoring low flows to stream systems. They are also believed to have high pollutant removal efficiency.

- **Infiltration trenches and engineered swales** located throughout public realm spaces and along selected routes, including green routes and cycle routes. These will help hold back surface water and let it infiltrate into the soil reducing the volume of runoff needing to be conveyed to end-of-pipe systems. They can be landscaped to create structures that appear natural and offer an amenity value for the local community.
- **Underground Modular Systems** located in open spaces and parks with the agreement with the local authority. The main function of these systems is to allow on-site natural water infiltration and this prevents surface run-off. It is efficient, cost effective and ecologically sustainable.

- **The Root Structure Cell System** are subsurface tree and storm water systems that hold large soil volumes while supporting traffic loads beneath paving and landscaping. It is proposed that these will be used throughout the planning scheme area to assist with attenuation and groundwater recharge.

The size of the existing Town Centre Pond—both treatment storage and flood attenuation storage needs to be confirmed to check suitability and available capacity prior to permitting further storm water runoff into it.

It is an objective to ensure that storm water management, flood attenuation and Sustainable Urban Drainage Measures including a requirement to undertake Storm Water Audits, shall form part of the pre-planning, planning and post construction stages of any application.

Objective 9.1.1 That significant foul trunk sewer infrastructure is provided within the Kellystown Planning Scheme Area

Objective 9.1.2 To promote Sustainable Urban Drainage Systems to manage surface and ground water regimes sustainably.

### 9.2 Power supply, heating

#### Power Supply

European and National Energy Policy is built around the three important pillars of security of supply, environmental sustainability, and economic competitiveness. The sustainable energy agenda is one of the principle drivers of innovation and resource management in the smart economy. The scale of Kellystown Planning Scheme affords opportunities in its development that can contribute in a positive way to this agenda.

The Greater Blanchardstown Area is well catered for in terms of telecommunications, electricity supply, gas supply and broadband. Infrastructure required for these services will be facilitated at suitable locations. Applications for such infrastructure should take cognisance of impact on the visual and residential amenity of existing and future occupants. Both existing and new infrastructure should be co-located and underground where possible.

#### Heating

In the Kellystown Planning Scheme, buildings will be designed to the highest standard to ensure that they are energy efficient, environmentally friendly (roof gardens, rain harvesting), and they use some renewable energy sources (roof mounted solar PV).

There will be a provision of a district heating biomass renewable energy.

Objective 9.2.1 To achieve high levels of energy efficiency and environmental performance at the construction and occupational phases of development

Objective 9.2.2 To use low carbon energy sources

Objective 9.2.3 To base proposals on international and European best practice standards

### 9.3 Waste management
Waste Management

The following recycling areas are within 5km from Kellystown area and can be used for waste management at Kellystown.

- Coolmine Recycling Facility
- Luttrellstown
- Millennium Park Recycling Facility
- Blanchardstown Shopping Centre rear of McDonalds
- All these facilities are operated by Fingal County Council.

Objective 9.3.1 To reduce waste and achieve a strategy for carbon reduction.

Objective 9.3.2 To comply with the waste policy as set out in the current Fingal Development Plan.

Objective 9.3.3 Layouts will be designed to incorporate bin centres, refuse collection points and make provision for recycling and composting when required at suitable locations.
## 10 PHASING & IMPLEMENTATION

### 10.1 Phasing

<table>
<thead>
<tr>
<th>Phase</th>
<th>Extent of development permitted in phase</th>
<th>Location for development in phase</th>
<th>Fixed strategic infrastructure, transport, streets, parks, squares and services.</th>
<th>Facilities and services</th>
<th>Map of Phase 1</th>
</tr>
</thead>
</table>
|       |                                         | Development to be focused on blocks within 500m west if Porterstown Road, north of St Choilm’s community National School and south of the railway line. | • Provision of a Strategic Sustainable Urban Drainage System (SUDS) required on a pro-rata basis in the context of an overall surface water and SUDS strategy to be agreed for Kellystown.  
• Provision of surface-water drainage works required on a pro rata basis in the context of an overall surface-water and SUDS strategy to be agreed for Kellystown.  
• Provision of a foul-water network and any necessary upgrade of the foul-water system required on a pro-rata basis.  
• Provision of District Heating infrastructure on a pro-rata basis. | • Community Car park  
• Pedestrian and cycle lanes  
• Public Realm Square  
• 3 hectare St. Mochtas Sports Grounds, accommodating 4 full sized football pitches and changing facilities – providing an interlink with established Clonsilla GAA Club.  
• St. Choilm’s Park, incorporating a community garden  
• FIFI park – children’s play facilities  
• Crèche Provision.  
• Green character area, open space, parklands, recreational.  
• St. Mochta’s Park | ![Map of Phase 1](image) |
<table>
<thead>
<tr>
<th>Phase</th>
<th>Extent of development permitted in phase</th>
<th>Location for development in phase</th>
<th>Fixed strategic infrastructure, transport, streets, parks, squares and services.</th>
<th>Facilities and services</th>
<th>Map of Phase 2</th>
</tr>
</thead>
</table>
| 2     | 576 Units                              | Development to be focused on blocks south of Clonsilla and West of Phase 1. With the Royal Canal to the north of the development. | - A linear park area to include a cycle and pedestrian way along the length of the canal- connecting to the overall cycle/pedestrian scheme.  
- Kellystown SDZ to link with Clonsilla to the north by proposed bridge over the canal.  
- St Choisils Park. Provision of a community Garden and parkland to the south-east of Phase 2. To incorporate a shared space for growing vegetables and fruit. This parkland will further incorporate walkways/tails to encourage activity and access, with pedestrian access from nearby St. Choisils and Luttrellstown schools. To be provided in accordance with Kellystown parks and green space strategy.  
- Middle section of Grand Canal Way  
- Provision of a Strategic Sustainable Urban Drainage System (SUDS) required on a pro-rata basis in the context of an overall surface water and SUDS strategy to be agreed for Kellystown.  
- Provision of surface-water drainage works required on a pro-rata basis in the context of an overall surface-water and SUDS strategy to be agreed for Kellystown.  
- Provision of a foul-water network and any necessary upgrade of the foul-water system required on a pro-rata basis.  
- Provision of District Heating infrastructure on a pro-rata basis.  
- The inclusion of a new train station-plaza with retail development unit. | - Train station plaza  
- Neighbourhood Park  
- Pedestrian and cycle lanes  
- Serpentine Park  
- Weavers Park | ![Map of Phase 2](image_url) |

Phase 2 requires delivery of the key elements of the primary street connections and SUDS networks required to support sustainable transport and drainage in Kellystown. Facilitates delivery of St. Choisils Park and link across the Grand Canal to Clonsilla. Mixed use development is incorporated.
### Phase 3

<table>
<thead>
<tr>
<th>Extent of development permitted in phase</th>
<th>Fixed strategic infrastructure, transport, streets, parks, squares and services.</th>
<th>Facilities and services</th>
<th>Map of Phase 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development to be focused on blocks south-west of Clonsilla and West of Phase 1 &amp; 2. With the Royal Canal to the north of the development and Luttrellstown road to the south and Clonsilla Road to the West.</td>
<td>Provision of a Strategic Sustainable Urban Drainage System (SUDS) required on a pro-rata basis in the context of an overall surface water and SUDS strategy to be agreed for Kellystown. Provision of surface-water drainage works required on a pro rata basis in the context of an overall surface-water and SUDS strategy to be agreed for Kellystown. Provision of a foul-water network and any necessary upgrade of the foul-water system required on a pro-rata basis. Provision of District Heating infrastructure on a pro-rata basis. Kellystown Demesne: Provision for a Sports Hub New schools provision</td>
<td>Multi-purpose gymnasium for public, yoga and Pilates facilities, community centre, within refurbished Kellystown House and gate lodge Two mini pitch and two kids pitch facilities, with coffee hub and changing facilities. Kellystown Demesne Park Pedestrian and cycle lanes Barrow Park – community gateway, landmark heritage area.</td>
<td><img src="image" alt="Map of Phase 3" /></td>
</tr>
</tbody>
</table>

**10.2 Operation**

The proposed development will operate as follows:

- A certain amount of works, i.e. infrastructure, services, facilities and/or amenities are required for each phase of residential development.
- Any required works may be brought forward and completed sooner than schedule. However unless all the required works for a particular phase of residential development are completed, the total number of dwelling units may be permitted will not increase beyond that phase.
- Certain works required, may take longer than one phase of residential development to complete, in which case may be necessary to seek planning permission for the works sooner than the phase of dwelling for which they are required.
- There is no limit on the amount of works, i.e. infrastructure, services, facilities and amenities that may be subject to any single planning application.
- There is no limit to the number of dwellings that may be included in any single planning application, but permission will be granted will be subject to a sequence of phasing that accords with the planning scheme.
- All planning application for either works and/or dwellings within the Kellystown Planning Scheme area shall include a schedule detailing exactly the required works, i.e. infrastructure, services, facilities and amenities and number, type and location of dwellings completed to date.
- There is no limit on the number of dwellings or other development that may be included in any single application for planning permission. However, each application must clearly set out the phase[s] that the proposed dwellings will form part of. Any permission granted will be subject to a sequence of phasing that accords with this infrastructure and Phasing scheme and conditioned and enforced accordingly.
- To facilitate ongoing monitoring, evaluation and implementation of the Planning Scheme it is proposed to establish
  - A steering group which shall comprise representatives of the Elected Members and Officers of the Planning Authority / Development Agency together with representatives of relevant statutory agencies and Government departments.
- A Project Implementation Team to comprise relevant technical and administrative staff of the Planning Authority / Development Agency together with other relevant technical and administrative representation as may be applicable from time to time.

10.3 Implementation

The Planning Scheme prepared for the SDZ indicates in detail the manner in which the Council considers the lands should be developed. The SDZ has a number of important features that make it distinct from the normal planning system for development.

- An SDZ forms part of the development plan in force in the area of the scheme and it supersedes any contrary provisions of the development area.
- There is no appeal opportunity to An Bord Pleanala against the decision of the Planning Authority on an individual planning application for development within an SDZ.
- Section 167 of the Planning and Development Act 2000 enables the local authority to acquire land or enter into agreement with landowners.
- The Planning Authority can use any powers available to it for the purposes of providing, securing or facilitating the provision of the SDZ e.g. Compulsory Purchase Order Procedures, and the payment by the developer of financial contributions in accordance with the scheme of contributions to be prepared by Fingal County Council.
- To facilitate the development of the SDZ Fingal County Council will utilise these mechanisms to secure the objectives of the Planning Scheme.
- To finance public infrastructure projects and services (including QBC improvements, improvement to Clonsilla Station,) a levy contribution scheme including Section 49 of the Planning And Development Act 2000 will be introduced on all development within the SDZ.

10.4 Flexibility of the Planning Scheme

- Link road relocation
- Car parking (on-street provision)
- Railway station re-location
- Building form and design

10.5 Fixed Elements

- Overall quantum of development
- Key structuring principles
- Urban form
- Parks and green infrastructure requirement
- Sustainability objectives