



Dublin 15  
Community Council

**CLONSILLA HALL, CLONSILLA ROAD, CLONSILLA, DUBLIN 15**

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**Representing: Blanchardstown-Castleknock-Clonsilla-Mulhuddart**

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On line submission  
Senior Administrative Officer  
The Planning Department  
Fingal County Council  
County Hall, Swords,  
Fingal, Co. Dublin

12 June 2010

A Chara

On behalf of DUBLIN 15 COMMUNITY COUNCIL I wish to make the following observation as part of the public consultation on the draft Development Plan 2011 – 2017 for the county.

**Summary**

The inclusion of Green Infrastructure in the development plan is broadly welcome.

We are concerned with the following items:

- The rezoning proposal from High Amenity to Science & Technology (between N3 and the Royal Canal, from Ashtown to the M50) does not represent good planning and should revert to its existing High Amenity zoning.
- We are disappointed that an ACA (architectural conservation area) for Blanchardstown Village is missing - around the hub of Main Street and Church Avenue. We request that this is added to the development plan.
- Schools – we remain concerned that this development plan will repeat the mistakes of previous plans. We recommend that all sites be protected by CI zoning. In the interests of sustainable development a specific objective is needed to prevent development of Barnhill until Hansfield SDZ is complete. The concept of “headroom” must be applied to school site identification.
- Retail infrastructure gap, Local objective 448 should be amended as follows “Implement the Blanchardstown Town Centre Masterplan **and ensure any displaced retail activity is accommodated within the Dublin 15 area**”. Centre Strategies should be based on an analysis of retail capacity needs.
- Infill development – The written statement needs to avoid a repeat of the infill high rise development approved for Castleknock Village (Opposite Myos).
- Delete local objective No: 537, develop parking at the periphery of suburban area

We request that the development is amended to deal with our concerns.

### ***1.0 Introduction***

The Dublin 15 Community Council was formed 15 years ago (merging the Castleknock & Blanchardstown community councils which date from the early 1970's) to provide an umbrella organisation for the many residents and voluntary community groups in the Dublin 15 area.

Residents Associations and Community groups focus on their own specific areas but often feel powerless to influence the big issues like transport, educational, recreational & sporting infrastructure or crime prevention. The Community Council provides a forum to discuss these issues and potential solutions.

Our main objective is to develop the consensus views of the Dublin 15 community in matters relating to Planning & Development, Public Transport, Environment, Education, Health Care, Policing, Job Creation, Recreational Facilities, General Infrastructure and Tourist facilities. Having developed the consensus, make representation to State and other Statutory Bodies through a wide variety of communication channels, with the aim of improving the quality of life for the residents of Dublin 15.

### ***2.0 Major problems***

Blanchardstown was earmarked from the early seventies as one of County Dublin's' three new towns. It has been anticipated for the past twenty years that this area would eventually accommodate a population of circa 100,000 persons. The 2006 census showed the population of the Dublin 15 area at 93,000. It is likely that over time the population will greatly exceed this figure, given the extensive amount of land zoned for additional residential use within Dublin 15

With the growth of commercial, industrial and residential developments in Dublin 15, have come many of the associated problems that accompany such success.

Those relevant to development plan are;-

- ❑ Higher demand for schools, shops, leisure, entertainment, active and passive recreation.
- ❑ Increased inward investment in industrial / commercial activity, much of which is multinational in nature.
- ❑ Tremendous demand for Public Transport.
- ❑ Greatly increased levels of car ownership.

The effect of this is the capacity of existing infrastructure being exceeded by demand and this is evident across most areas. What is most needed is an opportunity for infrastructure to catch up with the rapid population expansion over the last 10 years in the Dublin 15 area.

### 3.0 Proposed zoning changes for Dublin15

The rezoning proposal from High Amenity to Science & Technology (between N3 and the Royal Canal, from Ashtown to the M50) does not represent good planning and should revert to its existing High Amenity zoning.

- This land is an important visual break for people leaving Dublin City Council area and arriving in Fingal, along with the Phoenix Park it demarcates the largest “town” in Fingal from Dublin city. This strong visual statement is a key component in developing a sense of place that is distinct from Dublin City. This visual break is apparent to both road users and rail users.
- The quality of the view of Dunsink landscape and the Tolka Valley is significant from a natural landscape perspective, and a heritage perspective associated with Dunsink observatory and the world famous mathematician, William Rowan Hamilton.
- This land is an important contributor to the “*Green Infrastructure*” in Dublin 15 providing a key buffer between the developed lands in Castleknock and Ashtown and the natural landscape of the Royal Canal and Tolka Valley.
- This visual break is part of the longest established green belt in the greater Dublin area, and has remained zoned as strategic green belt for in excess of 30 years. This land use was also confirmed when the Phoenix Park racecourse was re-zoned residential development – a large section of this lands was in the ownership of Flynn & O’Flattery when the Phoenix Park Racecourse Area Action plan was adopted with the lands to the north of the N3 High Amenity and a significant amount of land to the south of the N3 Open Space to maintain this important visual break.
- We are concerned that if this rezoning is carried through the domino effect will continue with the lands to the north of this which are currently zoned agriculture and high amenity in due course being rezoned, eroding a longstanding greenbelt.
- The N3 between Ashtown and the M50 is a high quality dual carriageway, with a tightly controlled number of access/egress points, many of them historical. Policy since the construction of this road has been to curtail any new access points. Providing new access points will degrade a very expensive road infrastructure.
- There are concerns that developing this lands will impact on the surface water drainage of the castleknock area to an unacceptable level. The Phoenix Park racecourse was an important surface water infrastructure and the development of additional lands will limit the ability of the land to cope with heavy downpours and the “100 year” flood which has become a more frequent event as a result of climate change.
- Dublin 15 contains the largest land bank of zoned and serviced Science & Technology lands. Increasing the amount of Science & Technology zoned lands will divert this development away from North Blanchardstown. It will also increase congestion on the major commuter route from Dublin 15 to Dublin City Centre.

#### **4.0 Blanchardstown Village**

We are disappointed that an ACA (architectural conservation area) for Blanchardstown Village is missing - around the hub of Main Street and Church Avenue.

St Brigid's Church is the only building in the Village included in the Record of Protected Structures. The Spire of St Brigid's Church dominates its surroundings, has attractive design feature and can be seen from many surrounding viewpoints. The church has a landmark and orientating function that signals the location of the Village.

There are other heritage features that are worthy of protection:

- Traditional cottages in terraces that define the Village character of Main Street and Church Avenue.
- Former St Bridgid's Seminary (3 story stone faced building)
- The former Garda station that dates back to the original RIC station.
- Some traditional village shops that date back to the 1930's.

There are a number of cottages in terraces that are important in determining the Village character of Main Street and Church Avenue. These are single storey and define the street space as well as having a simple vernacular charm. They are key to the identity of the village and should be afforded protection.

Our recommendation is to protect the Heritage of Blanchardstown by adding to Record of Protected Structures and establishing a Architectural Conservation Area

**Where possible these buildings identified above should be added to Record of Protected Structures.**

**We would like to see an Architectural Conservation Area established around the hub of Main Street and Church Avenue.** Within this area, retail premises should be required to reflect the form and function of a traditional Irish village. The character and form of the cottages in terraces should be maintained, ideally in residential use.

#### **5.0 Schools**

One of the most common criticism of living in new estates / areas is that the houses go in first, followed by the apartments and everything else (shops, schools, public open spaces, playing fields and public transport) lags by years if not decades.

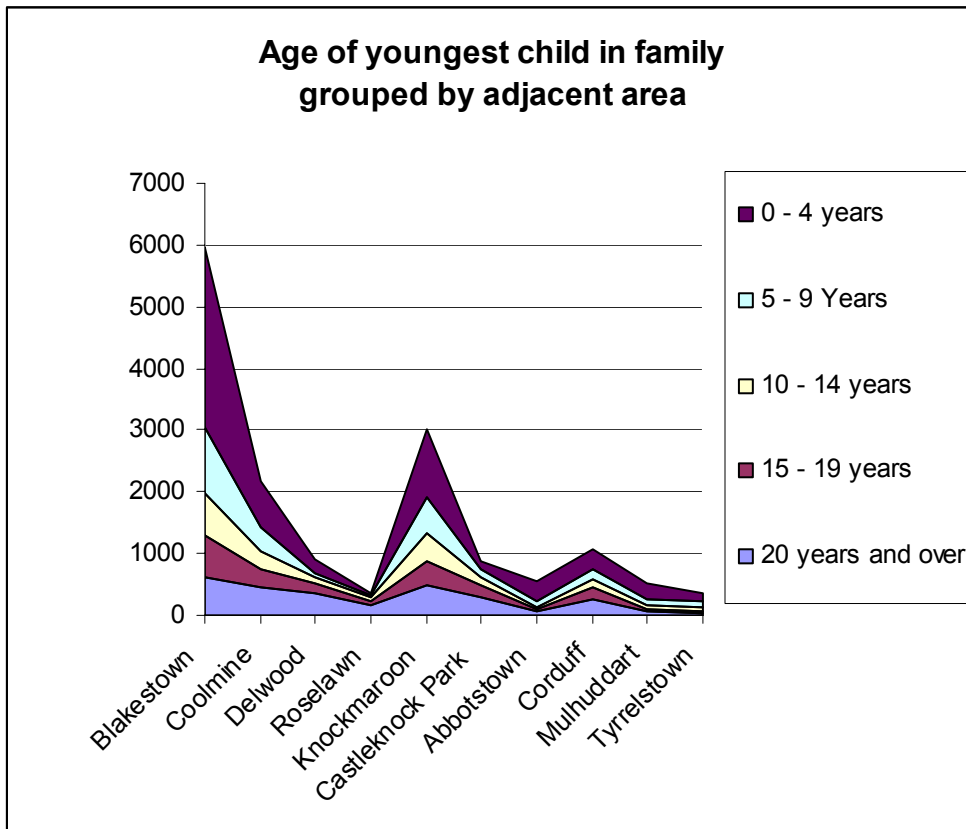
The cumulative effect of this on a rapidly expanding area like Dublin 15 area over the past 10 years is unsustainable. The presence of large areas of residentially zoned land meant that the planners were unable to curtail the pace of development to match the provision of infrastructure, leading to major problems for the residents of Dublin 15.



**Population data and its implications for schools**

The Dublin 15 area has grown rapidly from 53,221 in 1996 to 90,952 in 2006, an increase of 71%. The rapid population growth in Dublin 15 was reflected in junior infant enrolment which continues to rise, with parents experiencing considerable anxiety finding school places.

The CSO small area statistics published 2009, convey the picture of the population on census day. I have grouped the data by adjacent areas so that you get an overall picture of the population and the age of the youngest person in the families.



The figures are not surprising, with the Blakestown electoral division (Castaheany-Ongar) showing the greatest increase in young families. The second peak is in the Knockmaroon electoral division (Carpenterstown - Diswellstown).

**Current activities of the Department of Education & Science**

The Department of Education & Science has commenced a review of the process and procedures for recognizing new schools. It is expected that this process leading to the revised procedures will take in the region of two years

While this review is taking place it is not proposed to recognise any new primary schools, except in areas where the increases in pupils numbers cannot be catered for in existing schools and which require the provision of new schools

Forward Planning Section of the Department of Education & Science is in the process of identifying the areas where significant additional accommodation will be required at primary and post-primary level for 2009 and onwards.

Changing Demographic Trends nationally:

- CSO Regional Population Projections 2011 – 2026 show a population increase of 1.5% per annum on average
- The national population will rise from 4,233,000 to 5,696,000
- The population in eastern areas is expected to increase by up to 2.3% per annum
- The number in the 0 – 14 age group is expected to rise by 249,000
- Overall primary enrolment may rise from approx 486,000 to 563,000 by 2015 (about 2,750 classrooms or about 350 per year)
- Primary school-going age cohort, is projected to increase by at least 10 per cent in the next decade
- Number of primary school children could increase from its present level of circa 480,000 to 650,000 by 2025
- The 2007 figure for births of 70,620 is the highest since 1982 and is 23% higher than the figure for 2000

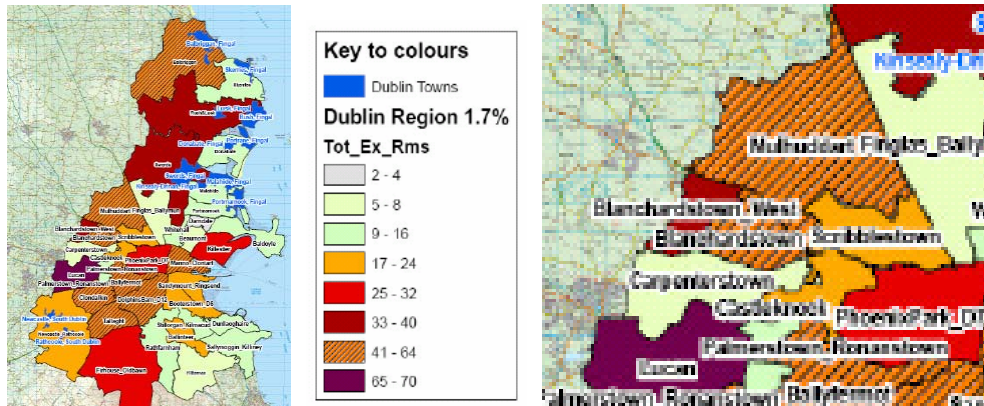
The Department of Education & Science has recently procured and installed a Geographical Information System (GIS) as a tool in the school planning process. The GIS enables the DES to view, understand, question, interpret, and visualize data in many ways that reveal relationships, patterns, and trends in the form of maps, reports, and charts.

When analysing an area in detail the Department of Education & Science use five assumptions:

- Natural progression on current enrolments
- Current enrolments plus CSO regional projected increase
- Current enrolments plus the Local Area Plan population projections
- 2006 Census figures
- Births based on Government Records Office data and Social Welfare information



An analysis of these assumptions shows the following position. The DES have compiled a series of maps and a list of the areas of greatest growth up to 2015



According to the figures, compiled by the Department of Education's Forward Planning Section, the following classrooms will be required by 2015.

- Mulhuddart will require between 41 and 64 new classrooms
- Blanchardstown West, 33 to 40 new classrooms
- Castleknock will need an additional 17 to 24 classrooms.
- Carpenterstown will need 5 to 8 classrooms.
- Scribblestown will need between 17 and 24 new classrooms

This analysis does not factor in demand at second level, which has shown strong demand in recent years, and continues to increase.

### How has the new development plan addressed these needs?

- √ Mulhuddart has 3 sites reserved north of Tyrellstown and 1 site reserved in Hollywoodrath LAP, presumably for Mulhuddart National school (24 classrooms), Tyrellstown Educate Together (16 classrooms) and a post primary school.
- √ Blanchardstown West, has 2 primary and 1 post primary school reserved in the Hansfield SDZ, assuming a VEC/RC school (24 classrooms), and a ET school (16 classrooms)
- √ Castleknock has 1 site reserved in the Phoenix Park Racecourse (24 classrooms),
- √ Carpenterstown has the site north of St Patrick's National School reserved, and protected by zoning for community use (8 classrooms).
- √ Not clear if Scribblestown is in Fingal or Dublin City.

### What additional measures are necessary?

- Reserved School Sites need to be protected by rezoning the sites **Objective CI** *Provide for and protect civic, religious, community, education, health care and social infrastructure*". The sites requiring protection are in land currently zoned residential:
  - 2 primary and 1 post primary school sites identified in the Hansfield SDZ and approved by An Bord Pleanala
  - 1 primary school site identified in the original planning permission for the Phoenix Park Racecourse development and approved by An Bord Pleanala.
  - 1 site reserved in Hollywoodrath LAP.
- The 3 sites reserved north of Tyrellstown are currently in lands zoned "**Objective RU** *Protect and promote in a balanced way, the development of agriculture and rural-related enterprise, biodiversity, the rural landscape, and the built and cultural heritage*", current land zoning may be appropriate provided school sites are open for consideration in this land zoning category. Attention is drawn to the fact that schools are neither "Permitted in Principal" or "Not Permitted" in the RU zoned land.
- The impact of the Barnhill lands rezoned (2004) residential in the current Development Plan has yet to be evaluated. If this land was to develop prior to the Hansfield SDZ and its planned phased delivery of schools, it would upset the delicate balance between development and the ability of schools to cope with an expanding population. In the interests of sustainable development a specific objective for the Barnhill lands is recommended "**No development shall take place in these lands until the Hansfield SDZ development is complete**".
- The Barnhill LAP will need to carefully evaluate the need to reserve additional primary and or post primary school sites.

- The Scribblestown area is interpreted as the lands north of the N3 and east of the M50, generally in the Tolka Valley. Most of the residential lands are part of the Pelletstown area of Dublin County Council (planning permission for ~3,000 residential units). The Pelletstown development sought and was granted a Dublin 15 postal address. The Pelletstown area is planned as a high density residential development with no reserved sites for schools, (it was assumed that schools in the Dublin 11 area would cater for the educational needs of this area). As this area was marketed on a Dublin 15 basis, there is a risk that the Scribblestown demand will feed into Dublin 15 schools:

Schools are either catchment area based or non catchment area based.

- Non catchment area schools operate on a “first come first served” regardless of residence, children from Pelletstown are accepted on the same basis as children from other parts of Dublin 15
- St Brigid’s Parish Blanchardstown has extended the parish boundary to include Pelletstown, opening enrolment to St Francis Xavier, St Brigid’s Boys and St Brigid’s Girls National schools. These schools have a mature catchment area and have accommodated the “overspill” from the rapidly developing areas in Dublin 15 for the last decade. As these schools are catchment area based, they must prioritise children from Pelletstown.

The planning concept of “headroom” needs to be applied to schools in Dublin 15. It is recommended that Fingal County Council enter into discussions with the Department of Education and Dublin City Council to make provision for the inevitable overspill from the Dublin City Council area of Dublin 15.

## 6.0 Shops and retail outlets

One basic requirement for residential areas is access to shops, supermarkets and other retail outlets. Fingal have recognised this importance by developing a retail strategy for the county. A key element in this is the ratio of population to retail outlets.

We are fortunate in Dublin 15 to have a major retail centre of national importance located in the Blanchardstown Centre. The Community Council has been supportive of its development. The recreational, civic and administrative elements transform this retail centre into the cultural hub for the Dublin 15 area.

Other elements of the Fingal retail strategy and land use planning have not been as successful. The community council commenced a benchmarking study in preparation for the development plan.

We decided to look outside Fingal to see how other local authorities and businesses responded to their population needs. We identified the North Kildare area as a suitable benchmark, it was:

- Peripheral to the Greater Dublin Metropolitan area
- Served by Commuter Rail and Dublin Bus
- Contained a significant percentage of residents who commute to Dublin City.
- Has significant local modern industrial base
- Experienced similar pattern of growth in the last 10 years.

Comparing populations and population growth for Dublin 15 and Kildare North:

Persons in each Constituency for elections to Dáil Éireann

Constituency	Persons 2002	Persons 2006	Percentage change 2002-2006	Number of members	Population per member 2002	Population per member 2006
Dublin West	73,186	92,900	26.9 %	3	24,395	30,967
Kildare North	95,027	105,186	10.7 %	4	23,757	26,296

From the above chart we can see that both areas are rapidly growing areas. The Dublin 15 area makes up nearly the entire Dublin West constituency (except for part of Swords), however the Kildare North constituency includes significant rural areas. We wish to narrow down the constituency to the cluster of towns that are most similar to Dublin 15.

The following table gives a population breakdown in each Local Electoral Area.

Electoral Area	Persons	Males	Females
Castleknock	37,668	18,789	18,879
Mulhuddart	53,306	26,470	26,836
<b>Total Dublin 15</b>	<b>90,974</b>	<b>45,259</b>	<b>45,715</b>
Celbridge	21,349	10,859	10,490
Leixlip	26,214	13,310	12,904
<b>Total North Kildare (including Maynooth)</b>	<b>47,563</b>	<b>24,169</b>	<b>23,394</b>

Some comparisons;

- Dublin 15 is approx twice the size of the Maynooth – Leixlip – Celbridge urban conurbation.
- Both Dublin and the Maynooth – Leixlip – Celbridge urban area are experiencing significant population growth.

We compared the number of retail outlets (shops and petrol stations) in both areas.

### **Supermarkets**

Dublin 15 has 22 supermarkets.

Maynooth (7), Leixlip (4) and Celbridge (3) have 14 supermarkets

### **Petrol stations**

Dublin 15 has 10 petrol stations,

Maynooth (3), Leixlip (1) and Celbridge (5) have 9 petrol stations.

When we look closer at the comparison, we see that Dublin 15

- only 1 large supermarket (Dunnes Stores, Blanchardstown Centre)
- 4 medium sized supermarkets and 3 Discount supermarkets.
- 14 small supermarkets (Spar, Centra, Marks & Spencer, Superquinn express).

The Maynooth – Leixlip – Celbridge urban area has

- 2 large supermarkets (Tesco Extra and Dunnes Stores)
- 1 medium sized supermarkets and 4 Discount supermarkets.
- 7 small supermarkets (Spar, Centra).

The competitive market forces are clearly at work in the Maynooth – Leixlip – Celbridge area, where a large number of supermarkets aggressively compete for business. There are also relatively few convenience supermarkets.

In contrast, the Dublin 15 area with a significantly larger population has less large supermarkets and less discount supermarkets. It also has twice as many convenience supermarkets.

It is hard to avoid the conclusion that, in planning the Dublin 15 area the retail strategy has favored medium sized supermarkets and convenience supermarkets. The impact is less competition from retailers and higher prices for residents in Dublin 15.

The Blanchardstown Town Centre Development Framework / Masterplan adopted earlier this year had a clear aim of displacing the supermarkets out of the town centre. This was a particular concern given the relative shortage of large, medium and discount supermarkets in Dublin 15 as outlined above.

#### **How has the new development plan addressed these needs?**

- √ Local objectives 421, 454, 467, 489, aim to redevelop and upgrade existing shopping centres. This offers the opportunity to address the issues outlined above.

#### **What needs to change in the new development plan?**

- Local objective 448 “Implement the Blanchardstown Town Centre Masterplan” needs to ensure that our largest supermarket (Dunne’s Stores) is not displaced. This objective should be amended as follows “Implement the Blanchardstown Town Centre Masterplan **and ensure any displaced retail activity is accommodated within the Dublin 15 area**”
- The development plan needs to plan for a competitive retail environment at a town and county level. The draft Urban Centre Strategies should be a consumer needs based approach to the form and function of any development, rather than the developer model (often seeking to maximize the residential component), which has dominated the last decade.

We recommend that the following point be inserted into the section on “Urban Centre Strategies” – page 221 & 222 of the draft written statement; **Urban Centre Strategies shall be based on an analysis of retail capacity needs in the immediate and wider area, and focus on addressing gaps in retail infrastructure.**

## 7.0 Infill development

The Urban Centre Strategy prepared for Castleknock generated considerable opposition because it sought to impose height and bulk that dominated the village. There remains considerable local bitterness & resentment with the design finally approved by An Bord Pleanala and the process where the same consultants appear to be utilized by Fingal County Council and the developers.

There is little democratic accountability in approving Urban Centre Strategies. County Development Plans and Local Area Plans are reserved functions of the elected members of the council. The Castleknock Urban Centre Strategy was a “*de facto*” Local Area Plan for the future development of the Castleknock village area. The vast majority of submissions made by members of the public favoured a sensitive, low density mixed-use development for these lands with a consolidation (reduction) in the number of access points permitted on to the Castleknock Road. These submissions were made in response a public notice issued by the council.

However, the Urban Centre Strategy as prepared by the council’s planners disregards the vast majority of the public submissions and appears to have endorsed an alternative scheme drawn up in collaboration with Uxbridge Ltd. The Draft Urban Centre Strategy itself was not put out on public display and was only presented to elected members for information. They were not given the opportunity to propose amendments or to vote on the Urban Centre Strategy document itself.

### What needs to change in the new development plan?

- The section on “Development and Design Briefs for Urban Infill Sites” (page 222 written statement) needs an additional objectives:
  - Urban Centre Strategies shall be approved by the elected members, following public consultation.
  - Infill developments shall be sympathetic to the form and function of existing development, where the existing development is two stories the infill development shall be limited to three stories.

## 8.0 Playgrounds:

Playgrounds are excellent facilities for young children. The Riverwood and Millennium Park playgrounds in Dublin 15 are heavily used. New developments must provide playgrounds so that residents can use such facilities without having to travel. Councillors will be familiar with the opposition of residents to playgrounds (even though they were a condition of the development when the residents purchased their houses). This is due to a failure of developers to advertise the playground in their marketing material.

The playgrounds must be made available very early in the development process.

### How has the new development plan addressed these needs?

√ Objectives OS 26 and 27 address our concerns.

## 9.0 Specific concerns with Parking.

### 9.1 Parking:

Local objective No: 537 "provide a car park for the train station with no more than 2 levels of parking" at Coolmine Railway station.

Retrofitting car parking to rail stations within built up areas is controversial. Difficulties exist with Clonsilla, Coolmine and Castleknock rail stations. The overspill to adjacent residential estates is a source of friction in the community.

This proposal is considered flawed for the following reasons:

- Multi story car park construction costs will encourage more parking in adjacent estates as commuters seek to avoid parking charges in addition to their rail fair.
- This site suffers high level of congestion when level crossing is closed, increasing car park capacity will increase the extent of local grid lock when level crossings are closed.
- Policy should be to place large capacity car parks at the periphery of the urban area (Phoenix Park & Pace), and to encourage bus-rail connections (modal interchange) within the urban area (Hansfield, Clonsilla, Coolmine and Castleknock rail stations)

### 9.2 Bicycle Parking

"Objective TO17 (v) mentions secure parking of bicycles - we suggest the Sheffield bike stand (inverted U shape) as it is an excellent bike stand that allows the bicycle to be securely locked. Low bike stands make it difficult to pass a u-lock through the frame and the bike stand.

The "Bike Parking Requirements" table states that "a special contribution may be imposed in lieu of bicycle parking facilities" - such an alternative to providing bicycle parking should be an extreme exception otherwise it will be abused"



We are available to discuss further any of the issues raised in our submission.

Yours sincerely,

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Chairperson

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Public Relations Officer

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Secretary

## Appendix 1

### North Kildare Supermarkets

Shop chain	size	Address
Dunnes Stores	Large	Manor Mills, Maynooth, Co Kildare
Tesco	Large	Dublin Rd, Maynooth, Co. Kildare
Tesco	Medium	Maynooth Road, Celbridge, Co Kildare
ALDI	Discount	Kilcock Road, Maynooth, Co. Kildare
ALDI	Discount	Maynooth Road, Celbridge, Co. Kildare
Lidl	Discount	Maynooth Road, Leixlip, Co. Kildare
Lidl	Discount	Straffan Road, Maynooth, Co. Kildare
Centra	Small	Greenfield s.c. Maynooth Co. Kildare
Centra	Small	Main st Maynooth Co. Kildare
Eurospar	Small	Old Celbridge Rd Barnhill Shopping Cntr Leixlip Co. Kildare
Polski Mini Market	Small	Main St, Cellbridge Co. Dublin
Spar	Small	Main st Leixlip Co. Kildare
Spar	Small	Newtown S C Maynooth Co. Kildare
Spar	Small	U1 Gleneaston Lodge Leixlip Co. Kildare

### Dublin 15 supermarkets

Shop chain	size	Address
Dunnes Stores	Large	The Blanchardstown Centre
Superquinn	Medium	Main st Blanchardstown 15 Co. Dublin
Dunnes Stores	Medium	Ongar Village Clonee, Dublin 15
Eurospar	Medium	Hartstown Shopping Cntr 15 Co. Dublin
Tesco	Medium	Roselawn View, Blanchardstown, Dublin 15
Lidl	Discount	Blakestown Way
Lidl	Discount	Tyrellstown Town Centre
Lidl	Discount	West End Retail Park (The Blanchardstown Centre)
Centra	Small	Unit 1 Pinewood House Huntstown 15 Co. Dublin
Centra	Small	Unit 10 Laurel Lodge SC Castleknock 15 Co. Dublin
Centra	Small	Unit 4 Royal Canal Blanchardstown 15 Co. Dublin
Spar	Small	Carpenterstown rd Carpenterstown 15 Co. Dublin
Spar	Small	Castleknock Village Cntr Castleknock 15 Co. Dublin
Spar	Small	Church rd Mulhuddart 15 Co. Dublin
Spar	Small	Hartstown S.C. Blanchardstown 15 Co. Dublin
Spar	Small	Littlepace S.C. Clonee 15 Co. Dublin
Spar	Small	Riverside Muhuddart 15 Co. Dublin
Spar	Small	The Mall Clonsilla rd 15 Co. Dublin
Spar	Small	Weavers Row Clonsilla 15 Co. Dublin
Spar	Small	Westend Village Blanchardstown 15 Co. Dublin
Superquinn	Small	Tyrellstown SC Tyrellstown 15 Co. Dublin
Marks & Spencer	Small	The Blanchardstown Centre