Comhairle Contae
Átha Cliath Theas
South Dublin County Council

Ballycullen-Oldcourt Draft Local Area Plan 2013

‘A place … that builds upon … its setting within the foothills of the Dublin Mountains and … countryside; a permeable place that links … a network of pedestrian and cyclist paths … local shopping ... quality streets and useful spaces … through the sensitive and considered incorporation of mountain views, vistas of local historic structures, hedgerows, streams, townland and parish boundaries and archaeology; a developing area that retains a clear delineation between the suburbs and the countryside...’

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Ballycullen-Oldcourt Draft Local Area Plan October 2013

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EXECUTIVE SUMMARY

Need for this Plan

A new Local Area Plan (LAP) is required for the Ballycullen-Oldcourt area in South Dublin for the following reasons:

- Approximately 90 Hectares (222 acres) of undeveloped lands along the Ballycullen-Oldcourt fringe is zoned as 'Objective A1' (To provide for new residential communities in accordance with approved action plans) under the current County Development Plan;
- There is no existing plan for the West Oldcourt zoned land and there have been changes in the economic, environmental and social context for the area since the *Ballycullen–Oldcourt Action Area Plan* (2000) was prepared;
- While permissions were granted for approximately 1,800 dwellings on the Ballycullen lands between 2000 and 2012 (of which 640 have been built), many of the permitted developments are no longer viable under the current housing market and economic circumstances;
- The education, community and recreational facilities have not kept pace with residential development that has recently occurred along Stocking Avenue and parts of the Oldcourt Road and Hunters Roads;
- There is a need to provide a robust Sustainable Urban Drainage Framework for the development of these lands in view of the surface water drainage problems that have become apparent downstream of the culverted sections of the Ballycullen Stream;
- There are a series of challenges presented by the potential development of the suburban-rural fringe along the foothills of the Dublin Mountains that are best met by means of a new LAP.

The Strategy

The overall objective of the LAP is to provide a development framework with residential densities appropriate to the unique location of the lands on the suburban edge of the Dublin Mountain foothills. The Plan provides for the construction of approximately 1,600 additional dwellings (about 4,600 persons) at a range of densities appropriate to the area. The strategy complies with the requirements of the Core Strategy of the County Development Plan 2010 – 2016 and that of the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas* (2009).

The phasing element provides for the required community, school and parkland facilities either prior to or in tandem with additional residential dwellings. The combined development strategies integrates planned residential neighbourhoods with natural and built heritage features, water management systems, improved accessibility, open spaces and recreational facilities. This includes for a network of walking and cycling routes that will link residential blocks with each other, public transport stops and local shopping while providing routes towards the Dublin Mountains.

1. Land Use and Density

This Local Area Plan's Density Strategy responds to the peripheral location of the Plan Lands, the need to create a soft transition between the suburbs and countryside and the need to protect the setting of the Dublin Mountains including the sloping topography, visual prominence and natural heritage features such as hedgerows and streams. Densities also reflect the constraints created by the major utility lines that traverse the Plan Lands and the need to counterbalance some of the higher density residential development that has taken place on the eastern side of the Plan Lands.

The strategy directs land uses and densities within three distinct areas (lower slope lands, mid slope lands and upper slope lands) where densities will vary according to context. The majority of the subject lands are zoned for residential development (Objective A1) under the County Development Plan and this is reflected under the density strategy.

In addition to the recently permitted discount foodstore off Oldcourt Road on land already zoned LC i.e. "To protect, provide for and/or improve local centre facilities", this LAP reinforces the provision of a neighbourhood/ local centre off Stocking Avenue on lands that were previously subject to a permission for retail and community uses. Further provision is made for local retail and community uses on the western side of the Plan Lands including the Discount Foodstore site.

Recommended densities vary from low to medium density depending on elevation and location (see table below). The prescribed net residential densities exclude primary roads, green buffers, primary school sites, local shopping facilities and large neighbourhood parks.

Recommended Densities

Character Area	Net Density per Ha.
Lower Slope Lands	32 – 38 dwellings
Mid-Slope Lands	22 – 28 dwellings
Upper Slope Lands	12 – 18 dwellings

2. Green Infrastructure

The Plan's Green Infrastructure Rationale comprises three main strands that includes for the sustainable management of water incorporating Sustainable Urban Drainage (SUDS) features; pedestrian and cycle routes (tracks and trails); and the provision of a network of green spaces in the form of open spaces, linear spaces and landscaped buffers. The proposed open spaces tie in with existing open space provision in Knocklyon and Oldcourt and provision is made for a walking trail along most of the 120 metre contour. Open space will be provided over and above County Development Plan standards on the basis of:

- the location of the Plan Lands within the foothills of the Dublin Mountains where lower densities are planned,
- the need to preserve extensive natural heritage features,
- the existence of significant utility lines that requires extensive wayleave setbacks,
- the need to provide for an extensive Sustainable Urban Drainage System network to prevent flooding within the Plan Lands and downstream of the Plan Lands.

3. Accessibility and Movement

The Accessibility and Movement Strategy seeks to open up the Plan Lands with a clear hierarchy of integrated streets for universal movement including pedestrian, vehicular and cyclist activity and sets out a framework for such. This will comprise the upgrade of Stocking Avenue, Hunters Road and Oldcourt Road as a primary (Main Link) street for movement across the Plan Lands and to areas outside the Plan Lands including towards the mountains. A further primary street will link the Oldcourt Road with the Bohernabreena Road.

The planned street network provides for movement at a local level and at wider levels across the Plan Lands with links towards surrounding areas including the Dublin Mountains. This simple structure will ensure that development is permeable, legible and offers a choice of routes.

4. Built Form

The Built Form Strategy sets out to ensure that development, at a wider level, is carried out in an integrated, coherent and universal design led manner that responds to local contexts and accords with the core design principles on urban design, place making and street design as set out under the relevant government guidelines including the recent *Design Manual for Urban Roads and Streets*. The strategy is accompanied by a comprehensive layout for the entire Plan Lands, which illustrates how they could be developed down to individual site and plot level.

Phasing

The purpose of phasing is to ensure that facilities and amenities are provided in a timely manner either prior to or in tandem with residential development rather than at the latter stages of residential development or after such development has taken place.

For the purpose of the Phasing Strategy, the Plan Lands are divided into eastern and western sections using the Ballycullen Road as the point of division. The strategies for each of the two areas comprise three phases. Each phase specifies a quantum of residential development and prescribed key pieces of physical and social infrastructure including community facilities that must be provided prior to the next phase of development. This will help to ensure that key pieces of infrastructure are delivered in a sequential manner as development progresses.

Two primary schools will be required to meet the existing and future population needs of the Plan Lands and its surrounding suburban hinterland.

Phase One on the eastern side of the Plan Lands largely relates to lands that are subject to extant permissions for residential development. The phasing strategy incentivises revised applications for residential development on these lands.

Quantum of Development

It is envisaged that approximately 1,600 additional dwellings would be constructed (approx. 1,450 if electrical transmission lines are not relocated) if all undeveloped lands within the Plan Lands, including lands subject to extant permissions, were to be developed in accordance with the standards and objectives contained within this Plan. The number of dwellings would increase to 2,200 (2,050 if the transmission lines are not relocated) if existing planning permissions for residential development on lands subject to extant permissions were fully constructed and the remaining undeveloped lands were developed in accordance with this Plan.

1.0 INTRODUCTION

1.1 Context

The Ballycullen-Oldcourt Lands (125 hectares) stretch across the foothills of the Dublin Mountains and form a buffer between the suburban areas of Tallaght, Firhouse and Knocklyon with the Dublin Mountains. The area benefits from views of its suburban and urban hinterland while retaining a unique semi-rural setting and mountainous backdrop.

This rural-suburban fringe has been zoned for development under previous County Development Plans and under the current *South Dublin County Council Development Plan, 2010 - 2016*. An Action Area Plan was prepared for the eastern part of the lands in 2000 and some development has commenced in this area along Stocking Avenue. A significant amount of lands that are zoned for development remain undeveloped (approx. 85%) with a substantial quantum of permitted residential development that is yet to commence along or off Stocking Avenue.

The slowdown in pace of development creates an opportunity to carry out an updated assessment of the entire area and to formulate a Local Area Plan (LAP) that reflects changing economic, environmental and social circumstances in a comprehensive manner.

This document is the Draft Local Area Plan for public consultation with all relevant parties including, in particular, key stakeholders such as residents and landowners.

1.2 What is a Local Area Plan?

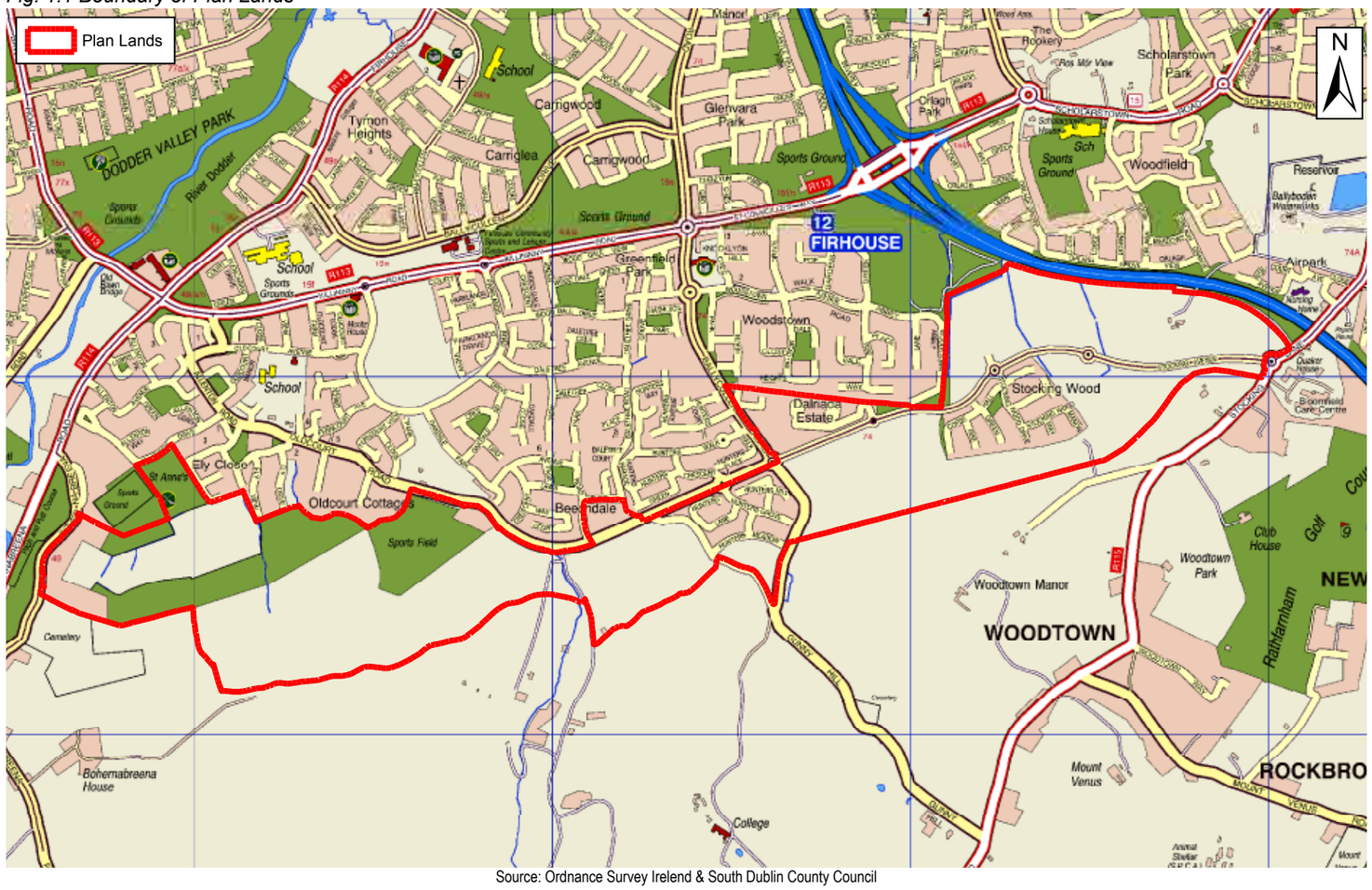
A Local Area Plan is a statutory document prepared by the Planning Authority in accordance with the requirements of Sections 18, 19 and 20 of the Planning and Development Act, 2000 (as amended). A Local Area Plan must consist of a written statement and a plan or plans that are consistent with the objectives of the County Development Plan, its core strategy, and any regional planning guidelines that apply to the area of the Plan. Once adopted by the members of the Council, the Planning Authority and An Bord Pleanála must have regard to a Local Area Plan when determining planning applications in the area covered by the Plan. The authority or the Bord may also consider any draft local plan which has been prepared but not yet made.

1.3 Rationale for Preparation of Local Area Plan & Boundary

Figure 1.1 details the extent of the Plan Lands (outlined in red) to which this Local Area Plan relates. The Plan Lands were identified for the preparation of a new Plan on the basis of:

- The approximate 90 Hectares (222 acres) of undeveloped lands along the Ballycullen-Oldcourt fringe that is zoned for residential development;
- The absence of any previous plan for West Oldcourt and changes in the economic, environmental and social context for the area since the *Ballycullen–Oldcourt Action Area Plan* (2000) was prepared;
- The existence of approximately 40 hectares (98 acres) of land along or off Stocking Avenue that is subject to planning permissions for relatively high density residential development (including apartment, duplex and triplex units) that may not now be developed;
- The expiry of permission for a local centre off Stocking Avenue, which was to provide for (inter alia) crèche, community and retail floorspace;
- The strategic positioning of the (Objective A1) residential zoned land, which forms an almost continuous linear land bank along the Ballycullen–Oldcourt fringe, and the County Development Plan requirement for residential development on such lands to be carried out in accordance with approved Area Plans;
- The residential development that has recently occurred along Stocking Avenue and parts of the Oldcourt Road and Hunters Road where community, education and recreational facilities have not kept pace with residential development;
- The need to address the challenges presented by the potential development of the rural fringe along the foothills of the Dublin Mountains, which has a unique amenity value in terms of natural and built heritage;
- The need to ensure that any further development retains as much of the character of the foothills of the Dublin Mountains as possible and sensitively addresses the contrast between new development, existing development and the countryside;
- The challenges presented for potential future development by the noise and traffic generated by the adjacent M50 motorway;
- The need to maintain and improve access to the Dublin Mountains for the pusposes of tourism and recreation;
- The necessity to provide a robust Sustainable Urban Drainage Framework for the development of these lands in view of the restricted surface water drainage capacity downstream.

Fig. 1.1 Boundary of Plan Lands



Source: Ordnance Survey Ireland & South Dublin County Council

1.5 Pre-Draft Public Consultation

South Dublin County Council undertook a programme of pre-draft public consultation in preparation for this Draft Local Area Plan over a four week period between Monday the 15th of April 2013 and Friday the 10th of May 2013.

This programme included the publication of notices on social media sites, the Council's website and in the *Tallaght Echo*; the placement of displays in County Hall (Tallaght), County Library (Tallaght) and Whitechurch Library (Ballyboden); the placement of posters in local shops and along Oldcourt Avenue, Allenton Road, Oldcourt Road, Hunters Road, Ballycullen Road and Stocking Avenue; the issue of a press release; a leaflet drop to residential and commercial premises within the Plan Lands; the postage of letters to stakeholders including landowners, local community/residents' groups, commercial interests, business interests, public sector agencies, non-governmental agencies and those that made submissions during pre-draft consultation for a proposed plan for Oldcourt in 2006; the organisation of four public information sessions providing one to one consultations; and provision for Council staff to answer queries at County Hall one afternoon a week during the public consultation period. Phone and e-mail contact details were also distributed for additional queries.

Council staff spoke to some 70 people on a one to one basis and a total of 55 written submissions were received during the pre-plan consultation period. In addition, 6 letters of acknowledgment were received from public sector agencies. Table 1.1 sets out a brief outline of the issues raised under the submissions and provides details on the number of times that each issue was raised. All issues raised were taken into consideration during the preparation of this Draft Local Area Plan particularly those that were made most frequently.

1.6 Planning Status and Period of Local Area Plan

This Local Area Plan partly relates to lands that were the subject of the *Ballycullen – Oldcourt Action Area Plan* (2000) and will supersede the previous plan, if adopted. The Framework Strategy Maps and Illustrated Layouts contained within this Local Area Plan give a graphical representation of the written policies and proposals contained within. They do not purport to be accurate survey maps from which site dimensions and other survey data can be determined. Should any conflict arise between the written objectives and maps, the written objectives shall prevail.

In the event that any further significant development that was permitted prior to the adoption of this Local Area Plan is commenced, planning applications for subsequent surrounding development affected by such development shall, in consultation with the Planning Authority, be designed to reflect the criteria, objectives and standards of this Local Area Plan.

Applications for extensions of duration of planning permissions for development granted prior to the adoption of this Local Area Plan should only be granted where that such development is consistent with the objectives, frameworks and layouts of this LAP.

A Local Area Plan shall have effect 4 weeks from the day that it is made by the Council. This Local Area Plan will remain in force for a period of 6 years unless extended by a further period in accordance with planning and development legislation.

Table 1.1: Issues Raised under Pre-Plan Consultation Submissions

Category Heading	Number of Times Raised	% of Issues Raised
Acknowledgement of Consultation	3	0.9%
Built Form and Building Heights	28	5.7%
Details of Local Area Plan	16	3.4%
Dumping and Builders' Rubble	12	3.4%
Extant Planning Permissions	6	1.7%
Extent of Plan Lands	1	0.3%
Flooding, Drainage & Streams	11	3.4%
Green Infrastructure	28	8.0%
Housing Density, Tenure and Mix	11	3.4%
Land Ownership	1	0.3%
Links to Dublin Mountains	7	2.0%
Local Retail and Service Facilities	17	5.2%
Maintenance of Public Realm	1	1.1%
Parks, Open Spaces and Playgrounds	31	8.6%
Pedestrian, Bicycle Routes and Facilities	24	7.7%
Phasing	20	6.0%
Principle of Development or Development Plan Zoning	27	8.3%
Public Transport and Facilities	28	8.3%
Roads and Traffic	19	5.2%
School Provision	20	5.7%
Sports and Community Facilities	16	4.9%
Strategic Environmental Assessment	5	1.4%
Incomplete Estates	16	4.9%

Photo. 1.1 Pre-Draft Public Information Session

Fig. 1.2 Front Cover of Pre-Draft Consultation Leaflet

Fig 1.3 Pre-Draft Public Consultation Leaflet, Page 3

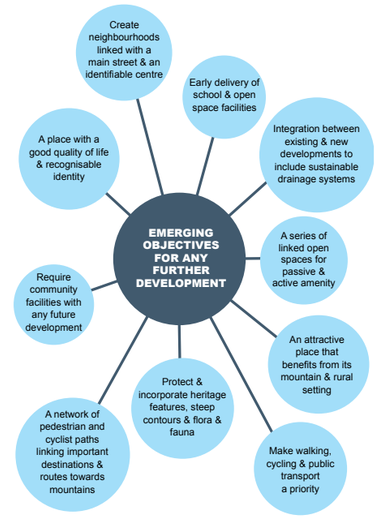


Fig. 1.4 Aerial Photograph of Plan Lands, 2009

2.0 DEVELOPMENT & POPULATION ANALYSIS

This chapter provides a description of recent developments carried out within the Plan Lands followed by a development and demographic analysis.

2.1 Description of Development

The Ballycullen-Oldcourt lands comprise a rural-suburban fringe that has been partially developed. They largely comprise agricultural lands under pasture on the western side with elements of medium density residential development on the eastern side. Agricultural activity is more intense on the western side.

Residential development within and adjacent to the Plan Lands is concentrated along the Allenton Road, Oldcourt Road, Hunters Road, Stocking Avenue and the Ballycullen Road. The location and extent of development across the Plan Lands creates two distinct areas, the undeveloped and rural western side and the partially developed and semi-suburban eastern side.

The agricultural lands on the western side are interspersed with sports pitches, low density rural housing and small agriculture and business units. These lands are divided by relatively undisturbed hedgerow and stream systems.

Residential development on the eastern side of the Plan Lands has taken place on both sides of the Ballycullen Road (Hunterswood and Dalriada) and intermittently along Stocking Avenue (Stocking Wood, Stocking Well and Stocking Hill). The mix of development that has taken place is largely suburban in nature with elements of urban type development and includes single storey traveller accommodation, 2-3 storey houses, 2-3 storey duplex blocks and 3-4 storey apartment blocks.

Much of the development with the exception of Hunterswood remains substantially incomplete leaving intermittent greenfield areas between and around estates that retain some elements of the former rural landscape. Some sites immediately adjacent to and around the incomplete developments include left over building materials and are enclosed with hoarding and railings.

The hedgerow system on the eastern side has been substantially removed in places and some sections of stream have been culverted, eroding sections of the natural rural landscape.

Photo 2.1 Elevated View of Suburban and Rural Context to Plan Lands

Photo 2.2 Urban Style Housing in Hunterswood adjacent to Gunny Hill

Photo 2.3 Semi-Detached Housing in Stocking Wood

Photo 2.4 Apartment & Duplex Blocks in Stocking Well

2.2 Ballycullen - Oldcourt Action Area Plan (2000)

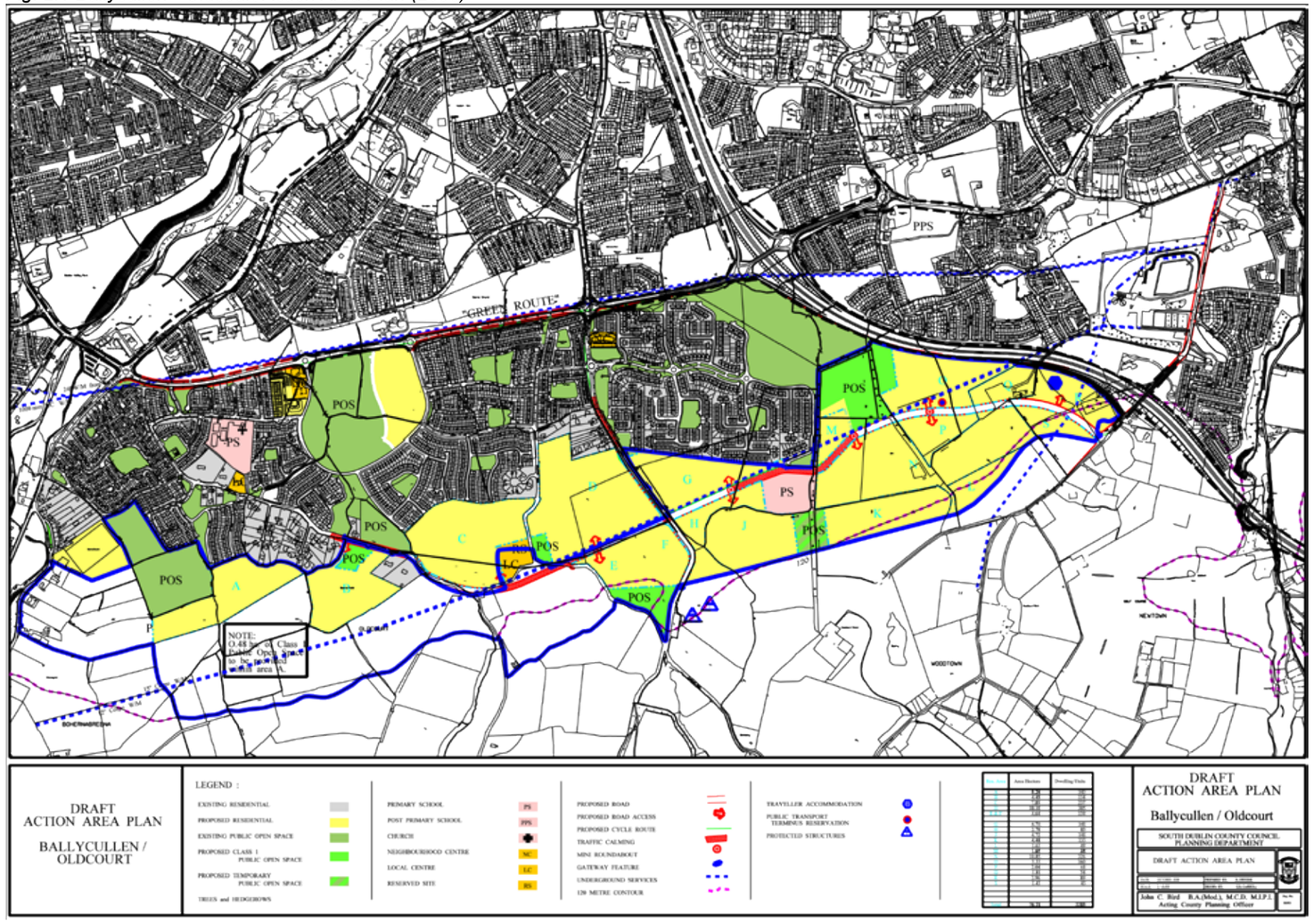
The *Ballycullen – Oldcourt Action Area Plan* (2000) related to 76 hectares of lands zoned for residential development under the *South Dublin County Council Development Plan, 1998*.

The stated development concept of the Action Area Plan was to ensure that the lands were developed sympathetically as an extension of the suburban fringe to the foothills of the mountains, respecting the elevation and resultant prominence of the lands and the natural amenity value of the mountains. Within this concept it was intended to develop a sustainable community where all residents are within convenient walking distance to schools, parks, and community facilities. It was also a stated intention that there should be minimal reduction on the development potential of lands from existing constraints such as water mains or power lines.

The main components that the Action Area Plan sought to deliver related to roads, housing, open space, neighbourhood/local facilities and community facilities, which were planned as follows:

- An east-west distributor road (designed as a street) together with a realigned Ballycullen Road.
- Residential development in a mix of dwelling types at net residential densities of 30-50 dwellings per hectare giving a potential of a least 2,300 housing units across the A1 residential zoned lands.
- A mix of dwelling types incorporating apartments, duplex units, townhouses and conventional housing with building heights of no greater than two storeys except in circumstances where building heights would not impinge on the 120 metre contour. Scope for three or more storey structures to be considered where prominent building frontage is desirable.
- The designation of 'Class 1' open space representing 10% of the net housing area and two thirds of the development plan requirement of 14% with the balance to be provided as 'incidental environmental open space'.
- A road network that would provide good accessibility to the Woodstown Village neighbourhood centre and the designation of a local centre site where smaller scale facilities could be provided.
- The designation of a centrally located site for a primary school facility and a reserved/local centre site to accommodate unanticipated uses. A public transport terminus site was also designated for reservation off the northern side of Stocking Avenue.

Fig. 2.1 Ballycullen - Oldcourt Action Area Plan (2000)



2.3 Development Plan Zoning of Plan Lands

The Plan Lands, which comprise approximately 125 hectares, are primarily zoned 'Objective A1' (approx. 107 Hectares/ 86%) under the *South Dublin County Council Development Plan, 2010 – 2016*. This is followed by lands that are zoned 'Objective F' (approx. 9 hectares/7%), 'Objective A' (approx 5 hectares/4%), 'Objective B' (approx. 4 hectares/3%) and 'Objective LC' (approx. 1 hectare/0.8%) zoned lands. The extent of lands within each zoning objective and the description of each objective are provided in Figure 2.2.

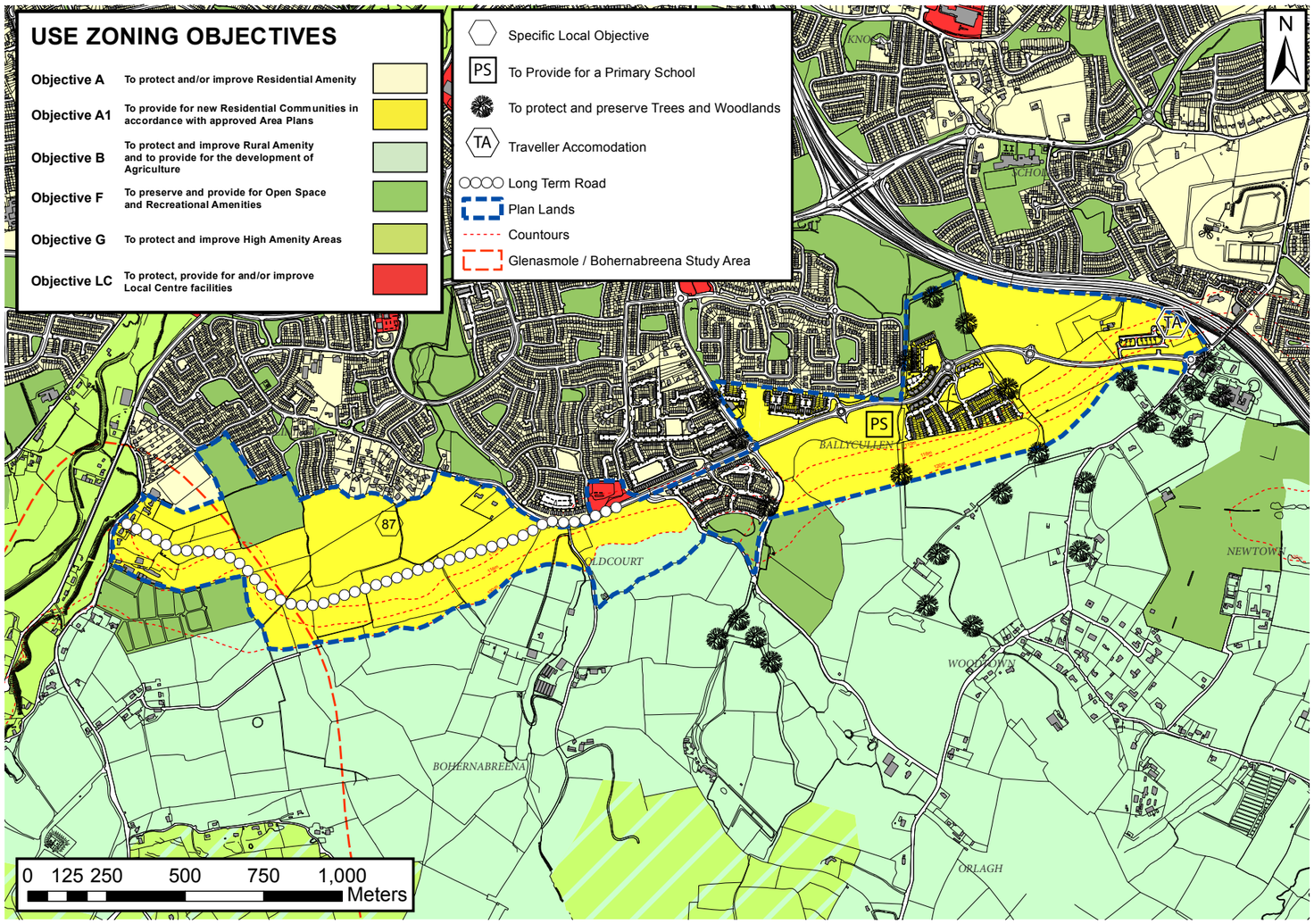
A primary school site and traveller accommodation site are designated in the eastern area of the Plan lands off Stocking Avenue. Development has occurred on the traveller accommodation site. No development has been realised on the primary school site.

Part of the undeveloped lands on the western side of the Plan Lands, off Oldcourt Road, are subject to Specific Local Objective (SLO) no. 87 under the current County Development Plan. The SLO reads as follows:

"a) Access through the existing residential developments of Oldcourt Cottages and Ely Manor House will not be permitted.
b) The proposed access road to serve the development to be located contiguous to the existing development of Oldcourt Cottages.
c) The public open space to serve the scheme to be located to the east of the proposed access road. The public open space must be easily accessible to and must serve as public open space for Oldcourt Cottages.
d) In any such development, single storey dwellings only will be permitted in the area of the site(s) facing existing residential development.
e) Protection and preservation of the biodiversity value and significant landscape character of lands within the Dodder Valley and on the lands at Oldcourt/Kiltipper which are subject to a Local Area Plan by means of requiring a landscape assessment to be submitted for development proposals, including the design and improvement of roads and bridge infrastructure to serve said lands. The assessments shall take into account existing treelines, significant hedgerows, landscape features, remediation of negative biodiversity impacts, improved amenity and accessibility to the river.
f) That all appropriate road upgrading and improvements in relation to capacity and safety be completed prior to any further development of the area."

The Development Plan also includes a long term road proposal for a Local Road to run between the Oldcourt Road and Bohernabreena Road and includes a specific objectives to protect and preserve the double ditch hedgerows located either side of Stocking Wood. Further Development Plan policies and objectives that are relevant to this Local Area Plan are contained in Appendix 3 of this LAP.

Fig. 2.2 Zoning Map of Plan Lands under South Dublin County Council Development Plan, 2010-2016



2.4 Development Status of Plan Lands
As illustrated in Figure 2.3, a large proportion of the Plan Lands remain undeveloped (approx. 110 ha./80%). These undeveloped lands are primarily zoned for residential development (Objective A1 - approx. 90 ha.) with a small element zoned for local centre development (Objective LC – approx. 1 hectare). Remaining undeveloped lands are zoned for agriculture and open space. Approximately 40 hectares of undeveloped lands that are zoned 'Objective A1' are also the subject of extant permissions that are yet to commence or recommence development. All of the lands that are subject to extant permissions are located on the eastern side of the Plan Lands.

2.5 Residential Development and Density
Approximately 1,800 dwellings were permitted on the eastern side the Plan Lands between 2000 and 2012 at an average net density of approximately 37 dwellings per hectare. Approximately 640 dwellings (35%) have been built leaving 1,160 dwellings that have planning permission but have not commenced construction.

The majority of permitted dwellings that have not commenced construction relate to the partially completed Stocking Wood Development and a large residential scheme on adjacent lands to the south that has yet to commence construction (Ballycullen Partnership Site). The original permission for the Stocking Wood development is due to expire in September 2015 and the adjacent Ballycullen Partnership permission expires in January 2014. Approximately 100 dwellings have been permitted (under Part 8 permission) around the Stocking Hill Traveller Accommodation Site.

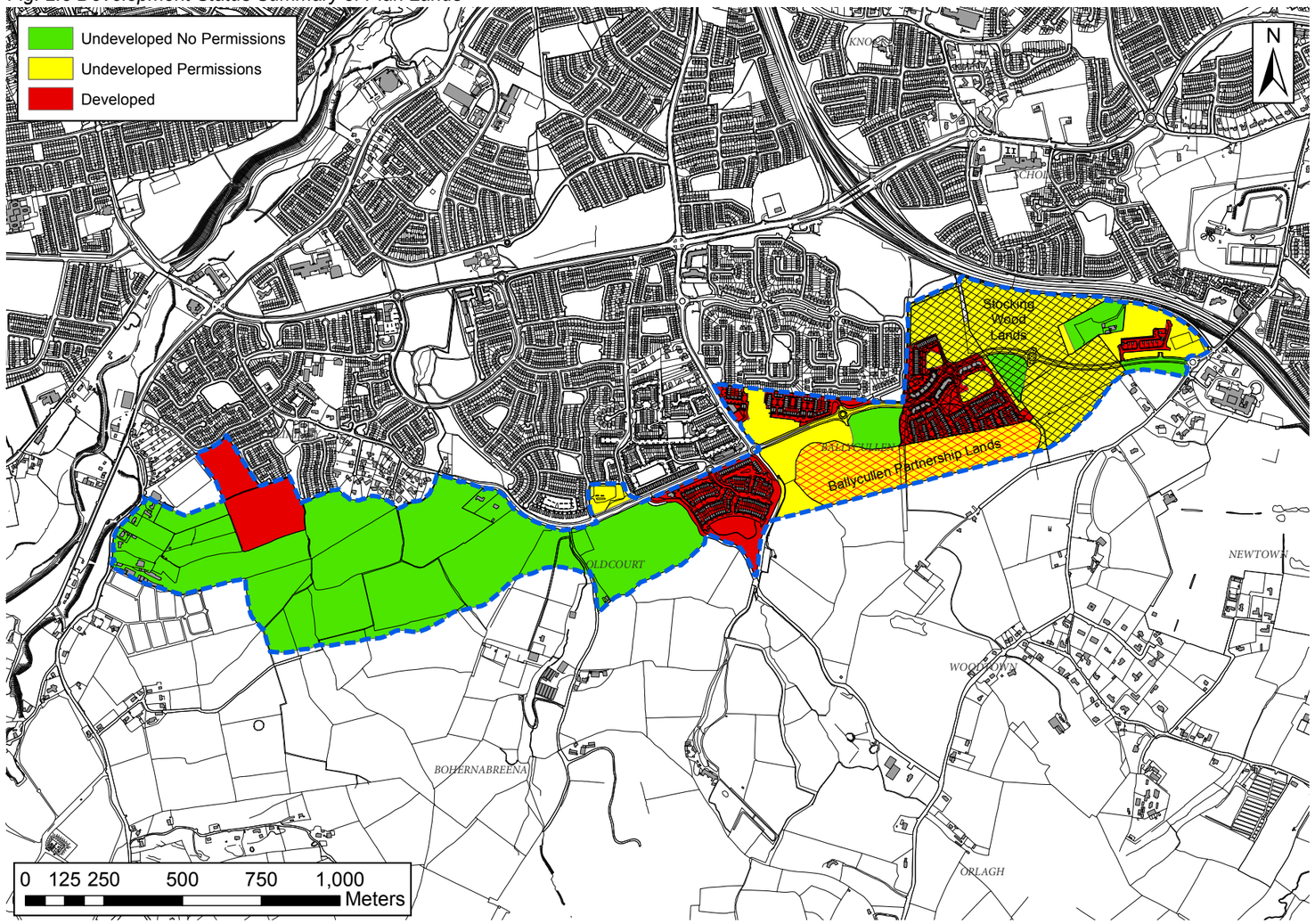
In terms of dwellings that have been constructed (640), these comprise 2 bedroom apartments (38%), 3 bedroom houses (35%), 4 bedroom houses (15%) and 3 bedroom duplexes (12%). Dwellings have been constructed at an approximate net density of 40 dwellings per hectare. This includes for the Stocking Wood/Well development, which has been built at 45 dwellings per hectare. The proportion of apartments and duplexes equates to approximately 50% of dwellings that have been built, which is considered to be extensive in the context of their outer suburban and semi-rural location.

The 1,160 permitted dwellings that are yet to commence largely comprise 3 bedroom houses (25%), 4 bedroom houses (19%), 2 bedroom duplexes (16%), 2 bedroom apartments (15%) and 3 bedroom duplexes (9%). Other permitted dwelling types include 5 bedroom houses (7%), 4 bedroom duplexes (3%), 2 bedroom houses (2%), 1 bedroom apartments (1%), 3 bedroom triplexes (1%), 3 bedroom apartments (0.5%) and 2 bedroom triplexes (0.5%). These dwellings would achieve a net density of approximately 36 dwellings per hectare. The percentage of apartments, duplexes and triplexes as a proportion of dwellings to be constructed would equate to 47%, which is also considered to be extensive in an outer suburban and semi-rural location.

2.6 Commercial and Community Floorspace
Approximately 5,100 sq.m of commercial and community floorspace was permitted on the eastern side of the Plan Lands as part of the Dalriada and Stocking Wood developments. To date, a crèche (approx. 280 sq.m) has been constructed.

The majority of the permitted floorspace on the eastern side of the lands related to a 'commercial/community centre' (approx 4,000 sq.m)

Fig. 2.3 Development Status Summary of Plan Lands



that was to form part of the Stocking Wood Development. This centre was not constructed and its permission expired in October 2011. Its components were to include crèche (1,400 sq.m), community (310 sq.m) retail/service (2,000 sq.m) and office (220 sq.m) floorspace.

Permission was granted in February 2013 by An Bord Pleanála for a discount foodstore (1,500 sq.m) that has commenced construction on the Local Centre zoned site on the northern side of Oldcourt Road adjacent to Beechdale. The permission included for the reservation of a site for 4 no. retail units.

2.7 Building Heights and Composition
Building Heights vary across the Plan Lands from low rise to medium rise structures with the predominant building height being 2 storeys. The largely undeveloped western area of the Plan Lands accommodates a small number of low rise single and two storey structures along and off the Bohernabreena Road and Oldcourt Road. These structures primarily comprise suburban and rural style housing on large garden plots with a number of low rise backland light industry/agricultural units. Suburban and rural style housing in Ely, Allenton and Oldcourt Cottages are also low rise and range from between 1 and 2 storeys in height.

Building heights within the partially developed eastern side of the Plan Lands include a more diverse variety of residential buildings in Hunterswood, Dalriada, Stocking Wood, Stocking Well and Stocking Hill. This includes single storey traveller accommodation, 2 and 3 storey houses, 3 storey duplex blocks and 3 to 4 storey apartment blocks.

Dwellings to the north of the Plan Lands are of a similar height and composition with the exception of a seven storey apartment block on the northern side of Hunters Road, which is significantly taller than surrounding buildings and creates a local landmark.

2.8 Population and Housing Statistics

According to Central Statistic Office (CSO) Census data, the population within the administrative boundary of South Dublin County Council grew by 7.4% from 246,935 in 2006 to 265,205 in 2011. The age profile of the County in 2011 indicated a relatively young population with the pre-school and school going age cohorts from 0 - 18 accounting for 28% of the population and the 25 – 44 age cohort accounting for 33% of the population. Those aged 65 plus accounted for 8.7% of the County's population. The housing stock in the County grew by 11.2% from 87,484 dwellings in 2006 to 97,298 dwellings in 2011 with the respective vacancy rates dropping from 6.2% to 5.4%.

As illustrated in Figure 2.4 opposite, the Plan Lands straddle three different District Electoral Divisions namely Firhouse Village, Firhouse Ballycullen and Bohernabreena. All three divisions grew in population between 2006 and 2011. Firhouse Ballycullen experienced the highest population growth population growth at 17.6% (from 6,610 – 7,773 people), followed by Firhouse Village at 8.3% (10,751 – 11,648 people) and Bohernabreena at 7.5% (4,272 – 4,592). The combined age profile of all three District Electoral Divisions also indicated a relatively youthful population that was similar to the County with a slightly lower proportion of people aged 65 plus at 5% of the population.

All three electoral divisions also experienced an increase in housing stock between 2006 and 2011 with Firhouse Ballycullen accounting for the highest increase at 25.6% (2,115 dwellings - 2,657), followed by Firhouse Village at 4.9% (3,851 dwellings – 4,039) and Bohernabreena at 3.8% (1,436 dwellings – 1,491). Vacancy rates in 2011 ranged from 7.2% in Firhouse Ballycullen, 6% in Bohernabreena and 5% in Firhouse Village.

The CSO Small Area Population Statistics data recorded a local population of approximately 1,300 people within the Plan Lands in 2011. This includes Stocking Wood, Stocking Well, Stocking Hill, Dalriada and the southern section of the Hunterswood Development. The proportion of people in the 0-18 age cohort was recorded at 29%, which was similar to that for the County. The proportion of people in the 25 – 44 age cohort (60%) was almost double that of the County average, indicating a much younger age profile in terms of adult population. Only 1.7% of the population within the Plan Lands was 65 or over.

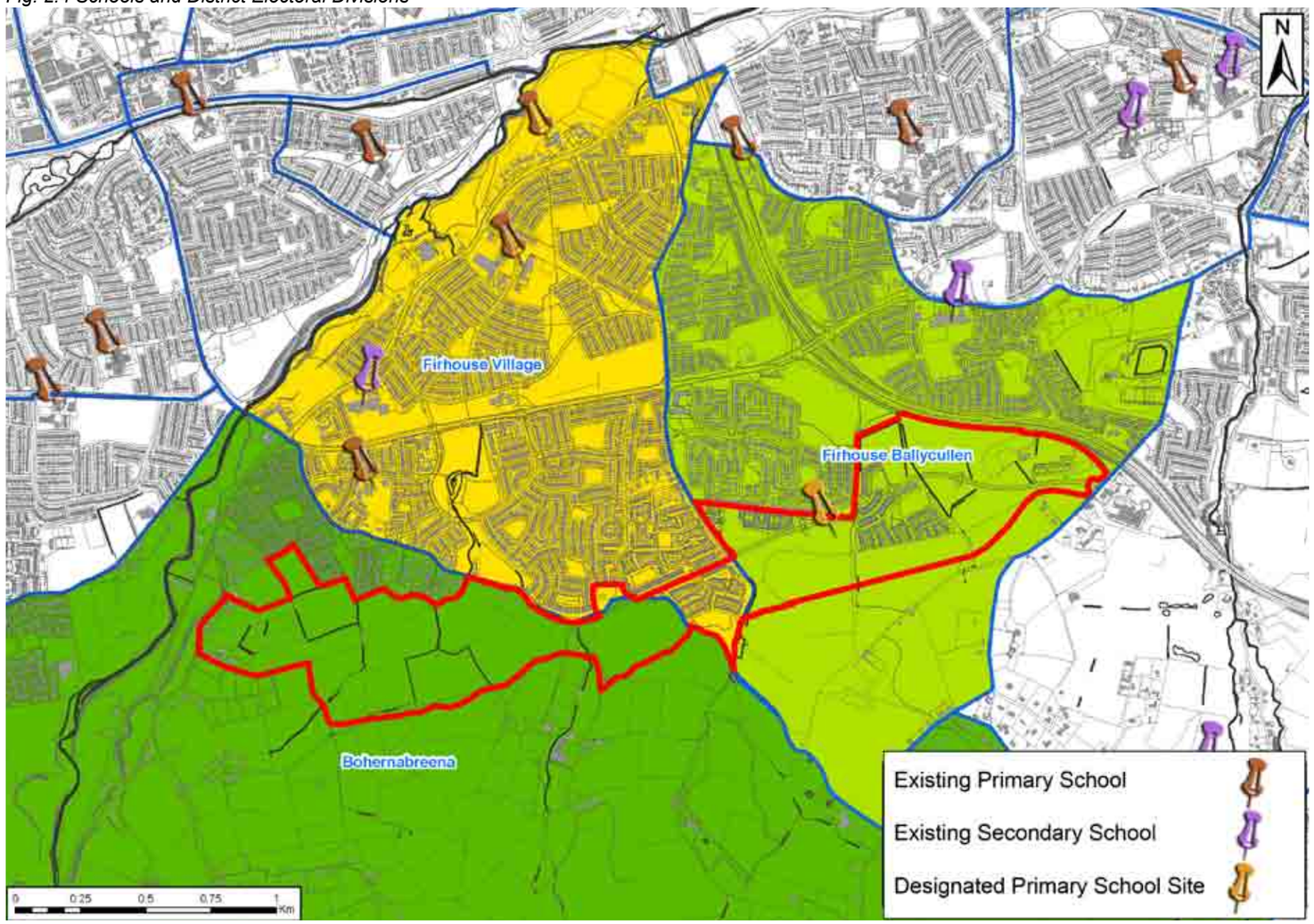
Of the 634 dwellings that were recorded by the CSO within the Plan Lands, 103 (16%) were found to be unoccupied, which was significantly higher than the County average. In terms of housing tenure, 74% of dwellings were owner occupied with the remainder (26%) under rental occupancy and an even split (50:50) between public and private rented accommodation. This compares to a similar owner occupied rate of roughly 70% for the County with roughly 30% rented. A slightly higher proportion of rental accommodation across the County was privately rented at 60%.

2.9 Schools

The *South Dublin County Council Development Plan 2010 – 2016* designates a primary school site on the Plan Lands on the southern side of Stocking Avenue and to the west of Stocking Wood.

Three nearby local primary schools are located in Firhouse (Scoil Carmel Junior School and Scoil Treasa Senior School) and Oldcourt/ Allenton (Holy Rosary). The nearest Secondary Schools are located in Firhouse (Firhouse Community College) and Knocklyon (Saint Colmcille's Community School).

Fig. 2.4 Schools and District Electoral Divisions



2.9.1 Primary School Enrolments

The number of pupils enrolled in Scoil Treasa and Scoil Carmel Junior and Senior schools increased from 865 pupils in 2002 to 867 pupils in 2005 before declining by 5% to 823 pupils in 2012.

The number of pupils enrolled in Holy Rosary Primary school has steadily increased year on year between 2002 and 2012 from 316 pupils in 2002 to 585 in 2012 representing an increase of 85% over a 10 year period. The provision of temporary accommodation on the school grounds preceded the increase in pupil enrolment numbers. A permanent school extension is currently under construction.

Research carried out jointly between South Dublin County Council and the Department of Education and Skills indicates that almost half of children of primary school going age in Firhouse and Oldcourt/Allenton attend primary schools outside of the area.

2.9.2 Secondary School Enrolments

The number of pupils enrolled in Firhouse Community College between 2002 and 2012 fluctuated slightly with a low of 561 pupils in 2008 and a high of 664 in 2012. The number of pupils enrolled in Saint Colmcille's Community School, which opened in 2000, has increased year on year during the same period from 376 pupils in 2002 to 720 pupils in 2012.

2.10 Movement

2.10.1 Public Transport

The Plan Lands are located approximately 10 kilometres by road to Dublin City Centre. At their nearest point (Oldcourt Road), the lands are also located approximately 3 kilometres by road to Tallaght Town Centre and the Red Luas Line Terminus. At their furthest point (Stocking Avenue), the Plan Lands are located approximately 6 kilometres from Tallaght.

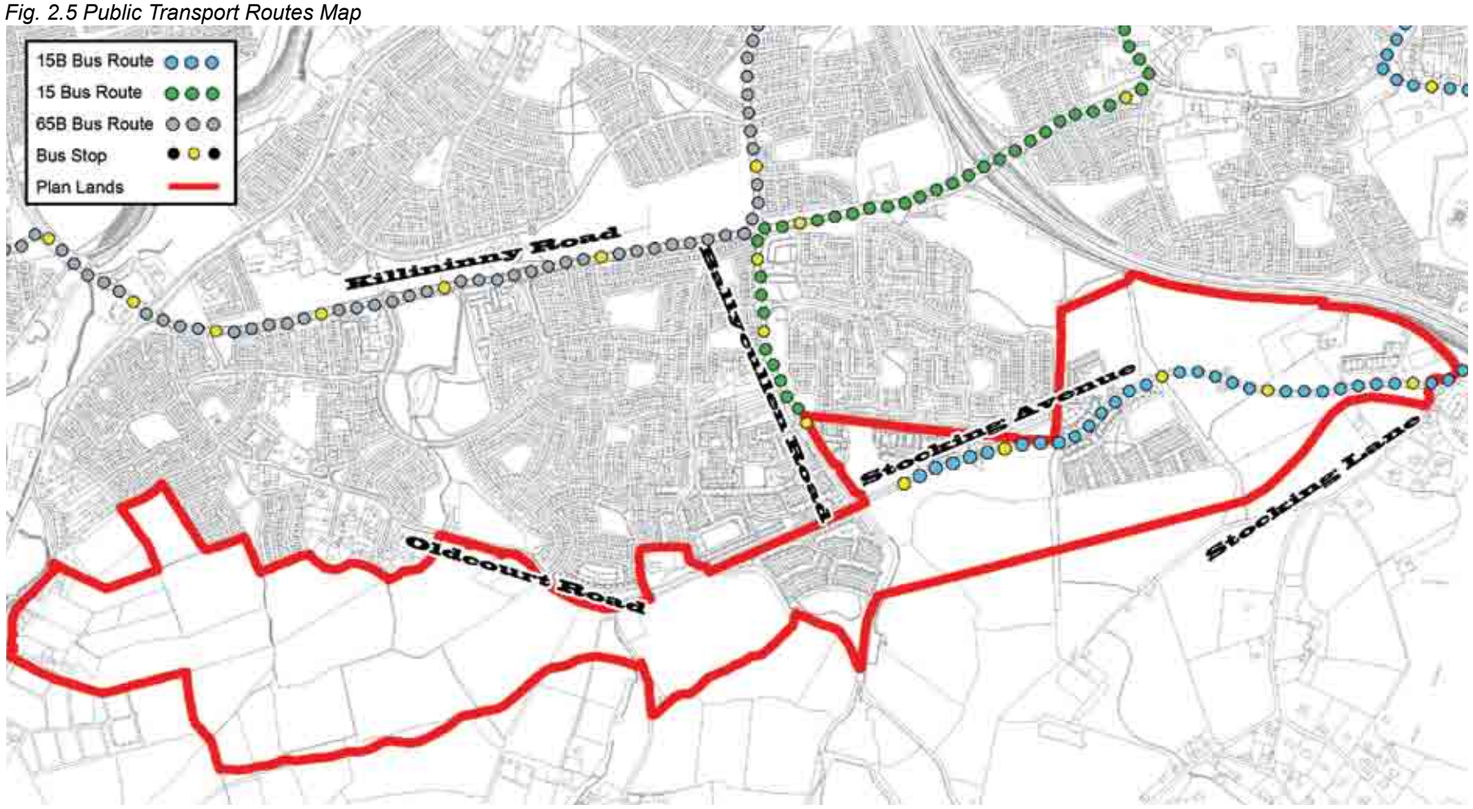
The Red Luas Line terminus in Tallaght offers a high frequency public transport service to and from Dublin City Centre and Citywest Business Campus. The terminus is not considered to be within convenient walking distance of the Plan Lands especially the eastern areas, but is considered to be within cycling distance.

The eastern areas of the Plan Lands are served by relatively high frequency bus services in the form of the 15 and 15b bus routes, which were introduced to the area in 2011. These bus routes serve Dublin City Centre at a combined peak time rate of approximately 9 buses per hour and terminate on Ballycullen Road and Stocking Avenue.

The western areas of the Plan Lands are not directly served by public transport. A small proportion of these lands are within walking distance of the 15 and 15b bus services. A further small proportion are within walking distance of the low frequency 65b bus service, which operates between Citywest Business Campus and Dublin City Centre via Killininny Road at a peak time rate of approximately 0.5 buses per hour. There is therefore a significant disparity in the quality and accessibility of public transport services between the eastern and western areas of the Plan Lands.

According to the Small Area Population data from the 2011 CSO census, 17.4% of the local population within the Plan Lands commuted by public transport, on foot or by bicycle. This compares to a rate of 34% that was recorded for the County under the same Census. It is noted, however, that the Census was recorded in April 2011 prior to the routing of the 15 and 15b buses through and near the eastern area of the Plan Lands.

Fig. 2.5 Public Transport Routes Map



2.10.2 Pedestrian and Cycle Movement
Pedestrian and cyclist movement is limited throughout the Plan Lands. This includes the areas that have been developed and partially developed.

Primary roads such as Ballycullen Road, Hunters Road, Stocking Avenue and Oldcourt Road have relatively straight and wide alignments with high traffic speeds and an absence of pedestrian and cycle crossings. The M50 motorway also creates a significant barrier to movement to the north and north-east on the eastern side of the Plan Lands.

There are significant gaps between pedestrian and cyclist access points to housing developments along the Oldcourt Road and Hunters Road where continuous railings form barriers to movement. Similar railings have also been erected along Stocking Avenue, including site frontages that are yet to be developed, thus limiting pedestrian and cyclist movement to and from existing and future housing developments. These barriers also limit accessibility to bus stops that serve the high frequency bus services along Stocking Avenue and Ballycullen Road.

The layouts of new housing estates within and adjacent to the Plan Lands are largely cellular with cul-de-sacs that prevent movement between estates, thus creating disjointed networks of pedestrian routes. This includes the Stocking Well, Woodstown and Dalriada housing developments.

Disjointed sections of off-street cycle lane that give right of way to vehicles at junctions are provided along Stocking Avenue, Ballycullen Road, Hunters Road and the realigned section of the Oldcourt Road. There are no dedicated cycle routes through or between estates.

2.10.3 Primary Vehicular Access and Movement
The area of the Plan Lands benefits from its nearby location to the M50 motorway in terms of access to the national road network. The proximity to the motorway also creates traffic and noise issues.

The lands are located beyond the southern fringe of the Killininny Road, which serves as a strategic access road between Tallaght, Bohernabreena and the M50. Roads within and adjacent to the Plan Lands including the Oldcourt Road and Ballycullen Road converge on Killininny Road and depend on this road for access to the M50 motorway and towards major employment centres to the north and west including Dublin City Centre, Tallaght and Citywest.

The Killininny Road has busy junctions at either end where other roads converge at Old Bawn Bridge to the west and the M50 slip roads/ overpass to the east. Traffic attempting to move northwards from the Plan Lands especially at peak morning times tends to encounter slow moving and heavy traffic with the only points of relief being the indirect routes of Gunny Hill towards the Dublin Mountains to the south and Stocking Lane towards Ballyboden to the east. Traffic problems are exacerbated by the cellular layout of housing estates.

Available road collision data for the area (1996 – 2008) indicates that one serious collision involving two vehicles occurred at the upper end of the Ballycullen Road in January 1996 and a fatal collision occurred in January 2007 near Stocking Lane, which involved one vehicle.

Photo 2.5 Barriers to Pedestrian Movement - Stocking Avenue

Photo 2.6 Barriers to Pedestrian Movement - Ballycullen Road

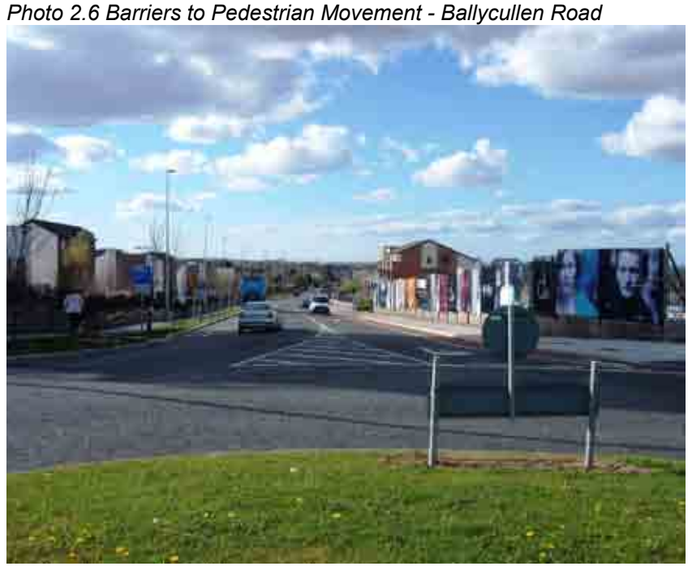


Photo 2.7 Barrier Between Stocking Well & Zoned Open Space

Photo 2.8 M50 Motorway Barrier to Knocklyon Park

2.11 Utilities

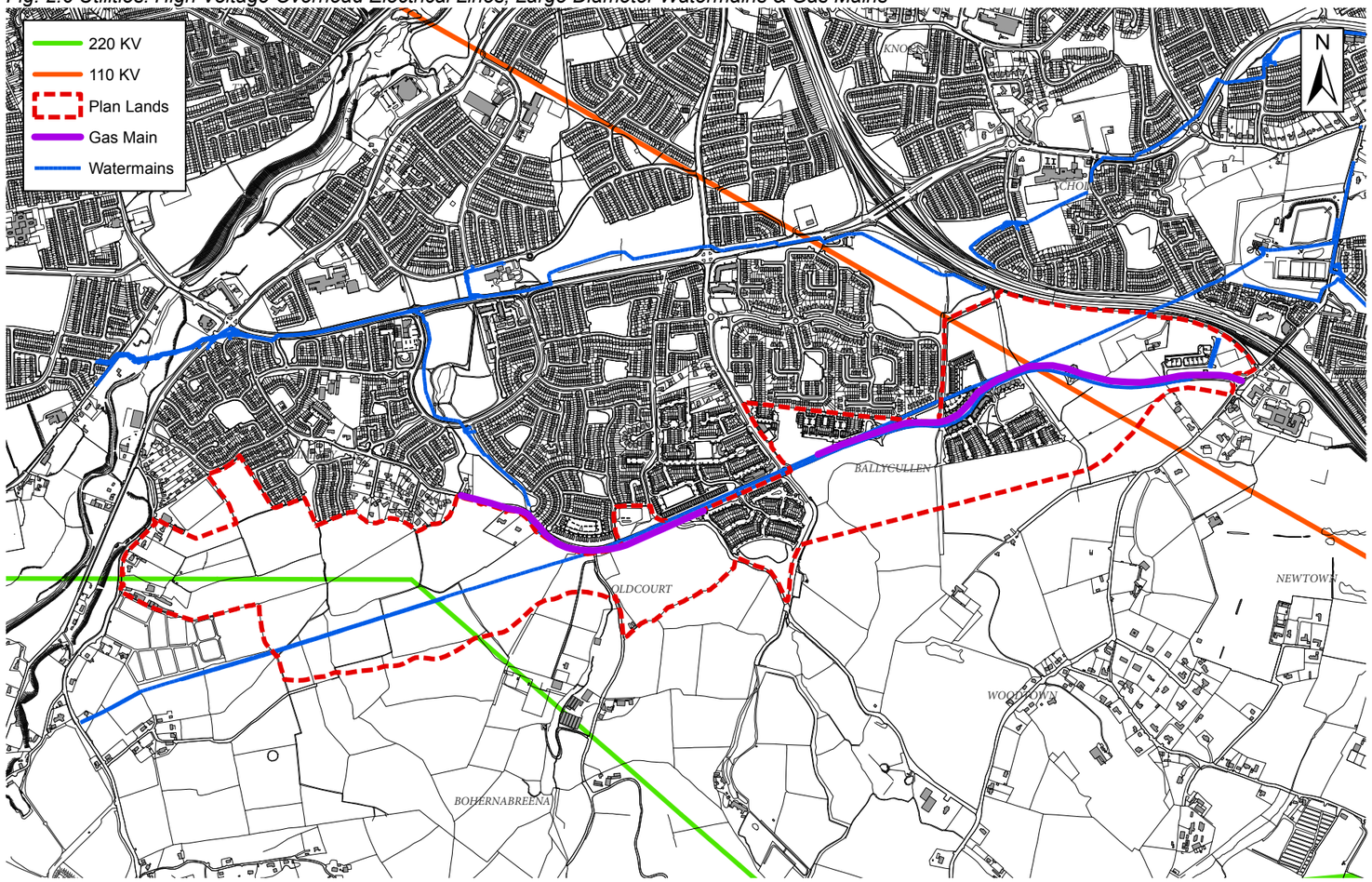
As illustrated in Figure 2.6, the Plan Lands are traversed by a number of important utility lines including watermains, gasmains and overhead electrical transmission lines.

A 12" diameter Dublin City Council watermain and a 15" diameter Dublin City Council watermain both run parallel to each other through the majority of the Plan Lands along a north-east south-west axis. These watermains following part of the route of the Oldcourt Road, Hunters Road and Stocking Avenue. Dublin City Council requires a minimum reservation of 5 metres to the north of the 15" watermain and 5 metres to south of the 12" watermain plus the distance between the parallel watermains i.e. a corridor of 10 metres + X metres.

The western area of the Plan Lands is partially traversed by 220kV overhead transmission lines. ESB requires a minimum lateral clearance of 30 metres on either side of the centre line of these high voltage transmission lines. The 110kV lines that traverse the eastern section of the Plan Lands require a minimum lateral clearance of 23 metres from the centre line on either side.

A large gas main also follows the Route of the Oldcourt Road, Hunters Road and Stocking Avenue.

Fig. 2.6 Utilities: High Voltage Overhead Electrical Lines, Large Diameter Watermains & Gas Mains



2.12 Scot Analysis

A summary SCOT Analysis of the Plan Lands is carried out in Table 2.1. This analysis draws from feedback received during the pre-draft public consultation programme, the area analysis carried out under this section and the heritage appraisal in Section 3.

Table 2.1 SCOT Analysis of Plan Lands

Strengths	**Opportunities**
• Mountainous & semi-rural setting with views of City • Substantially intact hedgerow, stream and townland boundary systems within western area of Plan Lands and surviving elements in eastern area including parish boundary • Access to National Road Network via M50 • Nearby employment – Tallaght, Dublin City and Citywest • Choice of dwelling types • Owner occupied rate similar to County Average • Youthful adult population • Positive socio-economic indicators • Site designated for primary school under County Development Plan • Adjacent sports pitches • Frequent bus service on eastern side of Plan Lands	• Large areas of Plan Lands undeveloped especially western area • Impending expiry of planning permissions for residential development granted under Area Action Plan • Permission for discount foodstore adjacent to Plan Lands includes scope for retail units • Retention of natural heritage features, rural/mountain backdrop and views with buffer to rural area, M50 and mountains • Incorporate Sustainable Urban Drainage Systems • Tourism potential from proximity to mountains, rural area, agriculture, golf courses and city • Potentially important archaeological remains • Recreation access to foothills of Dublin Mountains
Challenges	**Threats**
• Extensive zoned lands subject to historic Area Action Plan and extant planning permissions • Drainage dependant on attenuation tanks and piped storm water sewerage system inadequate to cater for previous storm flows • Housing delivered with lack of school, community or convenience shopping facilities • High speeds along primary roads with extensive railings and absence of crossings or pedestrian/cycle links • Absence of playgrounds and limited quality local open spaces • Standard suburban and urban type developments fail to respond to surrounding setting and context • High residential vacancy rate compared to County average • Expiry of permission for local centre neighbourhood and community centre • Issues of noise and traffic created by proximity to M50 • Incomplete estates surrounded by hoarding and remnants of the building process • Absence of public transport on western side of Plan Lands	• Emerging youthful population with absence of community, parkland and school facilities • Extensive numbers of relatively high density dwelling units remain subject to extant permissions • Further erosion of heritage features including hedgerows, streams and foothills • Increased flooding potential • Late or no delivery of local facilities

3.0 GREEN INFRASTRUCTURE APPRAISAL

3.1 Introduction

This section presents a brief appraisal of the natural and built heritage of the Ballycullen-Oldcourt area including details of topography, flora and fauna, water, early human activity and later settlement.

3.2 Built Heritage

3.2.1 Archaeological Overview

No known prehistoric sites lie within the Plan Lands, however, the surrounding area is marked with traces of the activities of prehistoric people. The surviving field systems were created as part of the land reclamation programmes that followed the establishment of large estates in the hills of South Dublin in the 17th and 18th centuries.

At least twenty four features have been identified on the western side of the Plan Lands in Oldcourt under recent archaeological investigations. These include for possible previous field boundaries, fulacht fiadhs, gate pillars and building ruins (associated with Oldcourt House).The majority of these require further investigations to establish their archaeological importance.

3.2.2 Protected Structures & Recorded Monuments

There are two Protected Structures located just adjacent to the Plan lands, these include Saint Colmcille's Well (Ref. No. 362) located off the upper/southern end of Ballycullen Road and an old stone cross (Ref. No. 360) located in an adjacent field. Saint Colmcille's Well is also described as a Recorded Monument. Details of these Protected Structures including additional structures and monuments in the area are provided in Appendix 5.

3.3 Natural Heritage

3.3.1 Topography and Landscape

The sloping topography, stream systems, and hedgerow/field systems that permeate the Plan Lands comprise the main known features of natural heritage and landscape quality. The field patterns and the undulating terrain, have generally remained untouched and in agricultural use for centuries.

The lands largely rise steeply in a southerly and easterly direction. Most of the land is located 100 metres above sea level with a significant portion located above the 110 metre contour. A small linear area of the eastern area of the Plan Lands is located above the 120 metre contour. Sections taken across the Plan Lands indicate gradients of 1:12, 1:9 and 1:6.

The landscape on the western side is characterised predominantly by agricultural grassland and pasture for grazing stock. Field boundaries throughout the area that incorporate trees, shrubs, hedgerows and ditches provide an environment that is conducive to rich flora and fauna. These grasslands and field boundary habitats are likely to sustain local populations of birds and small mammals.

The landscape features are under considerable development pressure. It is necessary to sensitively manage development in manner that will incorporate and protect the landscape and provide for an appropriate transition between the suburbs and mountains/countryside.

Fig. 3.1 Existing Green Infrastructure

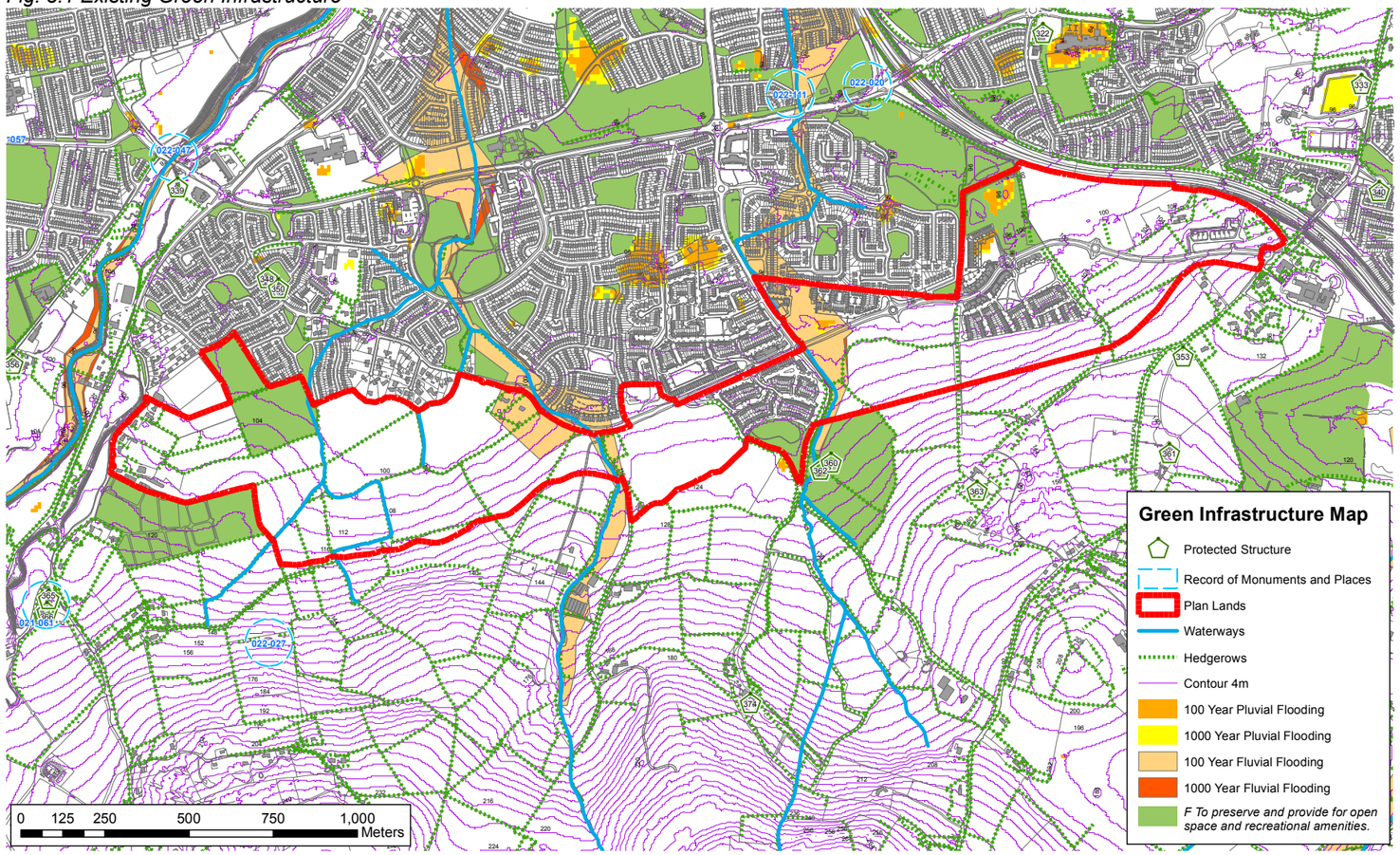


Photo 3.1 Local Tributary to Oldcourt Stream with Gate Pillar

Photo 3.2 Views of Woodtown Manor (top) & Orlagh House (bottom)

3.3.2 Historic Parish & Townland Boundaries
The Plan Lands are traversed and bounded by various sections of townland boundaries, one of which doubles as a parish boundary. These boundaries may be of considerable antiquity and are listed from east to west as follows:

1. Townland boundary between Newtown and Woodtown
2. Parish boundary between Tallaght and Rathfarnham and Townland Boundary between Ballycullen and Woodtown
3. Remaining section of townland boundary between Ballycullen and Oldcourt
4. Townland boundary between Bohernabreena and Oldcourt
5. Townland boundary between Killininny and Bohernabreena

3.3.3 Hedgerow and Stream Networks (Flora & Fauna)
There are no National, European or International designated biodiversity areas within the Plan Lands.

The hedgerow and stream networks that permeate the Plan Lands are relatively undisturbed and potentially rich in biodiversity. Article 10 of the EU Habitats Directive recognises the importance of such ecological networks as corridors and stepping stones for the movement of wildlife. These networks are considered imperative in connecting areas of biodiversity within the County to each other, thus avoiding the creation of isolated island habitats. Such corridors are particularly important for mammals and small birds and provide foraging routes for bats.

There has been removal of some sections of hedgerow and field boundaries on the eastern side of the Plan Lands to facilitate housing developments. This partial removal of the biodiversity network has potentially fragmented habitats.

The extent of remaining linear woodland/scrub areas, hedgerows and treelines throughout the entirety of South Dublin County were mapped in 2012. Figure 3.1 illustrates the connectivity and corridors created between these mapped hedgerows and treelines within the Plan Lands.

3.3.4 Protected Species
The abundance of mature hedgerows with trees, old hay meadows, areas of gorse and damp grassland within the Plan Lands are likely to support important feeding areas for mammals including protected species such as bats and badgers.

The Habitats Directive seeks to protect rare and vulnerable species including all species of bats and their habitats. Bat Conservation Ireland and the Centre for Irish Bat Research carried out an analysis of the County (2012) in terms of areas of greatest bat occurrence and areas where bats may be particularly vulnerable. The area of the Plan Lands was found to represent good habitats for the following bat species:

- Natterer's bat (Myotis nattereri)
- Daubenton's bat (Myotis daubentonii)
- Leisler's bat (Nyctalus leisleri)
- Soprano Pipistrelle (Pipistrellus pygmaeus)
- Common Pipistrelle (Pipistrellus pipistrellus)
- Brown long-eared bat (Plecotus auritus)

3.3.5 Water Management and Flood Risk
The Plan Lands are traversed by the Woodstown, Ballycullen and Oldcourt Streams. The Ballycullen Stream and the Oldcourt Stream are both tributaries to the Dodder River. The Woodstown Stream is a tributary to the Owendoher River.

The Oldcourt Stream and its tributaries remain open on the western side of the Plan Lands. A small pocket of relatively flat land to the south and south-east of Oldcourt Cottages and Ely Close is relatively flat where run-off from the foothills has been known to collect.

The Ballycullen Stream and elements of the Woodstown Stream have been culverted on the eastern side of the Plan Lands close to where development has taken place. OPW Preliminary Flood Risk Data (see Figure 3.1) identifies the potential for a 1% or 100 year flood event occurring along sections of the Ballycullen Stream and Oldcourt Streams.

Groundwater vulnerability in the area varies from low to high to extreme vulnerability where the bedrock is close to the surface.

Flooding of residential estates along the route of the Ballycullen Stream took place downstream of the Plan Lands in 2011 and to a lesser extent in 2012. South Dublin County Council has sought funding for a flood alleviation scheme comprising a 1350mm pipeline to run for circa 1.5 kilometres from St Colmcille's Way to Firhouse Road.

Figure 3.2 First Edition Ordnance Survey Map of Plan Lands (1843)

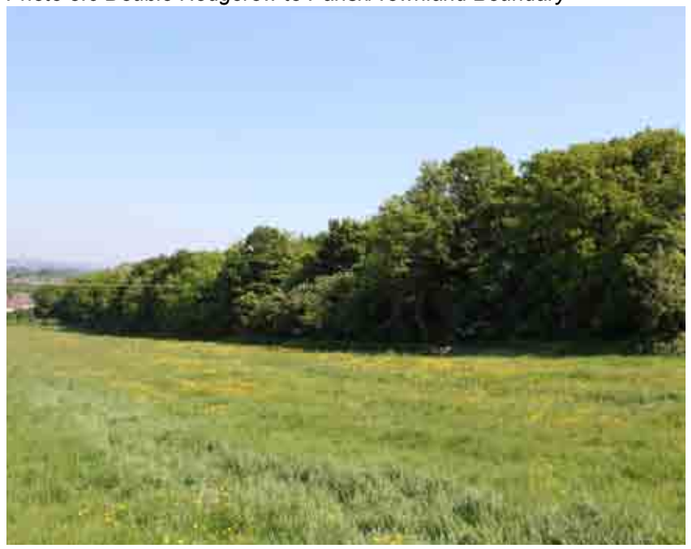
The proposed flood alleviation pipeline has been designed to divert water generated in the upper catchment of the Ballycullen Stream away from an existing pipeline that runs through residential estates that flooded. The capacity of the proposed pipeline is designed to deal with potential flows from existing developed in the upper catchment of the Ballycullen Stream including the eastern side of the Plan Lands. In accordance with the Sustainable Urban Drainage System (SUDS) requirements of the *Greater Dublin Drainage Strategy* (2005), which sets out to ensure that developments do not generate any additional discharge of surface water over the baseloads of existing greenfield sites, additional run-off from further development on remaining undeveloped zoned land must be dealt with on site.

Photo 3.3 View of Montpellier Hill and Hellfire Club

Photo 3.4 Area of Flooding to South & Southeast of Oldcourt Cottages

Photo 3.5 Old Granite Gate Pier on Oldcourt Lands

Photo 3.6 Double Hedgerow to Parish/Townland Boundary



4.0 Plan Rationale

4.1 Introduction

This section of the Local Area Plan sets out broad objectives for the Plan Lands followed by a vision and a rationale behind the formulation of the Local Area Plan. The Plan Rationale is based on a sequence of interlinking principles applied to areas for development; green spaces; sustainable urban drainage systems; pedestrian and cyclist routes (tracks and trails); a street network; and land use and density.

The broad plan objectives, vision and rationale have been informed by the local issues analysed in Section 2 and 3 together with the issues raised during pre-draft public consultation. The national, regional and local planning policy documents and EU Directives that also helped to inform the preparation of this Local Area Plan are outlined in Appendix 3 and 4.

Two development options are presented, which differ in terms of the treatment of existing 220kv overhead electrical transmission lines that traverse the western side of the Plan Lands. The rationale presented in this section of the Local Area Plan is based on the preferred development option to relocate the overhead lines (Option A).

4.2 Vision & Plan Objectives

4.2.1 Vision

A place with a strong sense of identity, character and a good quality of life that builds upon and responds to its setting within the foothills of the Dublin Mountains and location adjacent to the countryside; a permeable place that links existing and new development areas through a network of pedestrian and cyclist paths that permeate the Plan Lands and connect them with the mountains and countryside; an attractive residential area with local shopping facilities, quality streets and useful spaces that realise, protect and enhance the full potential of existing built and natural amenities through the sensitive and considered incorporation of mountain views, vistas of local historic structures, the sloping topography, hedgerows, streams, townland and parish boundaries and archaeology; a developing area that retains a clear delineation between the suburbs and the countryside by softening the transition between development and rural lands.

4.2.2 Plan Objectives

The broad plan objectives are as follows:

- Take cognisance of the area's unique amenities and semi-rural location within the foothills of the Dublin Mountains and protect the amenities of existing dwellings;
- Sensitively integrate new development and existing development with each other and the surrounding rural and mountain context;
- Provide a Green Infrastructure Framework that will integrate natural and built heritage features, water management systems, improved accessibility, open spaces and recreational facilities;
- Provide for a network and hierarchy of linked public open spaces with varying roles and facilities;
- Create a series of small walkable residential blocks that are linked by secondary and tertiary streets and reinforce Stocking Avenue and Oldcourt Road as primary routes for activity, movement, local shopping and public transport;
- Sensitively transition densities and building heights in a manner that limits the impact of any new development on the setting of the Dublin Mountains and countryside;
- Provide a network of walking and cycling routes that further link residential blocks with each other, public transport stops and local shopping while providing routes towards the Dublin Mountains;
- Promote high quality and universal designs for streets, spaces and buildings that respond to the varying character areas and settings;
- Incorporate appropriate green infrastructure features that limits the impact of noise from the M50 on any future development;
- Ensure that development is phased in a manner that provides for the required community, school and parkland facilities either prior to or in tandem with development.

4.3 Development Areas

Taking the major constraints presented by utility line wayleaves, extant planning permissions and steep areas of topography, the Plan Lands are categorised into three areas as a first step to developing a sequenced rationale. The lands are either categorised as highly constrained, partially constrained or relatively unconstrained.

4.3.1 Highly Constrained Areas

The highly constrained areas of the Plan Lands coincide with major utility lines, areas already developed, existing and zoned open spaces and features of significant heritage and drainage value. A wide corridor of land in the western area of the Plan Lands is constrained by the high voltage 220kV overhead transmission lines. Further lands are constrained by watermains, which run diagonally across the entirety of the Plan Lands, and 110kV overhead transmission lines that run diagonally across the eastern area of the Plan Lands. A linear area of land along the M50 motorway is also constrained by issues of excessive noise.

Open sections and tributaries to streams including the Oldcourt, Ballycullen and Woodstown Streams are also designated for preservation for the purpose of formulating a Sustainable Urban Drainage System. Other areas designated for preservation include the historic walled garden to the east of the Stocking Hill Traveller Accommodation site, wooded paths/double ditches that flank Stocking Wood and Stocking Well, old stone gate piers and culverts on the western side of the Plan Lands and lands zoned for open space.

4.3.2 Relatively Unconstrained Areas

The relatively unconstrained areas of the Plan Lands largely comprise the more northern and lower lying areas of the Plan Lands that have a more gentle topography. These lands are not traversed by significant utility lines. On the western side, they generally occur to the north of the watermains. On the eastern side, they largely occur to the north of Stocking Avenue with the exception of an area of land to the north-east of Stocking Wood.

4.3.3 Partially Constrained Areas

The partially constrained areas relate largely to the upper slopes along the southern fringe of the Dublin Mountains where there is a relatively steep topography and the lands become visually prominent. Gradients range between 1:16 and 1:6 and would be difficult to develop at standard densities without the use of extensive engineering solutions such as retaining walls, shoring, embankments and cut platforms. Development of these lands could therefore have a significant impact on the context, landscape and setting of the Dublin Mountains including panoramic views, the transition between countryside and suburbs, heritage features and the natural slope and drainage of the area.

On the western side of the Plan Lands the partially constrained areas occur mostly above the 108 metre contour to the south of the watermains with the exception of a steep section of lands located just above the 100 metre contour along Oldcourt Road to the south-west of Beechdale and lands adjacent to Bohernabreena Road. On the eastern side of the Plan Lands such areas occur largely above the 100 metre contour to the south of Stocking Avenue with the exception of a steep area of land to the north and south of the Stocking Hill Traveller Accommodation Site.

Fig. 4.1 Development Areas Rationale

4.4 Green Infrastructure Rationale

The Green Infrastructure Rationale comprises three main strands that includes for the sustainable management of water incorporating SUDS features; the provision of pedestrian and cycle routes in the form of tracks and trails and the provision of a network of green spaces in the form of open spaces, linear spaces and landscaped buffers.

4.4.1 Green Spaces

The indicative network of Green Spaces includes for existing and planned/zoned open spaces and wide linear spaces that coincide with the SUDS network, highly constrained areas, tracks and trails and heritage features including streams, hedgerows and ditches.

A continuous linear green space will flow along the elevated southern boundary of the Plan Lands and will act as a green buffer between development and the Dublin Mountains creating a demarcation between the suburbs and the countryside. This mountain buffer will be intersected by three large areas of planned open space. These will offer a focal point for the network of open spaces and tracks and trails.

A further linear green buffer will be provided along the boundary between the Plan Lands and the M50 motorway as a significant noise mitigating measure and landscape features for residential development. This motorway buffer will also offer further opportunity for SUDS features and walking routes to link with the existing Knocklyon Park and its planned extension.

4.4.2 Sustainable Urban Drainage Systems (SUDS)

The indicative SUDS network will utilise the contours of the lands together with existing streams and ditches that flow through the Plan Lands and will augment such with a connected network of surface level ponds, basins and swales that will largely be routed through the Highly Constrained Areas of the Plan Lands. The planned wetland features will primarily follow an east-west route especially on the undeveloped western side of the Plan Lands.

The purpose of the network is to capture and manage all surface water as a flood preventative measure by intercepting, absorbing and slowing down the flow of surface water emanating from the foothills of the Dublin Mountains.

4.4.3 Tracks and Trails

The indicative tracks and trails network will permeate the Plan Lands with a series of interconnected circular and open ended routes for pedestrians and cyclists. These will complement and link with the planned street network.

The tracks and trails are planned to coincide with existing hedgerows, streams, ditches and the proposed indicative SUDS network in a manner that will link heritage features and the planned open space network. Linear routes along the southern elevated boundary of the Plan Lands will especially knit the eastern and western sides of the Plan Lands together.

Fig. 4.2 Green Infrastructure Rationale - Green Spaces and Hedgerows

Fig. 4.3 Green Infrastructure Rationale - Local Streams and Sustainable Urban Drainage System

Fig. 4.4 Green Infrastructure Rationale - Tracks and Trails

4.5 Streets Rationale
The Streets Rationale seeks to open up the permeability of the Plan Lands by delineating a broad network of streets for vehicular, pedestrian and cyclist movement.

This includes for the designation and reinforcement of Stocking Avenue, Hunters Road and Oldcourt Road as streets for integrated movement across the Plan Lands and to areas outside the Plan Lands including towards the mountains. These existing upgraded streets will be augmented by a Main Link Street between Oldcourt Road and Bohernabreena Road.

Local Link Streets will open up unconnected areas of the Plan Lands for residential development. The completion of a hierarchy and network of streets is detailed in the Strategy and Neighbourhood Sections of this Local Area Plan.

4.6 Land Use and Density Rationale
The Land Use and Density Rationale reflects the current zoning of the majority of the Plan Lands for residential development under the County Development Plan and is shaped by the constraints of the Plan Lands together with the preceding sequenced strands of the overall plan rationale.

Land uses and densities are directed within three distinct areas where the extent of development will vary depending on its location and setting in relation to the suburbs and the Dublin Mountains/countryside.

The three character areas comprise the lower slope lands, the mid slope lands and the upper slope lands. The appropriate densities and dwelling mix for each of these character areas is indicated below and further detailed within the Strategy section of this Local Area Plan.

4.6.1 Lower Slope Lands
The lower slopes of the Plan Lands generally correspond with the Relatively Unconstrained lands identified under the Development Areas Rationale and relate to the more northern and lower lying areas that have a more gentle topography. With the exception of a gently sloping area close to the M50 motorway on the northern side of Stocking Avenue, these lands are generally located close to existing medium density suburban development. Development on the lower slopes will primarily comprise low to medium density residential development. Local shopping sites and a school site are also designated.

4.6.2 Mid Slope Lands
The mid slopes are generally located within the Highly Constrained Area described in the Development Areas Rationale, where the slope of the topography begins to accelerate towards the upper slopes. This area generally runs midway across the entirety of the Plan Lands in a linear manner. Development within this area will primarily comprise low density residential development.

4.6.3 Upper Slope Lands
The upper slopes generally correspond with the Partially Constrained Areas described in the Development Areas Rationale. These lands comprise the most elevated and visually prominent areas of the Plan Lands, which rise towards and beyond the 120 metre contour.

The Upper Slope Lands run closely along the entire southern fringe of the Plan Lands with the Dublin Mountains and is considered to be an area that is highly sensitive to development in terms of visual impact and impact on natural drainage. Development within this area will primarily comprise very low density residential development.

Fig. 4.5 Streets Rationale

Fig. 4.6 Land Use & Density Rationale

5.0 STRATEGY

5.1 Introduction

This section of the Local Area Plan progresses the Plan Rationale into a series of detailed design led strategies to help inform the process for creating a comprehensive framework for the Plan Lands. The strategies relate to Accessibility and Movement; Green Infrastructure; Land Use and Density; and Built Form. The objectives that accompany these strategies are set out under corresponding headings and sub headings in Appendix 1 of this LAP and should be read in conjunction with each strategy. Further specific site objectives and general standards set out under Appendix 1 and Appendix 2 should also be read.

Two development options are presented, which differ in terms of the treatment of the existing 220kV overhead electrical transmission lines that traverse the western side of the Plan Lands. Option A involves redirecting a 500 metre (approximate) section of the overhead lines further to the south into the path of an existing wayleave of underground watermains. This is the preferred development option given that it would free up the less elevated and more level areas of the Plan Lands for development and allow for a more coherent arrangement of streets and blocks while grouping wayleave requirements for utilities into one channel. Option B represents an arrangement of streets and blocks around the current route of the overhead transmission lines and is the less preferred development option.

The Framework Strategies are indicative and may be amended by development where there is a strong justification and element of planning gain demonstrated at application stage.

5.2 Accessibility and Movement Strategy

5.2.1 Introduction

The Accessibility and Movement Strategy seeks to open up the Plan Lands with a clear hierarchy of integrated streets for universal movement to include pedestrians, vehicles and cyclists. This will comprise the upgrade of Stocking Avenue, Hunters Road and Oldcourt Road as a primary route for movement across the Plan Lands and to areas outside the Plan Lands including towards the mountains. A new Main Link Street (primary) will connect the Oldcourt Road with the Bohernabreena Road. These streets will be fed by Local Link Streets (secondary) and Local Streets (tertiary) that will open up the lands for residential development. This strategy is accompanied by a range of street typologies, which are illustrated in plan, section and axonometric formats in Appendix 6.

The network and hierarchy of streets will help ensure that existing and planned neighbourhood blocks can be linked with each other and with existing and planned facilities and services including public transport. Streets will also be augmented by tracks and trails for pedestrians and cyclists under the Green Infrastructure Strategy.

5.2.2 Integrated Street Network

This LAP sets out a framework of connected streets for the movement of vehicles, pedestrians and cyclists. The planned network provides for movement at a local level within the Plan Lands and at wider levels across the Plan Lands with links towards surrounding areas including the Dublin Mountains. This simple structure will ensure that development is permeable, legible and offers a choice of routes.

The framework (Figure 5.1) is strongly influenced by the area's steep topography resulting in a curvilinear layout that follows the contours of the land. This will minimise the impact on the sloping landscape. At a wider level, the network provides for east-west movement between Oldcourt Road and Bohernabreena Road and between Stocking Avenue and Gunny Hill. A long terms roads objective under the current County Development Plan sets out to provide a road between the Oldcourt Road and Bohernabreena Road. At a more local level, a choice of meandering north-south and east-west routes should be designed to follow the topography of the lands and distribute movement.

5.2.3 Street Hierarchy

The planned street network comprises a hierarchy of integrated streets that set out to promote high levels of permeability for multiple modes of transport especially the more sustainable modes of transport.

Streets should be designed universally as places that balance the need of users and should perform a number of functions including the movement of pedestrians, cyclists and motor vehicles. Streets should also provide locations for parking; areas for informal play and include elements that integrate into sustainable urban drainage systems. The emphasis placed on the functions of each street will depend on the location and context of the street especially its place within the Street Hierarchy as detailed in Table 5.1.

5.2.4 Pedestrian Movement, Cyclist Movement & Universal Access

This Plan seeks to promote walking, cycling and universal access in accordance with *Smarter Travel* (2009). Pedestrian and cycle paths/ tracks that are integrated with streets should be augmented by dedicated off-street pedestrian and cycle routes. Details of such tracks and trails are provided in the Green Infrastructure Strategy.

As indicated on Fig 5.1, existing roundabout junctions along Stocking Avenue and Hunters Road shall be upgraded to signalised junctions that incorporate pedestrian and cyclist crossings. Some roundabouts may be upgraded to provide for improved pedestrian and cycle crossing movement. Upgraded junctions or roundabouts should be designed in accordance with the *Design Manual for Urban Roads and Streets* (2013).

5.2.5 Public Transport Accessibility

Access to upgraded Main Link Streets (Stocking Avenue, Hunters Road, Oldcourt Road) and the new Main Link Street will be prioritised in the form of direct pedestrian and cycle routes to help sustain and improve the relatively frequent public transport services on the eastern side of the Plan Lands and improve the viability of such services on the western side. This includes for the planned provision of a bus lay-bys on the eastern side of the Plan Lands (see Site Specific Policy - Appendix 1).

5.2.6 Vehicular Movement

In order to prevent the overuse of movement corridors and reduce traffic congestion especially along Main Link Streets, a choice of vehicular routes in the form of Local Link Streets and Local Streets between neighbourhood blocks and local community facilities should be developed. Traffic speeds should be reduced in order to promote walking and cycling and improve the range of functions for each street. Streets should be traffic calmed through adherence to the *Design Manual for Urban Roads and Streets* (DMURS) in terms of good street design and reduced forward visibility measures.

5.2.7 Cul-de-sacs and Gated Estates

Cul-de-sac and gated estates that prevent or limit pedestrian or cyclist access between neighbourhood blocks will not be permitted. Short vehicular cul-de-sacs may be permissible when justified on the basis of block layout and impact on topography provided that they offer good pedestrian and cyclist through access that is overlooked by development.

There may be cases where existing cul-de-sacs and closed-off streets should be upgraded to allow pedestrian and cyclist access where this benefits existing residents by improving access to existing or planned facilities and amenities. The creation of such pedestrian and cyclist links would be consistent with policy contained in the *South Dublin County Council Development Plan, 2010 – 2016* (Policy SN9: Permeable and Legible Street Patterns) and the recommendations in the *DMURS* on retrofitting.

Table 5.1 Street Hierarchy, Speed and Function

Type	Function	Speed
Arterial Streets	Arterial Streets comprise major routes via which major centres are connected and include orbital or cross metropolitan routes. It is considered that there are no Arterial Streets within the Plan Lands and no such streets are proposed.	40 – 50kph
Link Streets	The main purpose of Link Streets is to connect neighbourhoods and suburbs including local facilities with Arterial Streets and with each other. Link Streets can be described as either Main Link Streets of Local Link Streets. Oldcourt Road, Hunters Road, Stocking Avenue, Bohernabreena Road and Ballycullen Road will be upgraded as Main Link Streets to include improved pedestrian and cyclist movement. A new Link Street is planned between Oldcourt Road and Bohernabreena Road. These streets will connect the Plan Lands to surrounding suburbs, mountains and rural areas. Local Link Streets will form a vital linking component between Main Link Streets and Local Streets and will be instrumental in creating a highly accessible and permeable street network.	30 – 40kph
Local Streets	Local Streets will act as quieter traffic calmed residential streets and will provide access to neighbourhood blocks and open spaces. These streets will be unlikely to carry high levels of vehicular traffic and a greater emphasis will be placed on pedestrian movement, activity and place making. Some Local Streets will comprise shared surfaces for the integrated movement of vehicles, pedestrians and cyclists.	10 - 30 kph

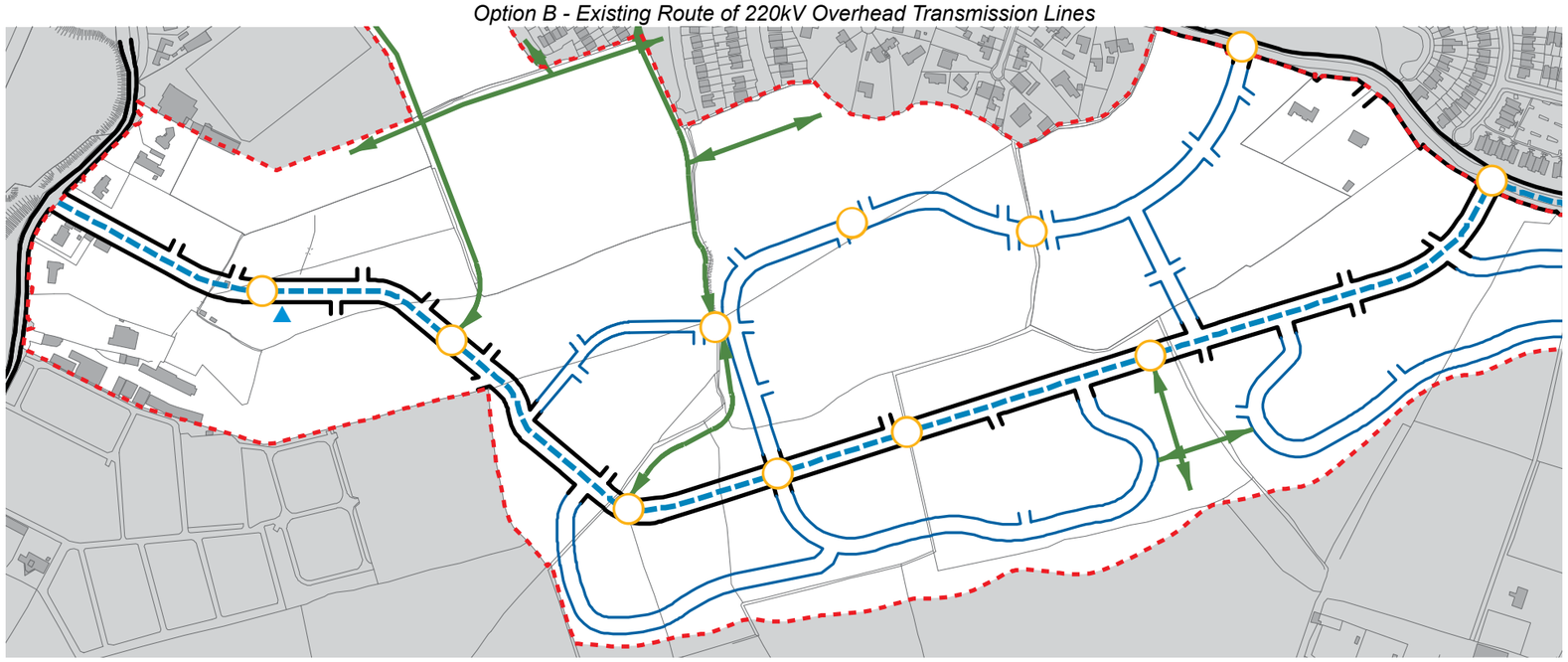
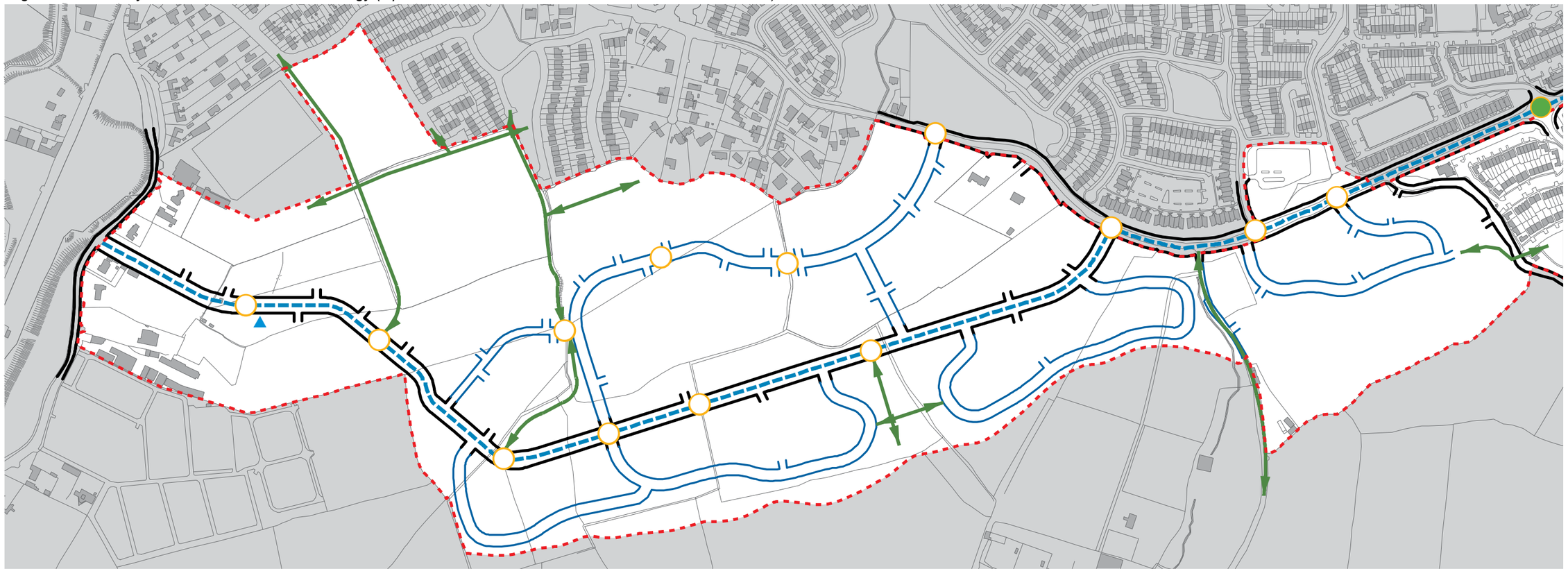
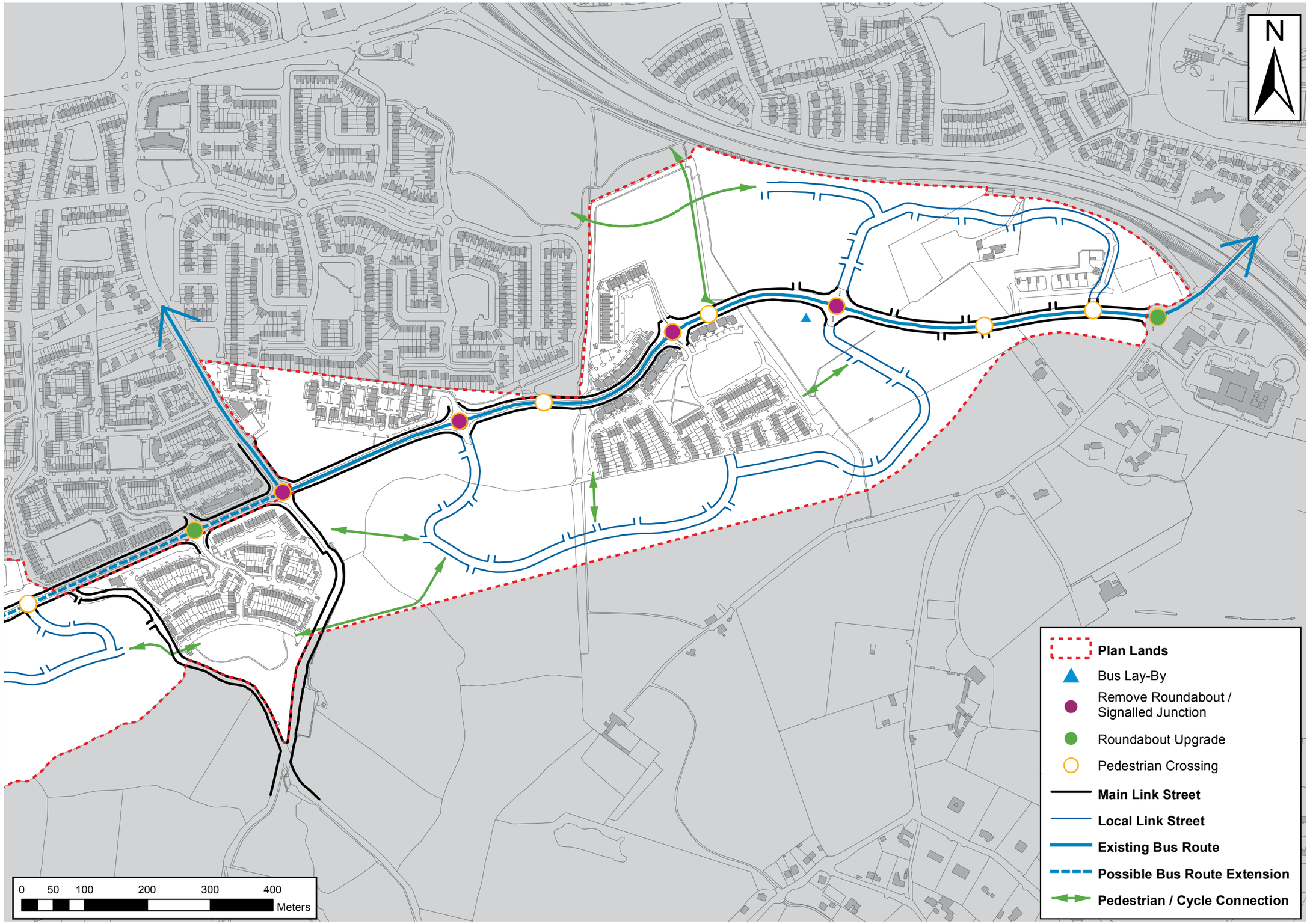


Fig. 5.1 Accessibility & Movement Framework Strategy (Option A - 220 kV Overhead Transmission Lines Re-routed)




N
0 50 100 200 300 400
Meters
Plan Lands
Bus Lay-By
Remove Roundabout / Signalled Junction
Roundabout Upgrade
Pedestrian Crossing
Main Link Street
Local Link Street
Existing Bus Route
Possible Bus Route Extension
Pedestrian / Cycle Connection

5.3 Green Infrastructure Strategy

5.3.1 Introduction

Green infrastructure planning is crucial in meeting the growing and increasingly complex and inter-related demands of European and national legislation and directives that relate to habitats, birds, floods, the water frameworks, SEA and environmental liability. It is also crucial to infuse existing quality of life features within new development.

This Local Area Plan seeks to create a green infrastructure network of high quality amenity routes, green spaces and surface water attenuation areas that will permeate the Plan Lands and utilise elements of heritage and potential biodiversity value. The main features of the Green Infrastructure Strategy include:

1. Protecting and augmenting existing streams and field boundaries as natural swales for incorporation into an integrated Sustainable Urban Drainage System (SUDS) that will collect and direct run-off from the Dublin Mountains and new development before attenuating such in wetland areas and features prior to delayed release (if any) downstream.
2. Implementing a hierarchy of green spaces that will permeate the Plan Lands with spaces that will serve a variety of roles and functions.
3. The routing of SUDS features through green corridors and parks that will also accommodate networks of biodiversity corridors, hedgerows, streams, and surface water attenuation areas.
4. Creating landscaped buffers between the Plan Lands, the Dublin Mountains and the M50 to create a clear separation between the suburbs and countryside and to mitigate against noise.
5. Incorporating old and established paths into a comprehensive network of tracks and trails.
6. Requiring the design and arrangement of development to respond and flow with the topography of the lands rather than against the topography.

This Green Infrastructure Strategy has been informed by the SEA, Appropriate Assessment (Habitat Directive) and Flood Risk Assessment procedures. Accompanying objectives are set out in Appendix 1.

5.3.2 Watercourses and Water Management

5.3.2.i Sustainable Urban Drainage Systems (SUDS)

Within the context of recent flooding events downstream of the Plan Lands, all surface water generated within and above the Plan Lands should be managed on-site. SUDS shall therefore be incorporated within all proposed developments. The collection and on-site storage of surface water for delayed discharge is also necessary to meet the requirements of the *Greater Dublin Drainage Strategy* (2005) and the *South Dublin County Council Development Plan*, *2010-2016*, which sets out to ensure that developments do not generate any additional surface water discharge over the baseloads of existing greenfield sites.

By assembling a SUDS network, water can be conveyed slowly through the Plan Lands before the delayed release of any excess run-off to existing drainage systems. This will require drainage to occur naturally at surface level by utilising the natural slope and drainage features that have evolved over hundreds of years. Existing ditches and streams provide ideal routes for the conveyance of water given that they have largely been developed over time to follow the natural flow of water. These will be connected with and augmented by grassed swales and stored within basins, ponds and reedbeds before any release into existing downstream drainage systems.

5.3.2.ii Flood Risk Management

The requirements of *The Planning System and Flood Risk Management – Guidelines for Planning Authorities* (2009) need to be taken into account in order to ensure that flooding does not impact on human health, property, the ability to meet the requirements of the EU Water Framework Directive and the need to protect biodiversity.

A balanced and risk-based sequential approach should be adopted when assessing development proposals in areas identified as being at risk of flooding. This should include for the application of the 'Justification Test' in accordance with polices of the *South Dublin County Council Development Plan, 2010 – 2016* on flood risk and identification.

5.3.2.iii Groundwater Vulnerability and Protection

Groundwater vulnerability varies across the Plan Lands and generally ranges from low to high on the Lower Slopes, moderate to high on the Mid Slopes and high to extreme on the Upper Slopes of the Plan Lands. These groundwater sources should be protected during construction and development.

5.3.3 Protection and Incorporation of Natural Heritage

Within the context of the semi-rural setting and the existence of historic field, townland and parish boundaries that potentially support rich wildlife corridors, this Local Area Plan sets out to protect natural heritage including rare and vulnerable species listed under the EU Habitats Directive including their habitats.

5.3.3.i Biodiversity Networks – Hedgerows and Streams

To help form a comprehensive network of uninterrupted wildlife corridors the Oldcourt, Ballycullen and Woodtown streams, including their tributaries, will be interlinked via a SUDS network. The historic field, townland and parish boundaries, including hedgerows, streams and ditches will be retained and augmented and the development of a linked hierarchy of open spaces to include green buffers to the Mountains and M50 will be developed. This will help to strengthen the potential existing foraging routes for Protected Species.

5.3.3.ii Topography and Contours

This Plan recognises the unique heritage value attached to its location within the foothills of the Dublin Mountains. The retention and protection of the natural slope and drainage of the Plan Lands will help preserve its character and sense of place in accordance with the principles of urban design and sustainable urban drainage.

5.3.3.iii Protected Species

Comprehensive provisions shall be made to facilitate the protection of bat populations and other Protected Species. This should include for the submission of habitat assessments and surveys with all relevant planning applications.

5.3.4 Tracks and Trails

An integrated network of tracks and trails that utilise historic paths, including those between double ditches on the eastern side of the Plan Lands, should be developed across the Plan Lands. These shall link with the Dublin Mountains and local historic landmarks.

5.3.5 Historic Features and Archaeology

Archaeological and historic features should be preserved in-situ and sensitively incorporated into development including newly discovered and upstanding features. Views of Montpellier Hill and historic structures including the Hellfire Club, Woodtown Manor, Carthy's Castle and Orlagh House shall also be preserved and enhanced.

5.3.6 Green Buffers to Mountains and M50

Part of the Local Area Plan strategy to soften the transition between development and the countryside includes for the creation of a continuous green buffer between the Upper Slopes of the Plan Lands and the mountains. The Plan also seeks to create a green buffer and wetland area, with soft landscaping and berms, along the boundary with the M50 in order to help protect future residential amenity from excessive noise. Both green buffers will accommodate biodiversity corridors, SUDS features and tracks and trails.

5.3.7 Open Space Hierarchy & Functions

The planned network of spaces had been tailored to address the challenges presented across the Plan Lands including the sloping topography, surface water run-off, the absence of recreation spaces and the need to incorporate green buffers and wetland areas.

The open space strategy comprises a hierarchy of spaces and corridors that will knit together the Plan Lands. All open spaces must serve one or a combination of strategic, recreational, environmental or drainage functions.

The minimum public open space requirements across the Plan Lands are set out in Table 5.2 below. In response to the peripheral location of the Plan Lands, the need to create a soft transition between the suburbs and countryside and the need to protect the setting of the Dublin Mountains including the sloping topography and natural heritage features, these minimum requirements exceed the requirements of the *South Dublin County Council Development Plan, 2010 - 2016*.

With the exception of lands located within the wayleave of 110kV and 220 kV overhead transmission lines, only public open spaces that fall within the hierarchy of spaces and functions detailed in Table 5.3 shall be included in the calculation of public open space.

Table 5.2: Minimum Public Open Space Requirement

Character Area	Min. Open Space
Lower Slope Lands	20%
Mid Slope Lands	20%
Upper Slope Lands	30%

Table 5.3: Hierarchy and Function of Open Spaces

Space	Location	Functions
Green Corridors & Wetland Areas	Throughout Plan Lands	Strategic green routes to accommodate and protect streams and hedgerows. Corridors for tracks and trails and SUDS swales. Link planned and existing surface water attenuation areas, open spaces and residential areas. Links Plan Lands with Dublin Mountains.
Green Buffers	Boundaries with Mountains & M50	Mountain Buffer: Green buffer between suburbs and mountains/countryside. Intercept and slow surface water run-off. Accommodate tracks and trails, biodiversity networks and link eastern and western sides of Plan Lands with each other and Dublin Mountains (min 15 metres width in narrowed areas only). M50 Buffer: Wetland green buffer with landscaped mounding/berms to M50. Accommodate tracks and trails, biodiversity networks and SUDS (min 20 metres width in narrowed areas only).
Neighbourhood Parks	Throughout Plan Lands	Shared between neighbourhoods for passive and active recreation including sports pitches and/or children's play facilities. Ponds and basins to attenuate water, provide flora and fauna habitats and landscape features.
Playing Pitches (Gunny Hill Park)	Between Oldcourt Lane and Gunny Hill	Large active recreation parkland buffer to Dublin Mountains with playing pitches.
Wetland Areas	M50 Buffer & ESB Wayleave	Convey, store and attenuate water in a series of concentrated ponds, basins, reed beds and swales with corresponding tracks and trails.
Local Pocket Parks	Throughout Plan Lands	Passive recreation areas with child play areas to serve groups of up to 50 houses.
Walled Garden	Off Stocking Lane	Old landscaped walled garden preserved as local feature and passive amenity space.

Photo 5.1 Neighbourhood Park with SUDS Features - Ballycragh Park

Source: Bing Maps

Option B - Existing Route of 220kV Overhead Transmission Lines

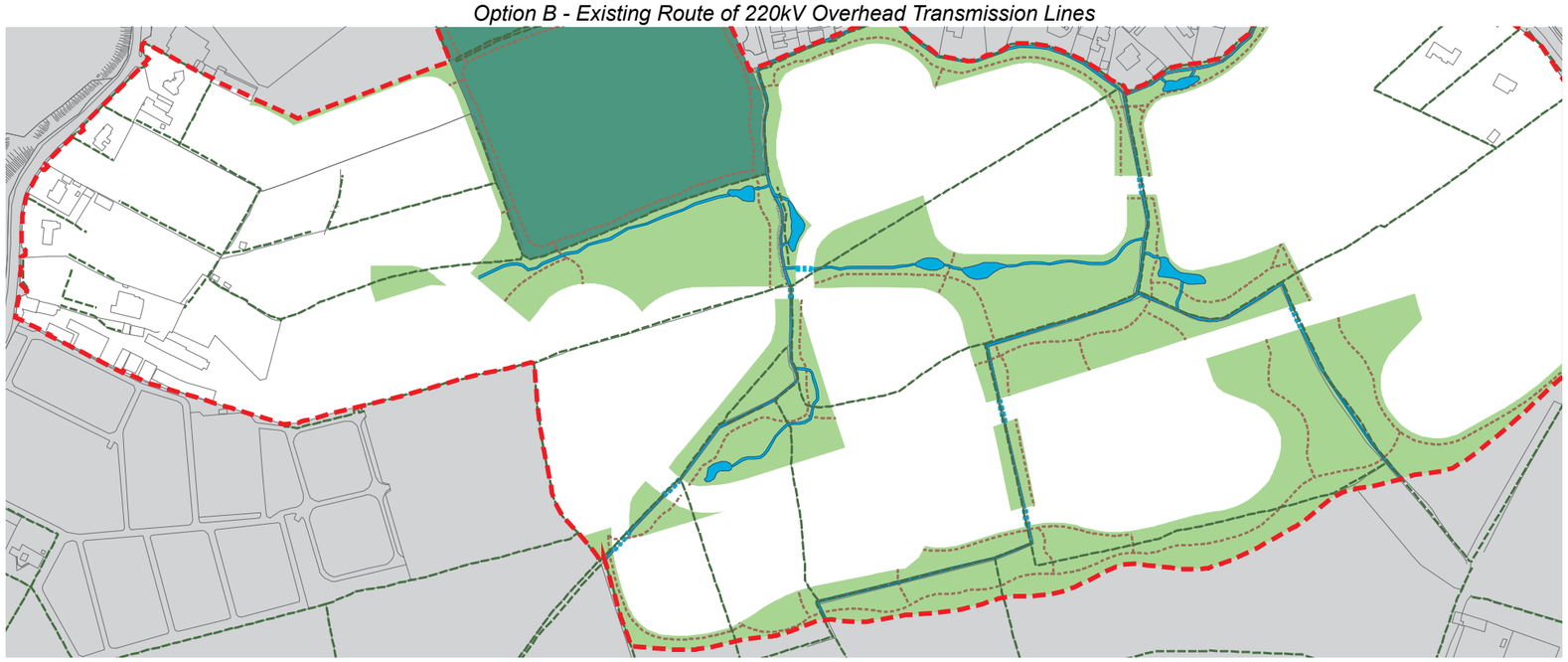
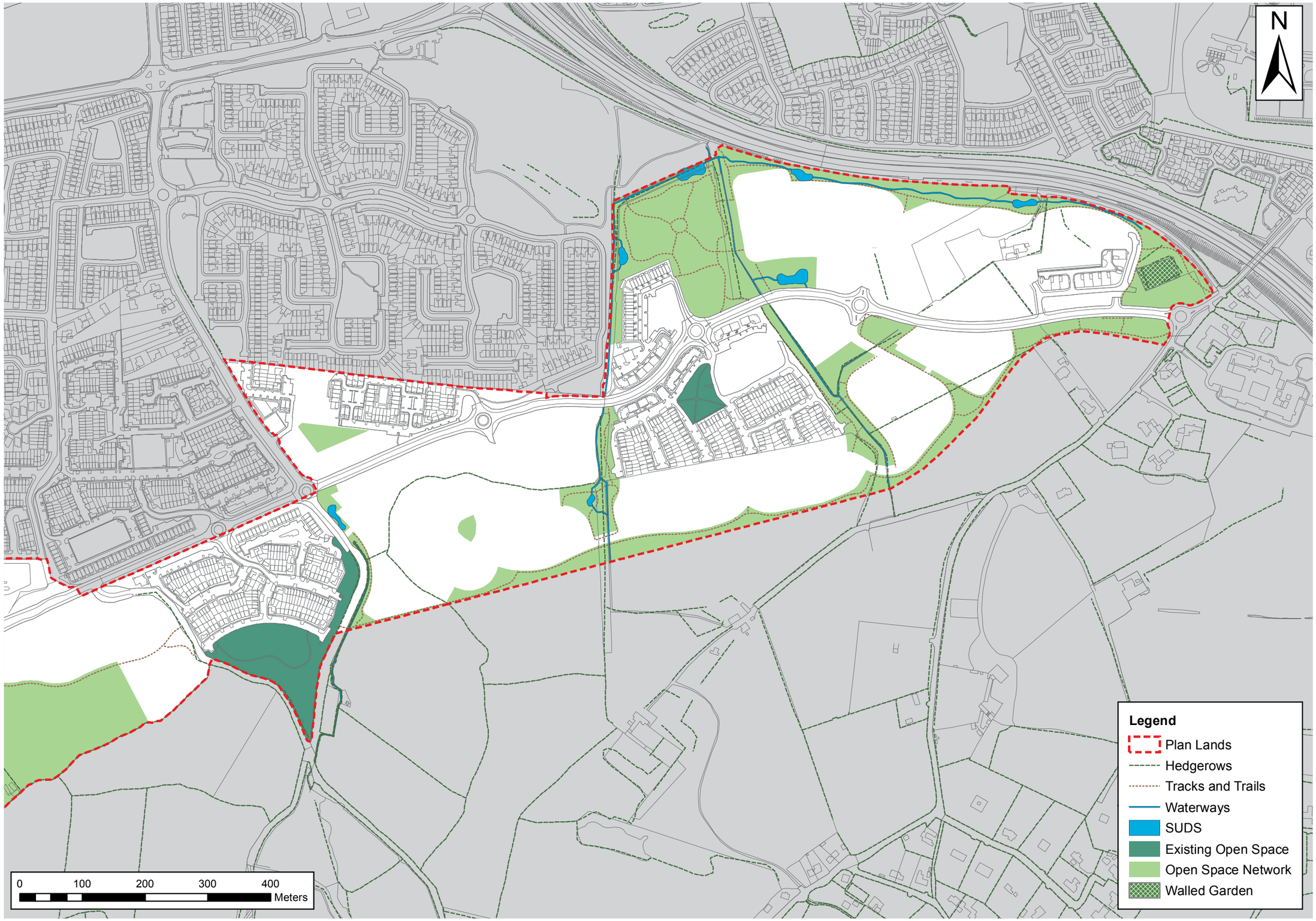


Fig. 5.2 Green Infrastructure Framework Strategy (Option A - 220kV Overhead Transmission Lines Re-routed)


N
Legend
Plan Lands
Hedgerows
Tracks and Trails
Waterways
SUDS
Existing Open Space
Open Space Network
Walled Garden
0
100
200
300
400
Meters

5.4 Land Use and Density Strategy

5.4.1 Introduction

The Land Use and Density Strategy is shaped by the numerous constraints encountered across the Plan Lands together with the preceding Plan Rationale and Plan Strategies.

This Strategy directs land uses and densities within three distinct areas (lower slope lands, mid slope lands and upper slope lands) where densities will vary according to context. The majority of the subject lands are zoned for residential development (Objective A1) under the County Development and this is reflected under this strategy. Accompanying objectives are set out in Appendix 1.

5.4.2 Residential Development Options & Density

This Local Area Plan's Density Strategy responds to the peripheral location of the Plan Lands, the need to create a soft transition between the suburbs and countryside and the need to protect the setting of the Dublin Mountains including the sloping topography, its visual prominence and natural heritage features such as hedgerows and streams. Densities also reflect the constraints created by the major utility lines that traverse the Plan Lands.

The strategy also reflects the need to counterbalance some of the higher density residential development that has taken place on the eastern side of the Plan Lands and the absence of high quality public transport systems particular on the western side of the Plan Lands. This approach accords with the policy of the *South Dublin County Council Development Plan, 2010 – 2016* in relation to transition areas, steep sites and provision of lower densities.

Recommended densities vary from very low to medium density depending on elevation and location and are categorised in the table below according to the three previously identified landscape areas. The prescribed net residential densities exclude Main and Local Link Roads, primary school sites, green buffers, local shopping facilities and large neighbourhood parks.

Table 5.4 Required Densities

Landscape Area	Net Average Density per Ha.
Lower Slope Lands	32 – 38 dwellings
Mid-Slope Lands	22 – 28 dwellings
Upper Slope Lands	12 – 18 dwellings

In terms of the two development options available for the Plan Lands, Option A frees up additional Lower and Mid Lower Slope Lands for more compact and coherent development through the proposed re-routing of the 220kV overhead electrical transmission lines. The quantum of development under Option A is calculated in Table 5.5. This includes for the development of the eastern side of the Plan Lands in accordance with this LAP as opposed to extant permissions.

5.4.3 Dwelling Mix

The dwelling mix across the Plan Lands should vary in a manner that responds appropriately to the varying contexts including existing suburban development, the differing topography and proximity to the rural and mountain edge together with the densities prescribed above. Social and affordable housing should be dispersed throughout the Plan Lands.

In the context of the semi-rural and mountain setting of the area, this LAP allows for densities that would yield 90% or more houses in terms of dwelling mix. Apartment and duplex units are not permissible on the Upper Slopes of the Plan Lands.

5.4.4 Lower Slope Lands

The Lower Slopes of the Plan Lands generally correspond with the Relatively Unconstrained Areas identified under the Development Areas Rationale and relate to the more northern and lower lying areas that have a more gentle topography. These lands are generally located close to existing medium density suburban development.

The dwelling mix within the Lower Slope Lands should reflect nearby residential development and consist of medium to low density suburban housing. Cognisance should be taken of existing residential amenity especially where new housing is located adjacent to existing housing.

5.4.5 Mid Slope Lands

The Mid Slopes of the Plan Lands are generally located around the Highly Constrained Areas described in the Development Areas Rationale where the lands begin to become more elevated. This area generally runs midway across the entirety of the Plan Lands in a linear manner.

The density of development in this area should reflect the transition towards the upper slopes and mountain fringe. Residential development should comprise looser dwelling types on larger plots that reduce the potential impact on the topography of the landscape. This will help minimise intrusive engineered solutions such as cut and filled platforms and embankments that could alter the landscape and natural drainage. Low densities will also provide a suitable transition to the proposed wetland areas within the wayleave path of high powered electrical transmission lines on the western side of the Plan Lands.

5.4.6 Upper Slope Lands

The Upper Slopes of the Plan Lands generally correspond with the Partially Constrained Area described in the Development Areas Strategy and comprise the most elevated and visually prominent areas of the Plan Lands, which rise towards and beyond the 120 metre contour.

The Upper Slopes run along the southern fringe with the Dublin Mountains and are considered to be highly sensitive to development in terms of visual impact and impact on natural drainage.

The density of development in this area should be greatly reduced in order to protect the landscape and setting of the Dublin Mountains including its rural hinterland and maintain a suitable transition from the suburbs to the countryside. Dwellings in this rural area should be developed to offer a sustainable alternative to urban generated rural housing in the Dublin Mountains including Bohernabreena.

Development should comprise low-rise dwellings situated on relatively large plots. Very low density development akin to rural housing should allow for flexible design solutions and layouts that minimise visual and topographical impacts.

5.4.7 Local Shopping & Community Facilities

Local shopping and community facilities are designated on sites that have been subject to previous planning permissions for retail or community development.

This includes the site of the permitted discount food store off the Oldcourt Road, where construction has began, and the site of the expired commercial/community centre within the Stocking Wood Development.

An additional area is designated for a local shop on the western side of the Plan Lands, which should be located centrally within the Lower Slope Lands close to the proposed Link Street between Oldcourt Road and Bohernabreena Road. This will help to ensure that local convenience shopping facilities are distributed relatively evenly.

Community facilities should be provided at a rate of 3 sq.m per 10 dwellings and should take the form of community centres, youth cafés, community rooms and indoor sports facilities. This could include an equine centre for existing and future communities. Community facilities should provide for a mix of social, cultural, personal and community development uses and should, in general, be grouped near or adjacent to local shopping, school and childcare facilities.

Specific objectives in relation to the development of the expired commercial/community centre and the site of the permitted discount foodstore are set out in Appendix 1.

5.4.8 School Provision

The Department of Education and Skills indicate that there is currently a need for a new primary school facility to serve existing populations in the surrounding area of the Plan Lands and that development of the Plan Lands will generate the need for a second new primary school facility.

The *South Dublin County Council Development Plan, 2010 – 2016*, designates a primary school site adjacent to Stocking Wood. A second primary school site is designated under this Local Area Plan between Gunny Hill and Oldcourt Lane adjacent to a planned park and playing fields. Objectives on each of the two designated sites are set out in Appendix 1 of this LAP.

Photo 5.2 Examples of Modern Low Density Housing

Source: Quality Housing for Sustainable Communities (2007)

Table 5.5: Calculated Quantum of Housing across Plan Lands - Based on Relocation of 220kV Power Lines (Option A)

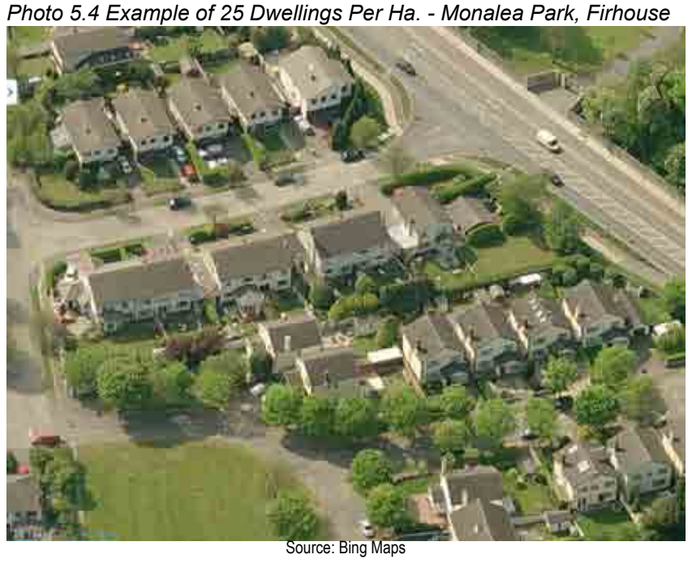
Variables	Lower Slope Lands Net Density Midpoint - 35 DPH	Mid-Slope Lands Net Density Midpoint - 25 DPH	Upper-Slope Lands Net Density Midpoint - 15 DPH	Total
Eastern Area of Plan Lands*				
Net Area Ha.	7.45	9.6	7.8	
No. Of Units	260	240	120	**620**
+ Existing Dwellings				**640**
Western Area of Plan Lands				
Net Area Ha.	13.5	14.9	8.52	
No. Of Units*	470	370	120	**960**
Total No. of Units				**2,220**

* Based on development of all lands in accordance with LAP including those subject to extant permissions

Photo 5.3: Example of 15 Dwellings Per Ha. - Knocklyon Grove

Source: Bing Maps

Photo 5.4 Example of 25 Dwellings Per Ha. - Monalea Park, Firhouse



Source: Bing Maps

Photo 5.5 Example of 35 Dwellings Per Hectare - Woodlawn, Firhouse

Source: Bing Maps

Option B - Existing Route of 220kV Overhead Transmission Line

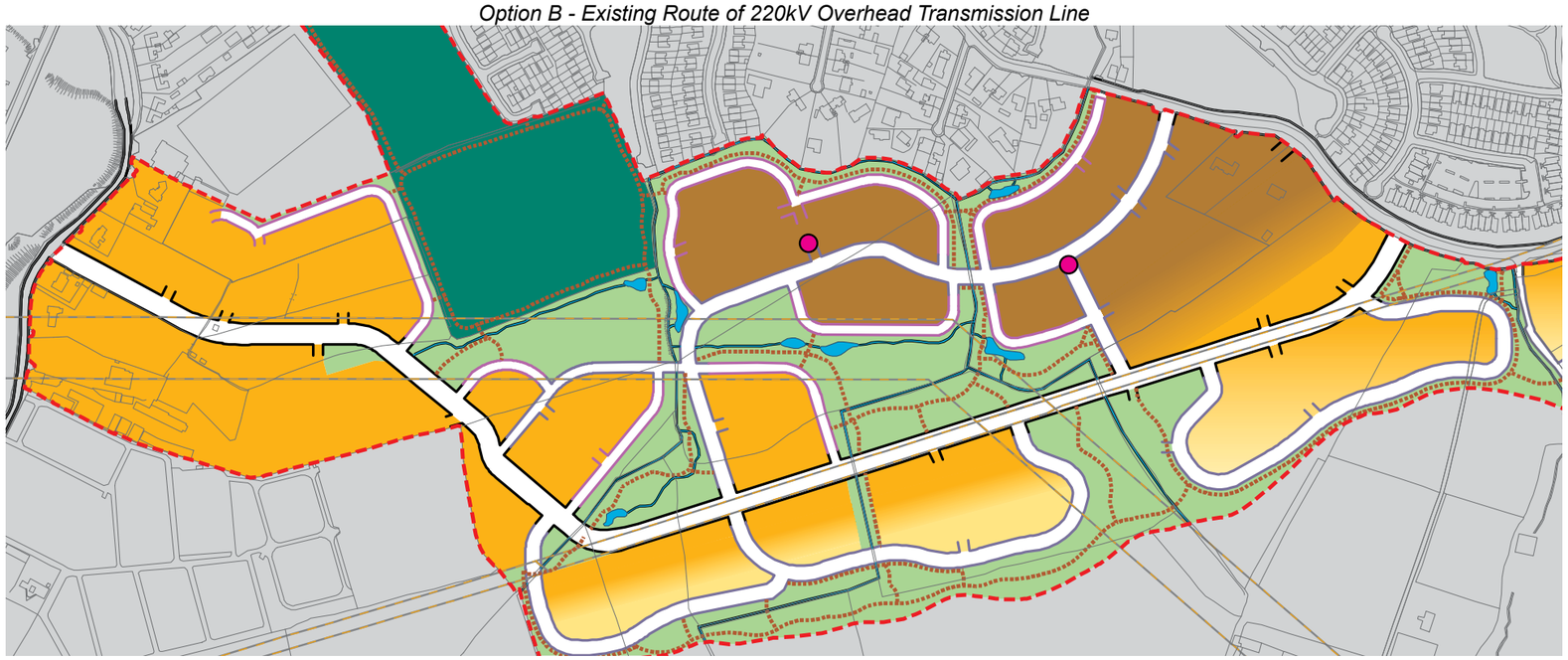
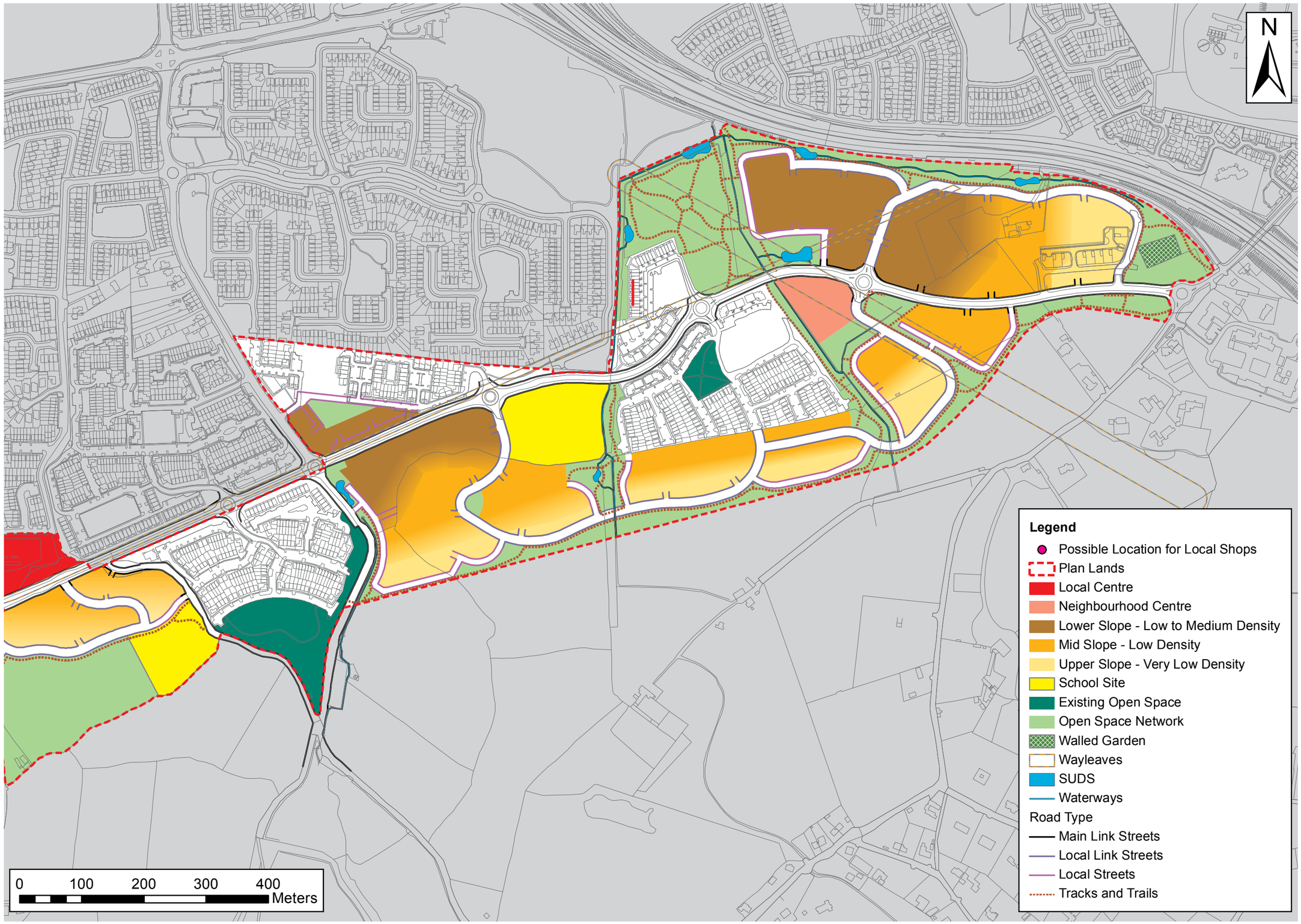


Fig. 5.3 Landuse and Density Framework Strategy (Option A - 220kV Overhead Transmission Lines Re-routed)


N
Legend
Possible Location for Local Shops
Plan Lands
Local Centre
Neighbourhood Centre
Lower Slope - Low to Medium Density
Mid Slope - Low Density
Upper Slope - Very Low Density
School Site
Existing Open Space
Open Space Network
Walled Garden
Wayleaves
SUDS
Waterways
Road Type
Main Link Streets
Local Link Streets
Local Streets
Tracks and Trails
0 100 200 300 400
Meters

5.5 Built Form & Design

5.5.1 Introduction

This section sets out to ensure that development, at a wider level, is carried out in an integrated, coherent and universal design led manner that responds to local contexts and accords with the core design principles on urban design, place making and street design as set out under the relevant government guidelines. This is concluded with a comprehensive indicative layout for the entire Plan Lands, which illustrates how the Plan Lands could be developed down to street level.

Precise details and standards on urban design, place making and street design are set out in Appendix 2 of this Local Area Plan. Accompanying objectives are set out in Appendix 1.

5.5.2 Block Form, Size & Urban Grain

The layout of development across the Plan Lands shall be directed amongst a coherent network of streets (described in the Accessibility and Movement Strategy) and into a series of blocks and plots that are permeable, human in scale and respond to the varying contexts across the Plan Lands.

In order to encourage pedestrian permeability, reduced block lengths should be utilised in accordance with the recommendations of the *Design Manual for Urban Roads and Streets* especially within the Lower Slope Lands where more compact development is planned. Larger or irregular blocks in the Mid Slope and Upper Slope Lands should be broken up using mid-block penetration in the form of short cul-de-sacs. Plot widths and plot depths should also vary across the Plan Lands with a finer urban grain in the more compact Lower Slope Lands.

5.5.3 Street Frontages

All streets should benefit from passive surveillance especially at street corners. Blank walls should be avoided in all instances especially along Main and Local Link Streets. All development should be located and orientated to encourage a sense of enclosure especially on the Lower Slope Lands.

All on-street parking should be broken up at frequent intervals. Streets should be generously planted with good quality street trees to soften the impact of parking and strong building frontages. Planted privacy strips should also be utilised to the front of dwellings (see Standards and Design Criteria – Appendix 2). The use of street trees should be also utilised to encourage a sense of enclosure where in-curtilage parking is provided.

5.5.4 Building Design and Heights

New development on the Plan Lands should sensitively reflect its semi-rural and mountain setting. This should include for the preservation and enhancement of views of the mountains, the surrounding countryside and local historic structures including protected structures, recorded monuments and archeologically features (discovered and undiscovered).

The rolling topography of the Plan Lands, its mountain setting and local features especially Montpellier Hill, the Hell Fire Club, Carthy's Castle, Orlagh College and Woodtown Manor provide in-situ local landmarks that contribute to the character and identity of the area. Views of these structures and landscape elements negate the need for the development of new landmark structures and should be preserved and enhanced.
In the interest of protecting the existing character and identity of the area, the scale and proportion of new buildings should be subservient to the unique surrounding landscape. Building heights should be predominantly low rise especially on the Mid Slope and Upper Slope Lands (see preceding Land Use and Density Strategy). This applies to commercial, community and school development. New housing backing onto or adjacent to single storey housing and sharing a common rear or side garden boundary should be no more than two storeys in height.

5.5.5 Street Design

In order to calm vehicular traffic and promote pedestrian and cyclist activity and safety, streets should be designed as self regulating integrated spaces with narrowed carriageway, wide footpaths and carefully considered cycle lanes/tracks that are designed in accordance with the *Design Manual for Urban Roads and Streets* (DMURS) and the *National Cycle Manual* (2011). Footpaths and carriageways widths should therefore be as follows:

Table 5.6: Recommended Footpath and Carriageway Widths

Street	Activity Level	Min. Footpath Width	Max. Carriage Width
Local	Low	1.8 metres	5 - 5.5 metres*
Link (Main and Local)	Low to moderate	2.5 metres	6.5 - 7 metres
Arterial	Moderate to high	3.0 metres	6.5 - 7 metres

* Max. width of 4.8 metres for shared streets

Traffic calmed streets should be designed with vertical and horizontal deflections (see Appendix 2) and in a manner that negates the need for retrofitted traffic calming measures such as speed bumps and chicanes.

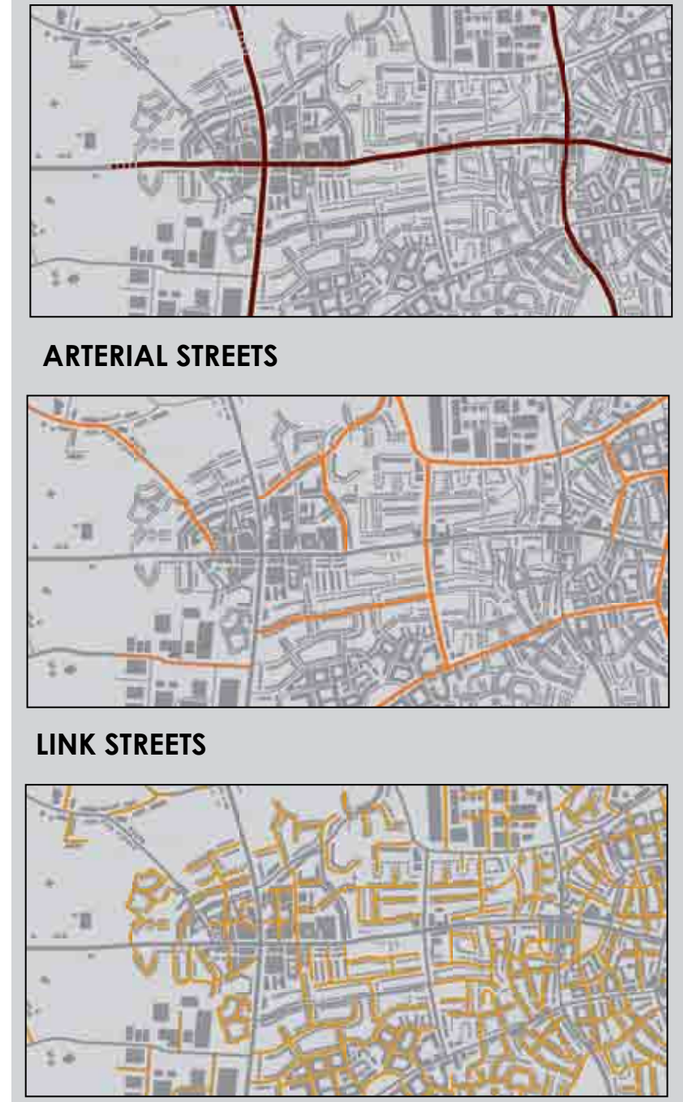
Fully integrated shared surface streets (akin to Homezones) and junctions are recommended for lightly trafficked/low speed streets and junctions. Pedestrians, cyclists and vehicles should share the main carriageway along such streets and junctions.

Transition zones and gateways between rural and suburban areas should be utilised to slow vehicles entering the Plan Lands and to announce and demarcate the points of entrance.

5.5.6 Energy Efficient Building Design and Layout

Reducing the demand for energy will form an integral part to the sustainable development of the Plan Lands. This should be achieved through building designs that reduce energy demand, utilise renewable forms of energy and reduce CO^2 emissions. Buildings, gardens and public spaces should also be laid out to exploit the best solar orientation and maximise passive solar heating.

Figure 5.4 Illustration of Street Hierarchy

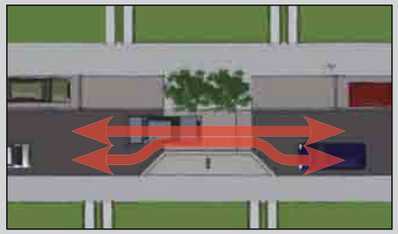


Source: Design Manual for Urban Roads and Streets (2013)

Fig. 5.5 Suggested Hard and Soft Measures for Integrated Streets

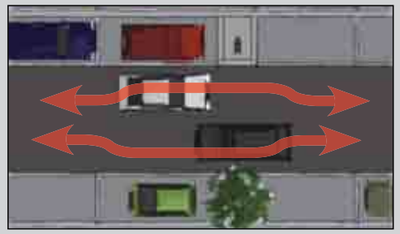
Frequent Crossing Points and Junctions (left)

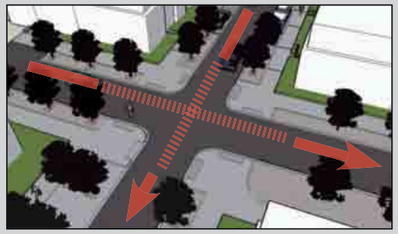
Horizontal and Vertical Deflections (right)



Narrow Carriageways (left)

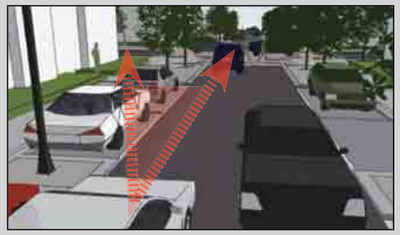
Minimising signage and road markings (right)

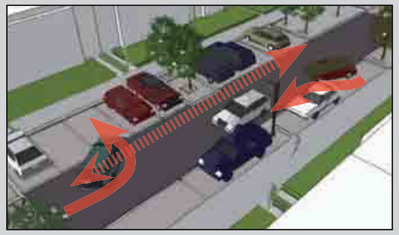




Reduced Visibility Splays (left)

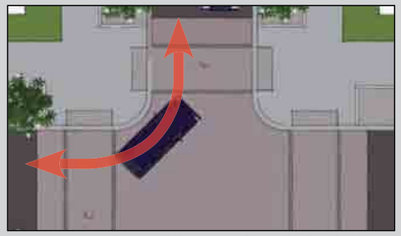
On-Street Parking (right)

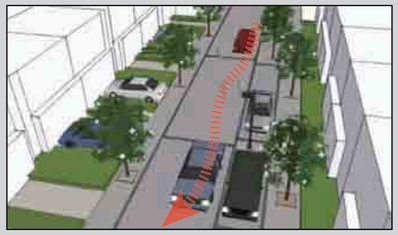




Tighter Corner Radii (left)

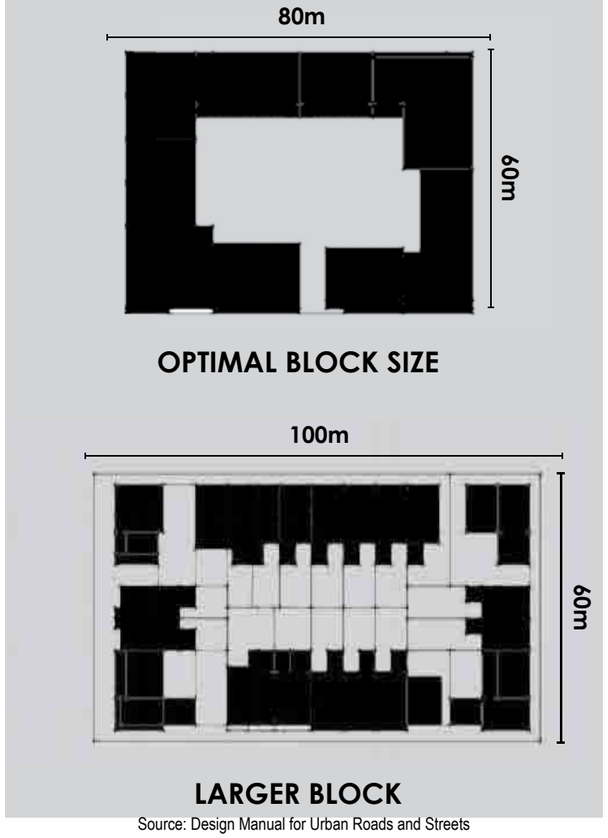
Shared Surfaces (right)





Source: Adamstown Street Design Guide

Fig. 5.6 Illustration of Optimal and Large Block Dimensions



Source: Design Manual for Urban Roads and Streets

Option B - Existing Route of 220kV Overhead Transmission Lines

Fig. 5.6 Illustrated Layout for Plan Lands (Option A - 220kV Overhead Transmission Lines Re-routed)


Note: A Part 8 permission for residential development exists around the Stocking Hill Traveller Accommodation Site. This illustrated layout suggests a revised layout. The permitted layout may also be incorporated into the development of the Plan Lands.

6.0 PHASING

6.1 Introduction

This section includes a statement on how this Local Area Plan fits into the Core Strategy of the *South Dublin County Council Development Plan, 2010 – 2016* and the provisions of the *Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022*. This is followed by a Phasing Strategy and a summary of the quantum of development foreseen under two development options.

6.2 County Settlement Strategy Context

The *Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022* forecasts that the population of South Dublin will grow to 287,241 in 2016 and to 308,467 by 2022. The housing allocation for the County is also forecast to grow to 115,373 by 2016 and 137,948 by 2022. The 2011 CSO census recorded a population of 265,205 and housing stock of 97,298 for the entire County.

Excluding existing dwellings, this Local Area Plan will provide for approximately 1,600 additional dwelling units (see Option A table) and, using the average household size for the County, an estimated additional population of approximately 4,600 people is envisaged.

6.3 Phasing Strategy

The Phasing Strategy sets out to ensure that the Plan Lands are developed to help create a sustainable community by linking residential development to the delivery of infrastructure, amenities and community facilities.

The purpose of phasing is to avoid a shortage of community facilities and amenities for residential communities and to ensure that such facilities and amenities are provided in a timely manner either prior to or in tandem with residential development rather than at the latter stages of residential development or after such development has taken place.

For the purpose of the Phasing Strategy, the Plan Lands are divided into the east and west using the Ballycullen Road as the point of division. The strategies for each of the two areas comprise three phases. Each phase specifies a quantum of residential development and prescribed key pieces of physical and social infrastructure including community facilities that must be provided prior to the next phase of development. This will help to ensure that key pieces of infrastructure are delivered in a sequential manner as development progresses.

Phase One on the eastern side of the Plan Lands largely relates to lands that are subject to extant permissions for residential development. The phasing strategy incentivises revised applications for residential development on these lands through providing for a phased roll out of community and crèche floorspace rather than requiring such floorspace to be frontloaded as per the original permission for the Stocking Wood neighbourhood/community centre.

The commencement of development within the Plan lands shall be managed through the careful consideration of planning applications. This should only allow for the permissible quantum of development under each phase to commence construction after key outcomes have generally been achieved. The key outcomes for the eastern and western sides of the Plan Lands are detailed in the 6 following tables.

6.3.1 Eastern Side of Plan Lands

PHASE ONE *	
Key Development	260 dwellings (if all permitted developments are modified in accordance with this Local Area Plan)[a]
Key Outcomes Required before Next Phase	• Knocklyon Park Extension to include link to existing parkland/playing pitches to the north-east, upgrade of roundabout junction to four arm junction and 1 x NEAP (see Appendix 2 of LAP) • Commencement of construction of a school on the designated primary school site on the eastern side of the Plan Lands OR on the designated primary school site on the western side of the Plan Lands[b] • Commencement of construction of Stocking Wood Neighbourhood and Community Centre to include at least 190 sq.m of community floorspace, at least 270 sq.m of childcare floorspace, convenience shopping (not exceeding 1,500 sq.m gross) and a bus lay-by[c]
Rationale	A substantial number of dwellings have been constructed on the eastern side of the Plan Lands with little or no public open space, local convenience shopping, bus stop facilities, community facilities, childcare facilities or play facilities. To provide primarily for the needs of existing residents, these amenities must be provided prior to or in tandem with the construction of any further housing in the area. A primary school is also required to meet the existing population needs of the Plan Lands and its surrounding suburban hinterland.

* Phase One on the eastern side of the Plan Lands relates only to development of sites that are subject to existing permissions while these permissions remain extant

PHASE TWO	
Key Development	150 dwellings
Key Outcomes Required before Next Phase	• Completion of the Neighbourhood and Community Centre to include at least 190 sq.m of community floorspace in addition to the minimum quantum set out under Phase One (at least 460 sq.m community floorspace total) and upgrade of roundabout junction to four arm junction with crossing facilties[c] • Completion and operation of a primary school on either of the two designated primary school sites within the Plan Lands[b] • Commencement of landscaping of Green Buffer with tracks and trails along southern boundary with mountains
Rationale	Further community and neighbourhood facilities will be required to meet the needs of further residents on the eastern side of the Plan Lands as they continue to develop. A school will also need to be in place.

PHASE THREE	
Key Development	Completion of balance of permissible residential development on eastern side of Plan Lands – approx. 210 dwellings
Key Outcomes Required before Next Phase	• Site made available for construction of a second primary school on the remaining designated primary school on the eastern or western side of the Plan Lands[b] • Completion of landscaping of Green Buffer with tracks and trails along southern boundary with mountains
Rationale	Two primary schools and parkland facilities will be required to meet the existing and future population needs of the Plan Lands and its surrounding suburban hinterland. Green buffers must be in place before the lands are fully developed particular the partially developed eastern side of the Plan Lands.

6.3.2 Western Side of Plan Lands

PHASE ONE	
Key Development	Option A (relocation of 220 kV lines) - 200 dwellings Option B (retention of existing 220 kv lines) – 150 dwellings
Key Outcomes Required before Next Phase	• Commencement of landscaping of Gunny Hill Park with access and playing pitches • 1 x NEAP on western side of Plan Lands (see Appendix 2 of LAP) • Commencement of construction of a school on the designated primary school site on the eastern side of the Plan Lands OR on the designated primary school site on the western side of the Plan Lands[b]
Rationale	Public open space and children's play facilities will be required to serve new housing development on the western side of the Plan Lands. A primary school is also required to meet the existing population needs of the Plan Lands and its surrounding suburban hinterland.

PHASE TWO	
Key Development	Option A (relocation of 220 kV lines) - 300 dwellings Option B (retention of existing 220 kV lines) – 220 dwellings
Key Outcomes Required before Next Phase	• Completion of landscaping of Gunny Hill Park • Completion and operation of a primary school on either of the two designated primary school sites within the Plan Lands[b] • Commencement of landscaping of Oldcourt Park with access and 1 additional NEAP for western side of Plan Lands • The provision of a minimum of 300 sq.m. of community floorspace[c]
Rationale	Public open space and children's play facilities will be required to serve new housing development on the western side of the Plan Lands.

PHASE THREE	
Key Development	Completion of balance of permissible residential development on western side of Plan Lands: Option A (relocation of 220 kV lines) – approx. 460 dwellings Option B (retention of existing 220 kV lines) – approx. 460 dwellings
Key Outcomes Required before Next Phase	• Site made available for construction of a second primary school on the remaining designated primary school on the eastern or western side of the Plan Lands [b] • Completion of Oldcourt and Gunny Hill Parks with playing pitch(es)
Rationale	Two primary schools and parkland facilities will be required to meet the existing and future population needs of the Plan Lands and its surrounding suburban hinterland.

[a] Extant Planning Permissions

It is possible that 1,180 dwellings could be built on the eastern side of the Plan Lands if all extant permission for residential development were to be fully built or completed prior to their expiration. The densities, layouts and dwelling-types of these permitted developments are not in keeping with the objectives of this plan and would require extensive engineered solutions that would not be in accordance with SUDS principles. Some of these permissions are close to expiry including the Ballycullen partnership permission, which includes for approx. 380 dwelling and is due to expire in January 2014. Furthermore, aspects of the permitted developments may no longer be viable under the current housing market and economic climate. New applications lodged for development on these sites would be looked upon favourably, provided that:

- They adhere to the density and housing mix requirements contained within the Plan
- They comply with the SUDS requirements of the Plan
- Applications for development includes for the Knocklyon Park Extension and a neighbourhood and community facility.

[b] Primary School Provision

Two primary schools sites are designated under this LAP to cater for the existing population demands of the surrounding area and the future population demands of the Plan Lands. The Phasing Strategy provides the option of constructing the first primary school on either of the two designated school sites be it on the eastern or western side of the Plan Lands. Development on the eastern and western sides of the Plan Lands shall not enter into their third phases until at least one primary school has been constructed and is fully operational.

[c] Community Floorspace

Based on Option A (see tables presented overleaf), a total of 680 sq.m of community floorspace is required to serve the existing and future population needs of the Plan Lands. This includes for at least 190 sq.m of community floorspace to serve existing dwelling on the eastern side of the Plan Lands. The required floorspace quantum is calculated at a rate of 3 sq.m per 10 dwellings. Floorspace on the eastern side of the Plan Lands shall be provided within the planned Stocking Wood Neighbourhood/Community Centre. Floorspace on the western side shall be co-located with the permitted discount foodstore.

6.4 Quantum of Development

The quantified summaries of two development options for the Plan Lands are set out in the tables that follow. The calculated quantums of development are based on applying the mid range of densities prescribed in Section 5.4 (Land Use and Density Strategy) to net development areas.

The main variables relate to net developable areas on the western side of the Plan Lands, which will be affected by the relocation (Option A) or retention (Option B) of the route of 220kV overhead electrical lines.

Each of the two options are presented with a further calculation of the extent of development that would occur if extant permissions on the eastern side of the Plan Lands were carried out as opposed to revised development proposals that would accord with the densities prescribed under this Plan.

Option A: Relocation of 220kV Electrical Lines & Development of Eastern Side of Plan Lands in Accordance with LAP

Variables	Lower Slope Lands Net Density Midpoint - 35 DPH	Mid-Slope Lands Net Density Midpoint - 25 DPH	Upper-Slope Lands Net Density Midpoint - 15 DPH	Total
Eastern Area of Plan Lands				
Net Area Ha.	7.45	9.6	7.8	
No. Of Units	260	240	120	**620**
+ Existing Dwellings				**640**
Western Area of Plan Lands				
Net Area Ha.	13.5	14.9	8.52	
No. Of Units	470	370	120	**960**
Total No. of Units				**2,220**

Development of Eastern Side of Plan Lands in Accordance with Extant Permissions

Variables	Lower Slope Lands Net Density Midpoint - 35 DPH	Mid-Slope Lands Net Density Midpoint - 25 DPH	Upper-Slope Lands Net Density Midpoint - 15 DPH	Total
Eastern Area of Plan Lands				
Net Area Ha.	0	1.74	0	
No. Of Units	0	44	0	**44**
+ Dwellings with Extant Permissions				**1,180**
+ Existing Dwellings				**640**
Western Area of Plan Lands				
Net Area Ha.	13.5	14.9	8.1	
No. Of Units	470	370	120	**960**
Total No. of Units				**2,824**

Option B: Retention of 220kV Electrical Lines & Development of Eastern Side of Plan Lands in Accordance with LAP

Variables	Lower Slope Lands Net Density Midpoint - 35 DPH	Mid-Slope Lands Net Density Midpoint - 25 DPH	Upper-Slope Lands Net Density Midpoint - 15 DPH	Total
Eastern Area of Plan Lands				
Net Area Ha.	7.45	9.6	7.8	
No. Of Units	260	240	120	**620**
+ Existing Dwellings				**640**
Western Area of Plan Lands				
Net Area Ha.	9.2	15.9	8.1	
No. Of Units	320	400	120	**840**
Total No. of Units				**2,100**

Development of Eastern Side of Plan Lands in Accordance with Extant Permissions

Variables	Lower Slope Lands Net Density Midpoint - 43 DPH	Mid-Slope Lands Net Density Midpoint - 28 DPH	Upper-Slope Lands Net Density Midpoint - 18 DPH	Total
Eastern Area of Plan Lands				
Net Area Ha.	0	1.74	0	
No. Of Units	0	35	0	**44**
+ Dwellings with Extant Permissions				**1,180**
+ Existing Dwellings				**640**
Western Area of Plan Lands				
Net Area Ha.	9.2	15.9	8.1	
No. of Units	320	400	120	**840**
Total No. of Units				**2,694**

Ballycullen-Oldcourt Draft Local Area Plan Appendix

Appendix
Ballycullen-Oldcourt
Draft Local Area Plan

APPENDIX 1: PLAN OBJECTIVES

INTRODUCTION

This Appendix includes objectives that accompany the Accessibility and Movement; Green Infrastructure; Land Use and Density; and Built Form Strategies set out in Section 5 of this LAP. The objectives are set out under corresponding headings and sub headings and should be read in conjunction with the relevant strategies.

This are followed by more detailed site specific policies that relate to strategic sites and specific objectives including the Stocking Avenue Primary School Site; Stocking Wood Neighbourhood/Community Centre & Bus Lay-by; the Discount Foodstore Site; Oldcourt School Site & Replacement Playing Pitches – Gunny Hill Park; Wetland Areas; the M50 Green Buffer & Knocklyon Park Extension; the Walled Garden; Double Hedgerow Ditches; permeability through Stocking Wood; and Park Links. The site specific policies are accompanied by extracts from the Illustrated Layout for the Plan Lands.

ACCESSIBILITY AND MOVEMENT STRATEGY

Integrated Street Network

- All development proposals that include routes for vehicular movement or sections of such routes for movement, regardless of extent, shall largely comply with the street network strategy illustrated in Figure 5.1. (Section 5.2). New streets shall follow the contours of the land in a concentric fashion in order to minimise the impact on the landscape and on natural drainage. (**Objective AM1**)
- Development shall help create and link with a curvilinear layout of streets. All development shall avail of every possibility to link and provide routes into the planned street network and provide a choice of multi-directional connections to existing and planned local facilities and services. (**Objective AM2**)

Street Hierarchy

- All development proposals that include routes for vehicular movement or sections of such routes for movement, regardless of extent, shall implement and adhere to the street hierarchy and functions detailed in Table 5.1 (Section 5.2) and the requirements of the *Design Manual for Urban Roads and Streets* (DMURS). (**Objective AM3**)
- Development proposals shall offer choices of connected routes for pedestrians, cyclists and motor vehicles and help to dissipate traffic throughout the Plan Lands especially vehicular traffic. (**Objective AM4**)
- All neighbourhoods shall be afforded direct and convenient vehicular, pedestrian and cyclist access to Main Link and Local Link Streets. Local Streets shall be safe, barrier free, overlooked by development and shall have a design speed of 30kph. (**Objective AM5**)

Pedestrian Movement, Cyclist Movement & Universal Access

- An open network of streets that provides full permeability for all users shall be implemented in the more compact areas of the Plan Lands (Lower and Mid Slope Lands) while a filtered permeability network of streets that provides good permeability for vehicles and full permeability for pedestrians and cyclists shall be implemented in the less compact areas (Upper Slope Lands). (**Objective AM6**)
- Streets shall be designed using a more integrated approach to pedestrian, cycle and vehicular movement in accordance with the requirements of the *DMURS* and the principles of universal design to include for people of all ages and abilities. Sufficient provision shall be provided for pedestrian and cyclist movement on both sides of each street (with the exception of shared surface streets) with reduced carriageway widths for vehicles. (**Objective AM7**)
- Local Streets shall be designed for speeds conducive to shared pedestrian, cycle and vehicular movement. (**Objective AM8**)
- Cycling and walking shall be encouraged within and through the Plan Lands by creating a connected network of safe and accessible pedestrian and cycle routes that serve all streets and spaces including existing streets. All neighbourhood blocks shall be afforded direct pedestrian and cyclist access to Main Link and Local Link Streets and direct or indirect routes to school and community facilities especially parks, open spaces, local shopping facilities and public transport. There shall be no barriers to pedestrian or cyclist movement between housing developments including between new and existing developments and no barriers shall be erected along streets with limited exceptions for garden boundaries. (**Objective AM9**)
- Junctions shall be designed to provide for safe and convenient pedestrian and cyclist movement in accordance with the *DMURS*. Roundabout junctions are actively discouraged. Existing roundabout junctions along Stocking Avenue and Hunters Road shall be upgraded to signalised junctions that incorporate pedestrian and cyclist crossings. Some roundabouts may be upgraded for improved pedestrian and cycle crossing movement (see Fig 5.1 and Section 5.2). The upgraded junctions should be carried out as part of adjoining development and shall be designed in accordance with the *DMURS*. (**Objective AM10**)
- All commercial, community and school development shall include for bicycle parking facilities designed in accordance with the recommendations set out in the *National Cycle Manual* (2011) and the Standards and Design Criteria section of this LAP. (**Objective AM11**)

Public Transport Accessibility

- Planning applications for residential, commercial and employment development shall provide for or integrate with direct, safe and attractive pedestrian and cycle routes to existing and planned public transport stops and termini. (**Objective AM12**)
- No barriers shall be erected along Main Link Streets and existing barriers adjacent to new development especially railings along Oldcourt Road and Stocking Avenue shall be removed for improved street frontage and access. This should be carried out as part of any development that bounds or is located adjacent to the aforementioned streets. (**Objective AM13**)

Vehicular Movement

All development within the Plan Lands shall:

- Offer choices of routes and help to dissipate vehicular traffic throughout the Plan Lands by providing for multiple vehicular routes and connections in the form of Local Link Streets and Local Streets between neighbourhood blocks and local facilities including shopping, public transport and parks. (**Objective AM14**)
- Design streets for slow vehicular speeds from the outset with designs that accord with the *DMURS* and incorporate a combination of measures including closer proximity of buildings, narrow carriageways, frequent crossing points, reduced visibility splays, on-street parking, tighter corner radii, shared surfaces and horizontal and vertical elements such as low traffic tables at junctions and pinch points. This will include a design speed of 30 – 40 kilometres per hour for Link Streets and 10 - 30 kilometres per hour for Local Streets. (**Objective AM15**)

Cul-de-sacs and Gated Estates

All development within the Plan Lands shall:

- Assess all interfaces between proposed developments, existing housing and undeveloped lands at planning application stage and ensure that all proposed development connects and integrates with the existing and planned network of streets and spaces. All developments shall seek to create permeable layouts and encourage surveillance of streets and spaces. (**Objective AM16**)
- Create open ended routes through existing and new development in a manner that ensures greater permeability and convenient pedestrian and cycle access to community facilities, schools, open spaces, local shopping, or public transport stops for future and existing residents. (**Objective AM17**)
- Upgrade existing cul-de-sacs to provide for, at a minimum, pedestrian and cyclist access. Temporary cul-de-sacs shall only be permissible between occupied housing and adjacent construction works and shall exclude turning circles, hammerhead junctions and masonry walls. The temporary nature of any such cul-de-sacs should be clearly annotated and illustrated on planning application drawings. (**Objective AM18**)

GREEN INFRASTRUCTURE STRATEGY

Sustainable Urban Drainage Systems (SUDS)

All development within the Plan Lands shall:

- Promote the sustainable collection and on-site retention of surface water for delayed discharge to the local surface water sewerage system and for use as an on-site resource and means of creating a biodiversity network that will retain and develop existing flora and fauna. (**Objective GI1**)
- Ensure that a linked SUDS network shall be implemented fully across the Plan Lands in accordance with the requirements of the *Greater Dublin Strategic Drainage Study* (2005). All proposed developments shall contribute to the achievement of this integrated network in order to reduce surface water run-off and to minimise the risk of flooding. This shall include for a series of attenuation areas (ponds, basins and reedbeds) set within parklands and wetland areas within linear green spaces. The size and depth of the proposed SUDS retention areas shall be designed in accordance with the policies of the Greater Dublin Drainage Study and the guidelines provided on the irishsuds.com website. (**Objective GI2**)
- Ensure that existing natural streams and drainage ditches shall be retained and augmented with grassed swales within a series of green corridors, wetland areas and parks to form an integral conveyance and attenuation system as part of the overall SUDS network. (**Objective GI3**)
- Ensure that SUDS elements such as swales, ponds, basins and reedbeds and other major SUDS features are planted with suitable riparian vegetation and water tolerant planting that will clean and attenuate surface water flow. (**Objective GI4**)
- Ensure that all newly created swales utilised within the SUDS network shall be of an appropriate (shallow and wide) dimension to allow for ease of maintenance, including mowing, and shall be designed in the interest of health and safety where practical. (**Objective GI5**)
- Ensure that all individual developments and associated

infrastructure, including streets and spaces, shall incorporate on-site SUDS components such as those identified in the Standards Section (Appendix 2) of this Local Area Plan. Features such as porous paviors, green roofs, rainwater recycling systems and soakaways should be utilised to intercept surface water before reaching the overall SUDS network. (**Objective GI6**)

Flood Risk Management

- All planning applications for development in areas at risk of flooding shall be accompanied by a Flood Risk Assessment carried out at the site-specific level in accordance with *The Planning System and Flood Risk Management – Guidelines for Planning Authorities* (2009). The scope of flood risk assessment should depend on the type and scale of development and the sensitivity of the area. (**Objective GI7**)

Groundwater Vulnerability and Protection

- Development proposals in the vicinity of high and extreme groundwater vulnerability areas shall be accompanied by sufficient details to protect groundwater sources from pollution during construction and development phases. These details shall be in accordance with the requirements of the *South Dublin Groundwater Protective Scheme* (Geological Survey of Ireland, 2011). (**Obj. GI8**)

Protection and Incorporation of Natural Heritage

- It is an objective of this LAP to ensure that all extensive development proposals maximise the opportunities for enhancement of existing biodiversity and are accompanied by a full ecological assessment, carried out by a suitably qualified professional, that includes measures to enhance biodiversity and avoid or minimise loss of biodiversity. (**Objective GI9**)

Biodiversity Networks – Hedgerows and Streams

It is an objective of this LAP to:

- Ensure that developments incorporate biodiversity corridors and heritage features within their designs and layouts. (**Objective GI10**)
- Create an integrated network of green corridors and wetland areas (a minimum of 15 metres wide) by way of linking, preserving and incorporating hedgerows (especially townland and parish boundaries), wildlife corridors, SUDS features and existing streams. (**Objective GI11**)
- Protect and enhance historic field, townland and parish delineations including their associated hedgerows and ditches and require all relevant planning applications to detail how such delineations will be enhanced, reinstated or incorporated. (**Objective GI12**)
- Require green corridors and wetland areas to be carefully designed to balance the protection of biodiversity together with the conveyance of water and accommodation of walking and cycling routes. (**Objective GI13**)
- Allow for limited sections of field boundaries to be carefully altered where a need has been clearly demonstrated on the basis of accessibility in terms of pedestrian and cyclist movement and the creation of successful streets and spaces. (**Objective GI14**)
- Prohibit the culverting of watercourses and require structures adjacent to watercourses to be set back a minimum distance of 10 metres from the top of the bank. These corridors shall be landscaped to aid in the absorption of storm water flows and should also accommodate tracks and trails where possible. (**Obj. GI15**)

Topography and Contours

- Buildings, streets and spaces should be designed and arranged to respond and flow with the area's contours and natural drainage features. (**Objective GI16**)
- All development including streets, buildings and spaces shall be laid out to comply with South Dublin County Council Development Plan policy on Steep Sites and shall be designed to circumvent the need for intrusive engineered solutions such as cut and filled platforms, embankments or retaining walls. (**Objective GI17**)
- Proposals for development on steep sites shall gently ascend the contours of the Plan Lands with unique design solutions such as split-level housing where multiple storey housing is permissible. (**Objective GI18**)

Protected Species

- It is an objective of this LAP to require the submission of habitat assessments to include flora and fauna studies (to include large mammal and bat surveys) as part of each relevant planning application for development and require the implementation of appropriate measures that ensure the protection of Protected Species and their habitats. (**Objective GI19**)
- Habitats and species identified as having a high or moderate local value shall be protected, retained, incorporated and provided for within developments. (**Objective GI20**)

Tracks and Trails

- Applications for development shall identify historic paths and seek to upgrade and integrate such into a permeable network of tracks and trails for pedestrians and cyclists. (**Objective GI21**)
- Upgraded and new tracks and trails should correspond with ditches, streams, surface water attenuation areas and aid in the creation of a permeable network of linked open spaces including green corridors, green buffers, neighbourhood parks, wetland areas and playing pitches. (**Objective GI22**)
- The tracks and trails network shall be developed to link with the Dublin Mountains (especially Montpellier Hill) and existing routes towards local historic landmarks and structures including the Hell Fire Club, Saint Colmcille's Well and Carthy's Castle. (**Obj. GI23**)
- Applications for development should clearly annotate and mark proposed tracks and trails and links to adjacent and surrounding lands. Conditions shall be attached to planning applications to clearly state that links to surrounding and adjoining lands shall be kept open and free from development (including barriers) and shall form part of a strategic network of pedestrian and cycle routes. (**Objective GI24**)

Historic Features and Archaeology

- Upstanding archeologically remains and local historic features such as double ditch paths, gate pillars, stone walls and stone culverts shall be protected, preserved, or enhanced by development and incorporated into streets or open spaces. (**Objective GI25**)
- Where significant archeologically features/deposits are discovered during archaeological investigations, it shall be a priority to provide for in-situ preservation especially features/deposits discovered during construction or investigation on lands to be occupied by planned open space(s). (**Objective GI26**)
- Development on lands that benefit from existing and potential views of local upstanding monuments and protected structures including the Hellfire Club, Carthy's Castle, Orlagh College and Woodtown Manor shall incorporate and enhance the views of such structures and Montpellier Hill in the form of street vistas and panoramic views across open spaces. (**Objective GI27**)

Green Buffers to Mountains and M50

- Development along and near the southern boundary of the Plan Lands shall include for a continuous and linked green buffer to the Dublin Mountains. This buffer shall include for the planting of woodlands where the buffer widens and the preservation and integration of existing hedgerows and streams. Narrowed areas of this buffer shall be no less than 15 metres in width. (**Objective GI28**)
- Development along and near the boundary with the M50 motorway shall include a green corridor and wetland area that will mitigate against noise through the planting of semi-mature trees and incorporation of soft landscaped mounding/berms. Narrowed areas of this buffer shall be no less than 20 metres in width. All planning applications for development in close proximity to the M50 should be accompanied by a report, prepared by a qualified person, detailing noise levels and mitigating measures for noise. (**Objective GI29**)

Open Space Hierarchy & Functions

- All residential development shall contribute to the creation of the planned network and hierarchy of open spaces. (**Objective GI30**)
- Public open space shall be provided at a minimum rate of 20% of development sites on the Lower Slope and Mid Slope Lands and 30% on the Upper Slope Lands. With the exception of lands located within the wayleave of 110kV and 220 kV overhead transmission lines, only public open spaces that fall within the hierarchy of spaces and functions detailed in Table 5.3 (Section 5.2) shall be included in the calculation of public open space. (**Objective GI31**)
- Neighbourhood Parks shall be designed to operate as passive and active amenity spaces with extensive SUDS attenuating and storage features (ponds, basins, reed beds etc) that will act as landscape features and link with an overall SUDS network for the Plan Lands. (**Objective GI32**)
- Residual, narrow and incidental areas of open space with no role or function shall not be included in the calculation of open space provision. (**Objective GI33**)
- Play facilities shall be provided at a rate of 3 sq.m per dwelling and in accordance with *Planning Guidance on Provision of Children's Play Facilities in New Developments* (2007) and the Standards section of this LAP (Appendix 2). (**Objective GI34**)

LAND USE AND DENSITY STRATEGY

Residential Development Options & Density

- The density of development shall accord with that indicated under Table 5.4 and Figure 5.3 of this Local Area Plan (Section 5.4). The extent and density of development indicated for Options A and B on Figure 5.3 shall only be permissible where development is generally carried out in accordance with this LAP and, in the case of Option A, existing 220kV overhead electrical transmission lines are rerouted to coincide with the wayleaves of existing watermains.(**Obj. LUD1**)
- The density of development permissible on sites that are subject to extant permissions should be amended in accordance with this Local Area Plan. Extensions of duration of permission should only be granted where development granted prior to the adoption of this Plan accords with this Local Area Plan's Density Strategy. (**Objective LUD2**)

Dwelling Mix
- The permissible dwelling mix shall yield 90% or more houses. Apartment and duplex units are not permissible on the Upper Slopes of the Plan Lands. Extensions of duration of permission should only be granted where development granted prior to the adoption of this Plan accords with this objective. (**Objective LUD3**)
- A mix of house types and quality designs that will help aid legibility and way-finding is encouraged across the Plan Lands. (**Objective LUD4**)

Lower Slope Lands
- Residential development within the Lower Slope Lands shall consist of medium to low density (32 – 38 dwellings per Ha./13 – 15 per acre) terraced and semi-detached housing. New development adjacent to existing housing shall be designed sensitively to protect existing residential amenity. (**Objective LUD5**)

Mid Slope Lands
- Residential development within the Mid Slope Lands shall consist of low density (22 – 28 dwellings per Ha./9 – 11 per acre) development comprising semi-detached and terraced housing of no more than 2 storeys. Additional split level floors may be acceptable where they are justified on the basis of topography, are sensitively incorporated into the slope of the lands and do not increase the height of dwellings from street level to more than 2 storeys. (**Objective LUD6**)

Upper Slope Lands
- Residential development within the Upper Slope Lands shall consist of very low density (12 – 18 dwellings per Ha./5 – 7 per acre) development comprising single storey detached and semi-detached housing. Additional split level floors may be acceptable where they are justified on the basis of topography, are sensitively incorporated into the slope of the lands and do not increase the height of dwellings to more than 1 storey from street level and by no more than 2 storeys from the side and rear. Dormer window structures shall only be permissible for single storey dwellings and must be within the structure of the main roof, below its ridge level and above its eaves line (at least approx. 3 tile courses). Densities adjacent to the green buffer along the southern fringe should be provided at the lower end of the scale (approx. 12 dwellings per hectares). (**Objective LUD7**)

Local Shopping & Community Facilities
- All residential development shall provide community floorspace at a rate of 3 sq.m per 10 dwellings (excluding childcare floorspace). Such floorspace shall be grouped in community facilities and shall be located close to or within local shopping facilities/centres within the Plan Lands. (**Objective LUD8**)
- The primary locations for community floorspace shall include the Discount Foodstore site zoned Objective 'LC' on the western side of the Plan Lands and the site of the previously permitted Neighbourhood/Community Centre (Reg. Ref. SD05A/1014) on the eastern side. (**Objective LUD9**)
- All service and retail developments shall comply with the *Retail Planning Guidelines for Planning Authorities* (2012) and the accompanying *Retail Design Manual* (2012) particularly in terms of scale, location and design. Such development shall comply with the Design Manual's Key Principles on Urban Design and the standards set out in Appendix 2 of this LAP. (**Objective LUD10**)

School Provision
- Planning applications for 100 or more dwellings shall be accompanied by a report identifying the demand for school places likely to be generated by the proposal and the capacity of schools in the vicinity to cater for such demand. (**Objective LUD11**)
- Each of the two primary school sites designated under this LAP shall measure at least 1.8 hectares and shall each be set aside for the development of a primary school. (**Objective LUD12**)
- All school and childcare development on the Plan Lands shall include for safe queuing and drop-off facilities for vehicles, which should be located to the side of buildings to allow for good street frontage. (**Objective LUD13**)

BUILT FORM & DESIGN STRATEGY
Block Form, Size & Urban Grain
- Development shall be arranged into a series of perimeter blocks that present strong building frontages to surrounding streets especially at street corners with rear gardens enclosed within each residential block to the rear and parking/service areas enclosed to the side and/or rear of commercial, community and school developments. Rear gardens, blank facades and service areas shall not interface with any streets or spaces. (**Objective BF1**)
- Block lengths within the Lower Slope Lands should be no more than 80 metres. Plot widths for dwellings in this area should vary between 5 metres and 9 metres and dwellings depths should be no more than 10 metres. (**Objective BF2**)
- Block lengths within the Mid Slope Lands should be no more than 100 metres and no more than 120 metres within the Upper Slope Lands. (**Objective BF3**)
- For commercial/local shopping developments, building depths should be no more than 20 metres and plots that are wider than 9 metres shall be vertically articulated with multiple entrances, good shopfront design and division. Perimeter shop units should be arranged to avoid long monotonous street frontages. (**Objective BF4**)
- All development including streets, buildings and spaces shall be laid out to comply with South Dublin County Council Development Plan policy on steep sites and shall be designed to circumvent the need for retaining walls and significant alterations to topography such as the cutting and filling of platforms in the landscape. (**Objective BF5**)

Street Frontages
- Residential development within the Lower Slope Lands and all community, retail and school development shall present strong building frontages located close to street edges with a fine urban grain and on-street parking. Dwellings within the Mid Slope lands shall have a mixture of strong and set-back built frontages with on-street and in-curtilage parking. Dwellings on the Upper Slopes shall have softer frontages set back from the street edge behind planted front gardens that incorporate in-curtilage parking. (**Objective BF6**)

Building Design and Heights
- Views of the Dublin Mountains (including Montpelier Hill and the Bohernabreena Valley) and historic buildings and monuments (including the Hell Fire Club, Carthy's Castle, Orlagh College and Woodtown Manor) shall be enhanced and preserved by development as much as possible. This should be achieved through the carefully considered and sensitive arrangement of streets, spaces and buildings in a manner that preserves and creates vistas and views of these landmark and landscape elements. (**Objective BF7**)
- Development shall be no more than one storey in height at street level on the Upper Slope Lands, no more than two storeys in height at street level on the Mid Slope Lands and no more than three storeys in height on the Lower Slope Lands. New dwellings backing onto or adjacent to existing single storey dwellings should be no more than two storeys in height. (**Objective BF8**)
- A variety of dwelling designs shall be incorporated throughout the Plan Lands and particularly within individual developments of more than 5 dwellings subject to the use of a limited palette of materials. Dwellings on corners shall be designed to overlook and address streets and spaces. (**Objective BF9**)

Street Design
It is an objective of this Local Area Plan that:
- All streets are designed in accordance with the street hierarchy and design speeds set out in the Accessibility and Movement Strategy of this Plan (Section 5.2) together with the street design requirements set out in the *DMURS* including those that relate to movement, place and speed; streetscape; pedestrian and cyclist environment; and carriageway conditions. (**Objective BF10**)
- The width of vehicular carriageways and footpaths shall comply with Table 5.6 (Section 5.5) and shall relate to the appropriate design speed, user needs, context and function of each street. **Objective BF11**)
- Wide pedestrian paths and crossings together with carefully considered cycle lanes/tracks shall be integrated into the design of all streets with the exception of fully integrated shared surface streets. Vehicular crossovers shall be designed to clearly indicate that pedestrians and cyclists have priority over vehicles. (**Objective BF12**)
- Transition zones and gateways shall also be utilised to slow vehicles entering the Plan Lands from rural roads including at the western end of the planned Main Link Road with the Bohernabreena Road. These transition zones and gateways should include for narrowed carriageways, enclosure with street trees and changes to carriageway surface materials. (**Objective BF13**)

Energy Efficient Building Design and Layout
- All development should comply with *Quality Housing for Sustainable Communities* (2007) and S*ustainable Residential Development in Urban Areas* (2009) with regards to sustainability, energy efficiency and orientation of development. (**Objective BF14**)
- New housing schemes should be designed in accordance with passive solar design principles as set out under the *Urban Design Manual* (2009) and the Standards Section of this LAP (Appendix 2). The orientation of dwellings and internal layouts should therefore be arranged to maximise solar gain but in a balanced manner that does not significantly impact on the topography of the Plan Lands, conflict with Sustainable Urban Drainage Systems or significantly impinge on the successful creation of streetscapes in terms of good street frontage and passive surveillance. (**Objective BF15**)

SITE SPECIFIC OBJECTIVES

Stocking Avenue Primary School Site

- A primary school site of at least 1.8 hectares shall be reserved on the western side of the Stocking Wood development in accordance with that designated under the *South Dublin County Council Development Plan, 2010 - 2016*. (**Objective SSP1**)
- Any open green spaces and playing pitches developed as part of the primary school shall link with and integrate with the open space and sustainable urban drainage network planned under the Green Infrastructure Strategy (Section 5.3). (**Objective SSP2**)
- The double ditch and associated open stream on the eastern side of the primary school site shall be protected and enhanced as part of any development. (**Objective SSP3**)
- Surface water on the primary school site shall be intercepted by on-site SUDS features (i.e. green roofs, rainwater harvesters, soakaways and porous grass paviors for parking) and any run-off shall be discharged to the overall planned SUDS network. (**Objective SSP4**)
- Development of the primary school site shall address Stocking Avenue to the north with relatively strong and continuous built frontage. Staff parking and drop-off facilities shall be located to the side (west) and/or rear (south) of the main primary school building. (**Objective SSP5**)
- Pedestrian and cyclist access to any primary school development shall link with the pedestrian and cycle network planned under the Accessibility & Movement Strategy (Section 5.2) with access provided from Stocking Avenue and at least one more entrance along the western and/or southern sides of the primary school site. (**Objective SSP6**)
- In the interest of pedestrian and cyclist safety and movement, development of the school site shall include for the upgrade of the existing adjacent roundabout junction on Stocking Avenue to a four arm junction with pedestrian and cyclist crossing facilities. (**Objective SSP7**)

Stocking Wood Neighbourhood/Community Centre & Bus Lay-by

- Development of the Stocking Wood Lands (subject to planning permission SD05A/1014) shall include for a neighbourhood and community centre similar to that previously permitted. This shall provide for at least 460 sq.m of community floorspace (as part of the community floorspace requirement for the Plan Lands - see Section 5.4) and the required quantum of childcare floorspace for existing and proposed housing. Convenience shopping floorspace shall not exceed 1,500 sq.m (gross). (**Objective SSP8**)
- The Stocking Wood Neighbourhood and Community Centre shall include an element of street frontage and on-street parking including any necessary traffic calming features, which shall correspond with the requirements of the DMURS. (**Objective SSP9**)
- Ditches and associated open streams that abut or traverse the site of the Neighbourhood and Community Centre shall be protected and enhanced. (**Objective SSP10**)
- Surface water on the Neighbourhood and Community Centre site shall be intercepted by on-site SUDS features (i.e. green roofs, rainwater harvesters, soakaways and porous grass paviors for parking) and any run-off shall be discharged to the planned overall SUDS network. (**Objective SSP11**)
- The Stocking Wood Neighbourhood Centre shall include for a bus lay-by or bay (designed in consultation with Dublin Bus) that will allow for the temporary parking of more than one bus at a time. (**Objective SSP12**)
- In the interest of pedestrian and cyclist safety and movement, development of the Neighbourhood/Community Centre site shall include for the upgrade of the existing adjacent roundabout junction on Stocking Avenue to a four arm junction with pedestrian and cyclist crossing facilities. (**Objective SSP13**)

Oldcourt School Site & Replacement Playing Pitches – Gunny Hill Park

- No residential development shall commence on the lands that currently accommodate the existing GAA playing pitches, off Oldcourt Road, until such time as a site for replacement playing pitches have been provided on the Plan Lands. The 'Objective B' zoned lands to the south-east (between Gunny Hill and Oldcourt Lane) are designated under this LAP for such a facility, which should be shared with the adjacent designated school site. Playing facilities on these lands shall exclude floodlighting and include for the protection and augmentation of hedgerows. (**Objective SSP14**)
- A primary school site of at least 1.8 hectares shall also be reserved on the 'Objective B' zoned lands located within the Plan Lands between Gunny Hill and Oldcourt Lane. (**Objective SSP15**)
- Playing pitches and any open green spaces developed as part of the primary school site shall link with and integrate with the open space and sustainable urban drainage network detailed under the Green Infrastructure Strategy (Section 5.3). (**Objective SSP16**)
- Surface water on the primary school site shall be intercepted by on-site SUDS features (i.e. green roofs, rainwater harvesters, soakaways and porous grass paviors for parking) and any run-off shall be discharged to the SUDS network envisaged for the Plan Lands. (**Objective SSP17**)
- Pedestrian and cyclist access to any primary school development shall link with the pedestrian and cycle network detailed under the Accessibility & Movement Strategy (Section 5.2) (**Objective SSP18**)
- The triangular field and its hedgerow boundaries located at the south-west corner of the planned Gunny Hill Park shall be retained as a buffer between the Oldcourt Lane and the planned sports pitches and school as a biodiversity feature. (**Objective SSP19**)

Stocking Avenue Primary School Site

Stocking Wood Neighbourhood/Community Centre

Oldcourt School Site & Gunny Hill Park Playing Pitches

Discount Foodstore Site & Community Floorspace

- The Discount Foodstore Site shall provide the primary location for community floorspace that will serve housing on the western side of the Plan Lands in accordance with the requirements of Section 5.4 of this Local Area Plan. (**Objective SSP20**)
- Any further applications for development on the Discount Foodstore/ Local Centre Site, including the area reserved for 4 retail units, shall address and front surrounding streets in accordance with the Key Principles on Urban Design set out under the *Retail Design Manual* (2012). (**Objective SSP21**)
- Any revised development proposals on the Discount Foodstore Site shall be sensitively designed to respond to and incorporate the site's steep topography and elements of heritage value such as the existing hedgerow and any remnants of the former Oldcourt House. Such development shall also incorporate extensive SUDS components. (**Objective SSP22**)
- Extensions of duration of permission on the Discount Foodstore Site shall only be granted for development that complies with the *Retail Design Manual* (2012) and all relevant policies and standards contained in this LAP. (**Objective SSP23**)

ESB Wayleave Wetland & Oldcourt Park

The planned Wetland Area on the western side of the Plan Lands shall:

- Correspond with and follow the diverted (Option A) or existing (Option B) route of the overhead electrical 220kV transmission lines. This wetland area shall be designed to intercept and attenuate surface water emanating from the three drainage ditch systems to the south in addition to any surface water generated from new development for slow release to the surface water sewerage system downstream of the Plan Lands. (**Objective SSP24**)
- Retain the existing historic granite gate piers and granite culvert at its western end (eastern side of existing small triangular field – see Photo 3.1 in Section 3) as local features for incorporation into the network of spaces and tracks and trails for the Plan Lands. (**Objective SSP25**)
- Incorporate tracks and trails that will link the Wetland Area to other open spaces including the planned Oldcourt Park to the east, the Green Corridor and Dublin Mountains to the south and the Oldcourt Stream and tributaries to the north. (**Objective SSP26**)

M50 Green Buffer & Knocklyon Park Extension

The planned Green Buffer located along the boundary of the M50 shall:

- Incorporate a wetland area designed to intercept and attenuate water from the Woodstown Stream tributaries and associated ditch systems to the south in addition to any surface water generated by new development prior to its slow release to the downstream surface water sewerage system. (**Objective SSP27**)
- Include for the enlargement of the existing ditch along the northern boundary with Knocklyon Park to increase its capacity and create a water basin on the western side of the culverted point of confluence between both arms of the Woodtown Stream. (**Objective SSP28**)
- Incorporate tracks and trails that will link the green buffer/wetland area with Knocklyon Park to the north-west and the Walled Garden to the east. (**Objective SSP29**)
- Incorporate soft landscaped mounding/berms that are suitably designed to absorb and mitigate against excessive noise from the M50 motorway. (**Objective SSP30**)
- Development of the Knocklyon Park extension shall include for the upgrade of the existing adjacent roundabout junction on Stocking Avenue to a four arm junction with pedestrian and cyclist crossing facilities. (**Objective SSP31**)

Discount Foodstore Site with Community Facility

ESB Wayleave Wetland & Oldcourt Park (Option A)

M50 Green Buffer & Knocklyon Park Extension

Walled Garden

- Development of the lands surrounding the Traveller Accommodation site at the eastern end of the Plan Lands shall include for the incorporation and development of the existing walled garden (formerly of Airpark House) as a local landscape feature set amongst open space. This garden should act as a focal point for tracks and trails and include for the retention of old stone walls and mature trees with the incorporation of footpaths, cycle paths, open space(s), seating and lighting. (**Objective SSP32**)
- Development of the walled garden shall include for well lit through routes and spaces that provide for passive surveillance into and out of the walled garden. A hedgerow and tree survey should be included with any application for development together with a structural survey, which shall identify mature trees and sections of wall for retention. (**Objective SSP33**)
- Applications for development of the walled garden shall be accompanied by a habitat assessment to include a flora and fauna study. Proposals shall avoid the loss of habitats and/or species of high or moderate local value. (**Objective SSP34**)

Note: A Part 8 permission for residential development exists around the Stocking Hill Traveller Accommodation Site. The illustrated layouts included within this LAP (including the diagram below) suggest a revised layout. The permitted layout may also be incorporated into the development of the Plan Lands.

Stocking Wood Permeability

- It is an objective of this Local Area Plan to require a through street to be created between Stocking Wood Drive and lands zoned for residential development to the south (in accordance with extant permissions) as part of the development of said lands. This local access street should be carefully designed with emphasis on pedestrian movement, activity and good place making. (**Objective SSP35**)

Double Hedgerow Ditches

- Both of the historic double hedgerow ditches that are located on either side of the first phase of the Stocking Wood Development and correspond with the Woodstown Stream Tributaries shall be sensitively developed for pedestrian permeability. This should comprise a well lit and narrow central pedestrian route(s) of porous light weight material that minimises damage to trees and hedgerows. (**Objective SSP36**)
- Applications for development of the double ditches or adjacent to the double ditches shall be accompanied by a habitat assessment to include a flora and fauna study and hedgerow and tree survey. Proposals shall avoid the loss of habitats and/or species of high or moderate local value. (**Objective SSP37**)

Open Space Links between Eastern Landscape Buffer and Gunny Hill Park

- Development of the Plan Lands shall include for a pedestrian link between the planned southern landscape buffer on the eastern side of the Plan Lands and the planned Gunny Hill Park. This should be provided via Hunters Meadow in the form of a permeability project or alternatively via Ballycullen and Gunny Hill Road in the form of a footpath. In order to protect roadside hedgerows, the latter option would require reduced carriageway widths and a possible revised one way traffic arrangement that would allow for contra flow cyclist movement. **(Objective SSP38)**
- Any revised applications for development on the lands zoned for residential development along the northern boundary of the land zoned Objective 'F' 'To Preserve and Provide for Open space and Recreational Amenities', located in proximity to St Colmcille's Well (i.e. lands subject to SD06A/0238 and SD07A/1035) shall include for residential frontage onto the zoned open space and/or include for open ended and well lit pedestrian links into this space. All such development shall be sensitive to the conservation and integration of the old townland/parish hedgerow boundaries in the area. (**Objective SSP39**)

Walled Garden

Double Hedgerow Ditches

Links between Eastern Landscape Buffer and Gunny Hill Park

APPENDIX 2: STANDARDS AND DESIGN CRITERIA

Introduction

This section of the Local Area Plan sets out qualitative and quantitative standard including urban design criteria for important aspects of development. These detailed requirements should be used to further inform the Plan's rationale, strategic frameworks and site specific policy.

It is an objective of this Local Area Plan that:

- All development is designed in accordance with the qualitative and quantitative standards including urban design criteria set out under this Local Area Plan. (**Objective SDC1**)

Technical standards have been drawn from various sources including Ministerial Guidelines, the South Dublin County Council Development Plan and local plans recently adopted by South Dublin County Council including the *Clonburris SDZ Planning Scheme & Local Area Plan* (2009) and the *Newcastle Local Area Plan* (2012).

Urban Design Criteria

The *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas* (2009) and the accompanying *Urban Design Manual* (2009) provide a framework of criteria for the appraisal of applications for residential development. A similar framework is set out for retail development under the *Retail Planning Guidelines for Planning Authorities* (2012) and the accompanying *Retail Design Manual* (2012).

All residential development and retail development shall be designed in accordance with the design principles set out under the said guidelines and accompanying manuals. Further to the recommendations of both sets of guidelines, permission should only be granted for development where its design is of good quality and would not result in a sub-standard housing or retail environment.

Fig. 7.1 Design Principles for Residential Development

01 CONTEXT
How does the development respond to its surroundings?

- The development seems to have evolved naturally as part of its surroundings
- Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users
- Form, architecture and landscaping have been informed by the development's place and time
- The development positively contributes to the character and identity of the neighbourhood
- Appropriate responses are made to the nature of specific boundary conditions

02 CONNECTIONS
How well connected is the new neighbourhood?

- There are attractive routes in and out for pedestrians and cyclists
- The development is located in or close to a mixed-use centre
- The development's layout makes it easy for a bus to serve the scheme
- The layout links to existing movement routes and the places people will want to get to
- Appropriate density, dependent on location, helps support efficient public transport

03 INCLUSIVITY
How easily can people use and access the development?

- New homes meet the aspirations of a range of people and households
- Design and layout enable easy access by all
- There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly
- Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.
- New buildings present a positive aspect to passers by, avoiding unnecessary physical and visual barriers

04 VARIETY
How does the development promote a good mix of activities?

- Activities generated by the development contribute to the quality of life in its locality
- Uses that attract the most people are in the most accessible places
- Neighbouring uses and activities are compatible with each other
- Housing types and tenure add to the choice available in the area
- Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood

05 EFFICIENCY
How does the development make appropriate use of resources, including land?

- The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design
- Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems
- Buildings, gardens and public spaces are laid out to exploit the best solar orientation
- The scheme brings a redundant building or derelict site back into productive use
- Appropriate recycling facilities are provided

06 DISTINCTIVENESS
How do the proposals create a sense of place?

- The place has recognisable features so that people can describe where they live and form an emotional attachment to the place
- The scheme is a positive addition to the identity of the locality
- The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout
- The proposal successfully exploits views into and out of the site
- There is a discernable focal point to the scheme, or the proposals reinforce the role of an existing centre

07 LAYOUT
How does the proposal create people friendly streets and spaces?

- Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.
- The layout focuses activity on the streets by creating active frontages with front doors directly serving the street
- The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers
- Traffic speeds are controlled by design and layout rather than by speed humps
- Block layout places some public spaces in front of building lines as squares or greens, and some semi private space to the back as communal courts

08 PUBLIC REALM
How safe, secure and enjoyable are the public areas?

- All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use
- The public realm is considered as a usable integrated element in the design of the development
- Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighborhood
- There is a clear definition between public, semi private, and private space
- Roads and parking areas are considered as an integral landscaped element in the design of the public realm.

09 ADAPTABILITY
How will the buildings cope with change?

- Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation
- The homes are energy-efficient and equipped for challenges anticipated from a changing climate
- Homes can be extended without ruining the character of the types, layout and outdoor space
- The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office
- Space in the roof or garage can be easily converted into living accommodation

10 PRIVACY AND AMENITY
How does the scheme provide a decent standard of amenity?

- Each home has access to an area of useable private outdoor space
- The design maximises the number of homes enjoying dual aspect
- Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout
- Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.
- The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.

11 PARKING
How will the parking be secure and attractive?

- Appropriate car parking is on-street or within easy reach of the home's front door.
- Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.
- Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces
- Materials used for parking areas are of similar quality to the rest of the development
- Adequate secure facilities are provided for bicycle storage

12 DETAILED DESIGN
How well thought through is the building and landscape design?

- The materials and external design make a positive contribution to the locality
- The landscape design facilitates the use of the public spaces from the outset
- Design of the buildings and public space will facilitate easy and regular maintenance
- Open car parking areas are considered as an integral element within the public realm design and are treated accordingly
- Care has been taken over the siting of flues, vents and bin stores

Source: Urban Design Manual - A Best Practice Guide (2009)

Street Design
All streets shall be designed as self regulating integrated spaces and in accordance with the recommendations and requirements of the *Design Manual for Urban Roads and Streets*, the *National Cycle Manual* (2011) and *Smarter Travel* (2009). Some crucial specifications included under these documents are set out under the relevant headings below.

Self Regulating Streets & Traffic Calming
Self regulating streets shall be designed to slow traffic throughout the Plan Lands as an alternative to physically intrusive measures. This should be achieved in a design-led manner to include a combination of the following features:

- continuity and enclosure of streets,
- active ground floor uses,
- pedestrian activity,
- narrow carriageways,
- frequent crossing points,
- minimising signage and road markings,
- reducing visibility splays,
- provision of on-street parking,
- tighter corner radii,
- shared surfaces.

Horizontal and Vertical Deflections
Less aggressive features in the form of horizontal and vertical deflections such as junction offsets, raised tables and changes to kerb lines can be used as supplementary measures to calm traffic.

Raised tables or platforms may be placed strategically throughout a street network to promote lower design speeds, slow turning vehicles at junctions and enable pedestrians to cross at grade.

Horizontal deflections can be used to discourage through traffic especially along Local Streets. Deflections can be created by varying the kerb line/street alignment causing the carriageway to broaden and narrow and/or creating a series of directional adjustments. Car parking may also be used to similar effect. Other methods include off-setting junctions.

Singular treatments can include pinch-points that narrow the width of the carriageway over a short section of streets. These can be used in combination with raised tables at key locations on Local Streets.

Materials and Finishes for Streets
The application of material and finishes to streets and spaces across the Plan Lands should be sourced from a limited palette in order to promote visual cohesion. A hierarchical approach should be adopted in terms of the application of materials by altering the palette according to hierarchy and/or importance of place.

The use of standard materials, such as asphalt/macadam is acceptable on most streets with moderate design speeds. Where lower design speeds (i.e. 30 km/h or less) are desirable, then changes in the colour and/or texture of the carriageway should be considered, either intermittently (30km/h) or for full street lengths (below 30 km/h).

Contrasting materials and textures should be used to inform pedestrians of changes to the function of space and guide the visually impaired.

Shared streets should be designed to ensure that drivers recognise that they are in a shared space and react by driving slowly. Such spaces should be designed to indicate that the carriageway is an extension of the pedestrian domain. Raised kerb lines should be avoided. Any kerb lines should be fully embedded within the street surface. To assist navigation by visually impaired users, sections of tactile paving should be used to direct movement. Pedestrian only spaces and verges should also be delineated.

Pedestrian and Cyclist Crossings/Crossovers
Streets shall be designed to provide for convenient pedestrian and cycle movement as follows:

- Vehicular crossovers and crossings shall clearly indicate that pedestrians and cyclists have priority over vehicles. Footpaths and cycle tracks should continue at the same level across streets and entrances as raised table footways with a surface finish and texture that contrasts with the vehicular carriageway and helps to guide the visually impaired.
- Crossing facilities should correspond with desire lines and should be provided at mid-block locations and at junctions including across each arm of a junction. Signalised crossings should be provided on busy Link Streets. Zebra crossings should be provided on quieter Local Link Streets. Local Streets generally do not require crossings but zebra or courtesy (change in materials and/or vertical deflection) crossings should be considered around focal points and junctions.
- All crossings shall allow pedestrians and cyclists to cross the street in a single or direct movement (single phase crossing) and, where appropriate, should cater for the visually impaired. This shall ensure that pedestrians and cyclists can cross streets without having to stop halfway on a central traffic island for passing traffic. The use of pedestrian guardrails shall be avoided.
- The minimum width of all pedestrian crossings shall be 2 metres. Reduced kerb radii should be used at junctions in order to reduce crossing distances and slow vehicles.
- Guardrails shall not be used as a means for directing and/or shepherding pedestrians.

Traffic Noise
Softer measures of reducing the impact of traffic noise on residential amenity shall be implemented rather than measures that detract from the quality of streetscapes such as noise barriers and wide building setbacks. Examples of measures that can be implemented include:
- Reducing design speeds along streets,
- Dispersal of traffic amongst a permeable network of streets,
- Frequent planting of street trees to include large canopy trees along moderate speed streets,
- Use of noise absorbing construction materials on carriageway surfaces,
- The location of uses that are less noise sensitive such as commercial, community and school uses adjacent to moderate speed streets in a manner that will shield residential buildings.

More strategic measures to mitigate against the impact of noise from the M50 on residential zoned land are set out in Section 5.3 and Appendix 1 of this LAP.

Cycle Facilities
Cycle facilities should be integrated carefully into the design of streets in accordance with the *National Cycle Manual* (2011).

On moderate speed streets such as Local Link Streets, cycle routes should be provided in the form of cycle lanes/cycle tracks. In order to avoid conflicts between pedestrian and cycle movement, pedestrian paths and cycle lanes/tracks should be segregated horizontally and/or vertically through kerb lines and differing surface finishes. Where on-street parking is provided a verge/buffer should be provided between the cycle track and parking to protect cyclists from opening doors and obstruction from vehicles. On lightly trafficked/low speed routes such as Local Streets, shared streets where cyclists and motor vehicles share the carriageway are recommended.

Local Link Street with On-Street Parking & Raised Junction

Local Street with Shared Surface

To promote cycling as a viable mode of transport, safe, secure and sheltered cycle parking should be provided at public transport stops and at commercial, school and community buildings and other shared spaces including parks. Such parking should be located in conspicuous locations and close to the entrances of buildings and spaces that they serve but not at the expense of interrupting pedestrian and cycle movement. Cycle parking should also benefit from passive surveillance and should be of a high quality design and finish that contribute to their streetscape and/or parkland setting. Cycle parking should be provided at the rate detailed in the table below.

Bicycle Parking Standards

Development	Bicycle Parking
Residential Units	1 space per dwelling
Retail	1 space per 100 sq.m. gross floor area
Primary School	1 space per 10 pupils
Neighbourhood Parks	1 space per 0.2 hectares
Crèches	1 space per 100 sq.m gross floor area
Community Centre	1 space per 30 sq.m gross floor area

Car Parking
The quantum of car parking shall be provided in line with the standards set out under the *South Dublin County Council Development Plan, 2010 – 2016* or any superseding County Development Plan.

On-street parking spaces should only be provided on the Lower and Mid Slope Lands. All parking on the Upper Slope Lands shall be provided in-curtilage only with elements of such parking permissible on the Mid Slope Lands. Parking along Main Link Streets and Local Link Streets on the Lower Slope Lands should be provided in a series of bays that are parallel to the vehicular carriageway. Perpendicular or angled spaces may be provided on Local Streets and should generally be restricted to one side of the street to ensure that it does not dominate the streetscape. On-street visitor parking may be provided along Main Link and Local Link Streets on the Mid Slope Lands.

Where on street parking is provided, spaces should not be allocated to individual dwellings in order to allow for more efficient turnover of spaces. To reduce visual impact, parking should be considered as part of the public realm and well landscaped with surface finishes that differ from the carriageway. The number per bay should generally be limited to three parallel spaces and six perpendicular spaces. Each parking space should be finished so that it is clearly distinguishable from the main carriageway. Horizontal deflections may be produced by switching the location of parking bays from one side of the street to the other. All on-street parking should be located close to dwellings and should be overlooked by dwellings.

Kerb build-outs, or similar treatments, should be provided to separate each bank of parking to allow for the planting of street trees and provision of street furniture. Kerb build-outs should also be provided on the approach to junctions to reduce corner radii.

A range of less formal or alternative parking arrangements on Local Streets on the Lower and Mid Slope Lands may be used to create more intimate spaces, reduce the amount of line marking/constructed elements and reinforce low speed environments.

Designers should refer to the *Design Manual for Urban Roads* and Streets for more detailed parking specifications.

Street Trees
Street trees are an integral part of street design and contribute to (inter alia) the sense of enclosure and can act as a buffer to traffic noise/ pollution and also calm traffic. The planting of trees should therefore be considered as an integral part of street design. The size of tree species should be proportionate to the width of the street reserve.

Larger species with a large canopy spread should be utilised on the Mid Slope and Upper Slope lands to enhance the character and setting of the rural fringe and Dublin Mountains. Larger species should also be planted along wider Link Streets on the Lower Slope Lands. Species with a smaller canopy spread will be best suited to the Lower Slope Lands along Local Streets and where buildings are located in close proximity to the street edge.

Trees should be planted at intervals of at least 14-20 metres on the Lower Slope Lands with shorter intervals between tree planting on the Mid and Upper Slope Lands. Where gaps in hedgerows occur, semi-mature trees should be planted.

Street Furniture & Lighting
Street furniture includes public art, lighting, seating, bins and cycle parking. The provision of street furniture must be carefully considered as part of the overall design of a street. Items should be selected from a limited and high quality palette.

Street furniture including lighting should be located within designated zones such as verges and/or within build-outs that separate on-street parking. To reduce street clutter, lighting should be combined with other installations where practical including traffic signal heads, bus stop signs, small traffic signs and street bins.

Lighting should be designed to ensure that vehicular carriageways and pedestrian/cycle paths are sufficiently illuminated. Lights should be designed and positioned to avoid light spill on windows to dwellings particularly upstairs windows. Lights should also be positioned to ensure that they do not conflict with tree canopies.

Due regard should be had to the impact of lighting on foraging routes for bats and bat roosts in particular. Planning applications for development in the vicinity of bat roosts and flight and feeding paths shall be accompanied by a specialised lighting strategy and design details that demonstrate mitigation measures against impacts on bat species.

Design of Local Shopping Facilities
The design and layout of retail development on the Plan Lands shall respond to and enrich the character and setting of the area.

Further to the recommendations of the *Retail Planning Guidelines for Planning Authorities* (2012) and the accompanying *Retail Design Manual* (2012), the County Development Plan and the *DMURS*, the following shall apply to all retail development on the Plan Lands:

Key Principles of Urban Design for Retail Development

1. DESIGN QUALITY	Design quality contributing to making places that are attractive, inclusive, durable and adaptable places to live, work, shop and visit.
2. SITE + LOCATION	Healthy city and town centres contributing to the proper planning and sustainable development of their locations.
3. CONTEXT + CHARACTER	Regard for the character and the physical, social and economic contexts of the site and its location.
4. VITALITY + VIABILITY	Vitality and viability in city and town centres that are attractive and competitive places to live, work, shop and visit.
5. ACCESS + CONNECTIVITY	City and town centres that are accessible and well-connected, easy to get to and convenient to move about.
6. DENSITY + MIXED USE	Higher density and mixed use development creating compact urban areas and the efficient use of land.
7. PUBLIC REALM	Well-designed and well-used open spaces contributing to a high quality public realm in the location.
8. BUILT FORM	Built form, scale and mass contributing to a high standard of urban design and quality in the built environment.
9. ENVIRONMENTAL RESPONSIBILITY	Environmentally responsible use of energy resources to lower fuel consumption and carbon emissions.
10. SUSTAINABLE CONSTRUCTION	Construction materials and technologies that have regard for the environmental impacts of their production, transportation, use and disposal.

Source: Retail Design Manual (2012)

- Retail development shall help to create attractive streetscapes through the provision of good street frontages, active ground floor uses and ground floor units that address the street. Blank walls should be avoided along streets.
- Retail development shall not be surrounded by car parking and should be easily accessible by pedestrians, cyclist and public transport users. Parking, loading bays and bus lay-bys should be provided on-street. Additional required parking, loading bays, lay-bys and service areas should be located to the side and/or rear of such development, which shall be fronted or overlooked by development to ensure passive surveillance.
- A diversity of uses that promote activity during the day and evening such as community and café uses are encouraged.
- Building depths should be no more than 20 metres and plots that are wider than 9 metres shall be vertically articulated with multiple entrances, good shopfront design and division. Perimeter shop units should be arranged to avoid long monotonous street frontages.
- All retail development shall comply with County Development Plan Policy and the *Retail Design Manual* recommendations with regard to signage, shopfront design and façade design.
- Retail developments should be designed to reduce energy demand, reduce water consumption, utilise renewable forms of energy, reduce CO^2 emissions, include SUDS features and integrate with the SUDS network for the overall Plan Lands.
- Ground floor units should have relatively high floor to ceiling heights of circa 3 metres to allow flexibility for use as retail, service or office units.

Residential Design and Amenity
To ensure that high quality housing environments are developed, all new residential development shall comply with the quantitative and qualitative standards set out under the South Dublin County Council Development Plan, *Quality Housing for Sustainable Communities* (2007) and the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas* (2009) including the accompanying *Urban Design Manual* (2009) or any such superseding documents.

Block Size, Urban Grain and Street Frontage
Reduced block sizes, good street frontages and the vertical articulation of facades shall be incorporated into the design and layout of dwellings especially on the Lower Slope Lands in accordance with the Built Form Strategy Section of this Local Area Plan (Section 5.5). Blank walls onto the public realm shall be avoided.

Private Amenity Space & Boundary Treatment
All dwellings shall at least be provided with the minimum required quantum of private amenity space in accordance with the requirements of the South Dublin County Council Development Plan. Dwellings on the Upper Slope Lands should significantly exceed the minimum standards.

Rear gardens should be screened from public areas within perimeter blocks as much as possible and should not back onto streets or spaces. Each garden should be directly accessible from the dwelling that it serves and overlooked by the dwelling's kitchen or livingroom window.

Boundaries to rear gardens should be robust, secure and opaque with a maximum height of 2 metres. Timber fencing shall only be utilised between rear gardens and for low level front garden fencing. Any section of rear garden boundary wall that interfaces with the public realm shall consist of rendered concrete block and/or brickwork.

Privacy and Overlooking
Dwelling designs and layouts should seek to achieve reasonable privacy for living rooms, bedrooms and private amenity spaces in accordance with the requirements of the South Dublin County Council Development Plan.

Public streets and spaces including cul de sacs (where permitted) shall be fronted and overlooked by development in the interest of safety and security by way of promoting passive surveillance. Where parking is provided on-street and dwellings are located close to the street edge such as on the Lower Slope Lands, privacy strips that range from 1 to 3 metres in depth shall be provided to the front of dwellings. Larger front gardens with in-curtilage parking are encouraged elsewhere especially on the Upper Slope Lands.

Boundary treatments to front gardens and privacy strips should demarcate private space but allow for good levels of passive surveillance. This could include the use of low planting, walls or semi-transparent boundary treatments such as railings. Such boundary treatments should be no more than 1.2 metres in height and provide an individual entrance to each dwelling house.

Dwelling & Internal Room Sizes
Overall dwelling and internal room sizes shall comply with the South Dublin County Council Development Plan and *Quality Housing for Sustainable Communities* (2007) or any superseding documents. Permission shall only be granted for dwellings that are above the minimum standards including those that apply to livingrooms, bedrooms and storage areas.

Bin Storage
Bin storage should be sensitively designed and integrated into the design of each dwelling house in a manner that does not adversely impact on residential or visual amenity especially streetscapes. The design and material used for bin storage to the front of terraced houses should therefore be carefully considered.

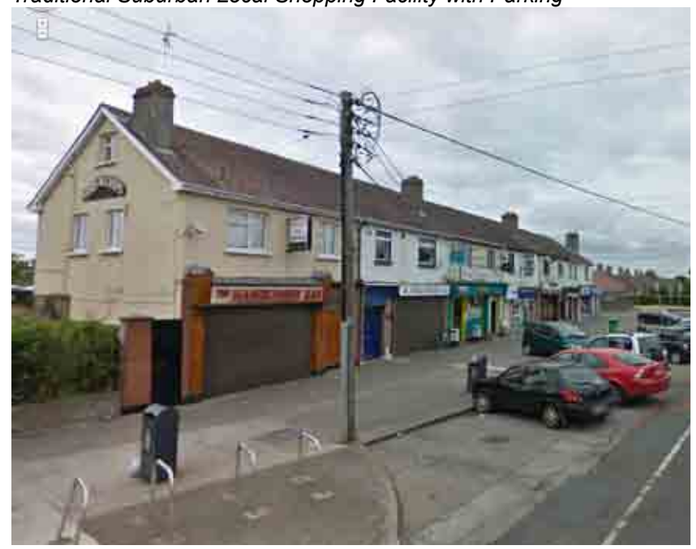
Public Open Space Design, Landscape and Function
Further to required public open space provision as out under the Green Infrastructure Strategy (Section 5.3), each development shall contribute to the establishment of a hierarchy of public open spaces that all have a clear role or function. In designing public open spaces, the following should be considered:
- Public open spaces should be designed as important nodes that help to facilitate community interaction and create a sense of place;
- Open space should be laid out so that it is attractive, safe, convenient and useable by the residents;
- It may be appropriate to locate play areas and landscaped spaces close to local shopping facilities, crèches and school facilities and to locate playing pitches close to community centres or on the edge of existing major parks or public open spaces;
- Public open spaces should preferably have a south or west facing aspect and should be overlooked by adjoining dwellings or from busy streets or pedestrian and cyclist routes to ensure passive surveillance;
- Spaces that have no clear role or function, are difficult to maintain or have the potential to attract anti-social behaviour should be avoided. Such spaces include large undefined areas, residual/leftover linear spaces and pockets of badly shaped and fragmented spaces.
- Every effort should be made to retain existing hedgerows, trees, shrubs and other landscape features.
- Ensure that landscaping is self-maintaining as much as possible and does not require frequent pruning, weeding or cleaning. More natural and less formal landscaping such as reed beds and woodlands that require less maintenance is especially encouraged. Semi-mature planting should be considered in appropriate cases. Vegetation requiring regular watering in dry periods should be avoided.

Incorporation and Protection of Biodiversity
Relevant planning applications should be accompanied by habitat assessments to include flora and fauna studies (to include large mammal and bat surveys) and hedgerow and tree surveys carried out by suitably qualified professionals. Landscape management plans that set out to conserve and enhance the quality of existing habitats by incorporating elements of heritage and biodiversity value in accordance with the recommendations of the *Green City Guidelines* (2008) should be submitted.

Habitats and species identified as having a high or moderate local value should be protected, retained and incorporated within developments. Professional advice should be sought on the potential impact of developments on wet grasslands.

Watercourses should be maintained as close to their natural state and culverting should be avoided as much as possible. New roads should incorporate appropriate underpasses for mammals at locations identified during pre-construction surveys. Islands should be created within SUDS attenuating features such as ponds to provide wildlife refuges.

Traditional Suburban Local Shopping Facility with Parking



Front Privacy Strip with Low Boundary & Planting

Connections to the wider landscape should be established through the creation of green corridors, green buffers and wetland areas that use semi-natural habitats including watercourses, hedgerows and treelines to encourage wildlife movement. 'Stepping stones' such as patches of woodland and semi-mature street planting can be used to create links between habitats and green spaces.

Planning applications for development on lands that include or are bound by townland and/or parish boundaries shall clearly demonstrate how hedgerows will be enhanced or reinstated and incorporated. Where removal of a section of hedgerow is required for street access, the street width and gap in the hedgerow shall be kept to a minimum and determined by street typology in order to protect and retain foraging routes for bats. Semi-mature planting shall be utilised for the reinstatement of connecting features (see bat 'stepping stone' image).

Landscape plans should be accompanied by method statements that specify the proposed methods for protecting existing habitats and elements of biodiversity and heritage value during and after construction.

Children's Play Facilities
Children's Play Facilities shall be provided throughout the parks and open spaces that will permeate the Plan Lands especially within Neighbourhood Parks and Local Pocket Parks described under the Green Infrastructure Strategy (Section 5.3). Children's play facilities shall be provided at a rate of 3 sq.m per residential unit. Requirements in terms of the type and location of such facilities are set out below.

Neighbourhood Equipped Area for Play (NEAP)
The Plan Lands should be developed to include at least one NEAP with a minimum activity area of 1,000 sq.m and play facilities for a wide range of age groups. The NEAP(s) should be provided in one or more of the Neighbourhood Parks and should each be co-located with a LEAP. The activity area in the NEAP should be divided into a play equipment area (at least 8 items) and a hard surfaced area for older children to include a Multi Use Games Area and/or skate park.

Local Equipped Area for Play (LEAP)
LEAPs should be provided for each housing estate within Neighbourhood Parks. Each LEAP should include a minimum activity area of 400 sq.m with play facilities for children up to 8 years of age to include at least 5 types of play equipment to stimulate different senses and encourage different activities.

Young Children's Area for Play (YCAP)
A series of YCAPs should be provided within each local pocket park. These play spaces should provide a minimum activity area of 100 sq.m with play facilities for toddlers and young children up 6 years of age to include features and equipment that are easily recognisable by young children.

Management and Maintenance of Streets and Spaces
Planning applications shall be accompanied by maintenance and management strategies for all hard and soft landscaped areas including streets and spaces. Details of streets, parks and open spaces to be taken in charge by South Dublin County Council shall be included with all planning applications and, in the interest of clarity, should not be left for agreement by way of compliance with a condition after a decision of the Planning Authority.

Retention & Incorporation of Old Tree Lined Avenue

Bat 'Stepping Stone' Street Planting Between Hedgerow

Retention of Hedgerow Adjacent to Housing

Island Habitat within Local SUDS Pond - Ballycragh Park

Sustainability and Energy Efficiency
Managing the demand for energy in a sustainable manner through building designs that reduce energy demand, utilise renewable forms of energy and reduce CO^2 emissions will be integral to the sustainable development of the Plan Lands. This should be achieved as far as possible through passive measures such as compactness of design, orientation, thermal insulation and air change management.

New developments should be designed in accordance with passive solar design principles. The orientation of buildings and internal layouts including housing should therefore be arranged to maximise solar gain but in a balanced manner that does not significantly impact on the topography of the Plan Lands, conflict with Sustainable Urban Drainage Systems or significantly impinge on the successful creation of streetscapes in terms of good street frontage and passive surveillance.

Passive solar design principles set out under the *Urban Design Manual* (2009) are as follows:
- Use the sun's energy to reduce the winter heating requirement
- Orientate main façades within 30 degrees of south
- Locate living rooms on the south side of buildings
- Avoid overshadowing of buildings
- Utilise thermal mass to store heat during winter and summer
- Minimise glazing to north façades
- Incorporate a draught lobby to act as thermal buffer for buildings
- Use natural ventilation that provides night ventilation for summer cooling
- Shade glazed areas of buildings in summer with planting

The above principles should be especially applied to schemes of 5 or more dwellings. Requirements in relation to renewable energy and thermal insulation are provided for under recently amended building regulations and associated Technical Guidance Documents.

Water Management (SUDS)
This Local Area Plan's strategy to create an integrated Sustainable Urban Drainage System (SUDS) (see Section 5.3 and Appendix 1) that will help to lessen the risk of flooding both on the Plan Lands and further downstream. This approach accords with the *Greater Dublin Strategic Drainage Study* (2005).

Flood alleviation is particularly important in the context of the flooding events that have occurred downstream of the eastern side of the Plan Lands and evidence of ponding of water on the Lower Slopes of the western side of the Plan Lands.

All development shall therefore provide for and integrate with an overall SUDS network and ensure that:
- Developments utilise the natural drainage systems that have evolved across the Plan Lands including its topography and existing streams and drainage ditches and augments this with SUDS features (swales, ponds, basins and reedbeds etc) to create a comprehensive and integrated SUDS network.
- The SUDS network is augmented by components that intercept and minimise on-site run-off such as porous grass paviors, soakaways, green roofs, green walls and rainwater harvesters.
- Streams and drainage ditches are not culverted and are left open;
- The extent of hard surfacing and paving is minimised. Parking and hardstanding areas are constructed of permeable materials.

Further technical guidance and research should be undertaken by consulting the relevant resources such as the *Greater Dublin Strategic Drainage Study*, *www.irishsuds.com* and South Dublin County Council's Roads and Water Services Department particularly in relation to the design of ponds, basins, reedbeds and swales. Examples of on-site SUDS components are provided below.

Porous Grass Paver Grids
To intercept and slow down the flow of surface water to the SUDS network (swales, ponds, basins, reedbeds), porous grass paver grids such as grasscrete shall be required for all developments where there are large expanses of off-street car parking (more than 5 grouped spaces). This should include parking that serves playing pitches, parks, schools, shopping facilities and community facilities.

In the interest of visual amenity and intercepting surface water run-off, all in-curtilage parking for dwellings should also consist of porous grass paver grids especially on the Upper Slope Lands (see image below).

Rainwater Harvesters and Soakaways
Rainwater harvesters can reduce demand on potable water supplies while at the same time intercepting run-off from roofs and reducing the size of drainage components. Soakaways can be an effective means of disposing water at subsurface level and returning water to aquifers.

Rainwater harvesters and soakaways designed in accordance with the appropriate regulations should therefore be used as a sustainable alternative to surface water sewerage drainage systems.

Green Roofs
Green Roofs can be an effective means of reducing runoff volumes and can contribute to visual amenity while reducing the size of drainage components. The implementation of green roofs should be considered for all development especially on the Upper Slopes of the Pan Lands.

SUDS Attenuation Pond within Parkland - Ballycragh Park

Place Names
Street and place names across the Plan Lands should reflect the character, location or local history/folklore of the area. Old townland names and local monuments/structures should especially be referenced. Consideration should also be given to the use of the Irish language.

Utilisation of Open Stream as part of SUDS System - Ballycragh Pk.

Grasscrete In-curtilage Parking

APPENDIX 3: DEVELOPMENT PLAN OBJECTIVES & POLICIES

The following table sets out some of the relevant sections of the *South Dublin County Council Development Plan 2010 – 2016* that relate more specifically to the Plan Lands:

Section	Heading	Summary
0.5.2	Transitional Areas	Avoid abrupt transitions in scale and use in the boundary areas of adjoining land use zones. Avoid development that would be unduly detrimental to the amenities of the more environmentally sensitive zone in these contiguous transition areas.
1.2.14.ix	Policy H9: Provision for Lower Densities	Facilitate a choice of housing types within urban areas with limited provision for lower density housing schemes provided that, within a neighbourhood or district as a whole, average densities achieve minimum standards.
1.3.34i	Policy SCR48: Urban Forestry	Develop urban forests and woodlands within suitable parks and public open spaces and where visual and physical screening is appropriate.
1.3.20.v	Policy SCR16: New residential development and the assessment of school capacity	All planning applications comprising new residential development over 100 dwellings shall be accompanied by a report identifying the demand for school places likely to be generated and the capacity of existing schools in the area.
1.4.50	Policy SN40: Steep Sites	Limit development to areas below the 120m contour. Applications on steep sites to consider layouts that minimise the impact between adjoining properties; avoiding permanent retaining walls; utilising planted banks where changes in ground level are unavoidable; avoiding significant overshadowing, overlooking and loss of privacy; demonstrating compliance with ministerial guidelines on residential development; require the submission of a design statement.
1.4.16	Building Heights	New housing located immediately next to or backing onto existing one and two storey houses and share a common rear or side garden boundary should be no more than two storeys in height except where the distance between opposing windows is greater than 35 metres.
2.2.4	Sustainable Modes of Transport	Draw up indicative alignments in conjunction with the appropriate bodies including the NTA and the Railway Procurement Agency (RPA), to seek to preserve the routes for the extension of the Light Rail Transit (LRT) system to the Rathfarnham, Terenure, Templeogue, Knocklyon, Ballycullen and Oldcourt areas.
2.2.11.ii	Policy T8: Luas and Light Rail Transit (LRT) Extension – Tallaght and Rathfarnham	Facilitate the extension of the Light Rail Transit (LRT) system to the Oldbawn, Jobstown and Killinarden areas, and promote the extension of the LRT system to the Rathfarnham, Terenure, Knocklyon, Ballycullen and Oldcourt areas, and to reserve final lines for the LRT system when they have been agreed.
2.2.11.iii	Policy T9: Metro Railway System	Support and facilitate the provision of a new Metro Railway System in the Dublin area and reserve final lines for Metro when they have been agreed. Investigate the extension of Metro to the Rathfarnham, Terenure, Knocklyon, Ballycullen and Oldcourt areas in conjunction with the appropriate agencies.
2.3.22.i	Policy WD13: Risk of Flooding	Fulfil responsibilities under Flood Risk Directive and implement recommendations of The Planning System and Flood Risk Management: Guidelines for Planning Authorities (2009) including using the guidelines to assess applications.
2.3.24i	Policy WD14: Identified Flood Risk Areas	Policy not to permit development in identified flood risk areas except where there are no alternatives and appropriate sites available.
4.3.7.xii	Policy LHA14: Development below the 120 m Contour in the Dublin Mountain Area	Limit development to areas below the 120m contour in the Dublin Mountains Area in the interest of sustainability in high amenity and rural areas.
4.3.7.xv	Policy LHA17: Trees and Woodlands	Trees, groups of trees or woodlands, which form a significant feature in the landscape, or are important in setting the character of an area, will be preserved where possible.
4.3.7.xvi	Policy LHA18: Hedgerows	Protect hedgerows in the County from development which would impact adversely upon them and to enhance the County's hedgerows by increasing coverage, where possible, using locally native species.
4.3.7.xvii	Policy LHA19: Flora and Fauna	Protect the natural resources of the County and conserve the existing wide range of flora and fauna through the protection of wildlife habitats and wildlife corridors.
4.3.7. xviii	Policy LHA20: Green City Guidelines	Require medium and high density development to utilise the 'Green City Guidelines' to effectively retain and incorporate biodiversity into development proposals.
4.3.7.xix	Policy LHA21: River and Stream Management	Implement a strategy for the management of rivers and streams throughout the County.
4.3.7.xx	Policy LHA22: Watercourses	Protect, maintain, improve and enhance the natural and organic character of watercourses and promote access, walkways and other recreational uses.
Specific Local Objectives	87. Oldcourt – Conditions on Development	See Section 2 of Local Area Plan for Details
Specific Local Objectives	88. Stocking Lane - Bloomfield Care Centre	To protect and provide for medical and care related uses associated with the operation of Bloomfield Care Centre, Stocking Lane, Rathfarnham to provide for further extension for sheltered accommodation and day care for the elderly.

Landscape Character Area	Firhouse/Rathfarnham
Description	The Firhouse area is defined by its close proximity to the suburban housing estates of Firhouse, Ballyboden and Edmondstown, and the R113 to the south. The area is well served by the M50, R116, R115 and R113 road networks. A significant amount of development has taken place in the Ballycullen and Woodtown areas where a large proportion of lands are zoned for residential development and amenity. The landscape still retains a rural quality due to the amount of urban parkland and the close proximity of the Dublin Mountains.
Landcover	A large proportion of the land in the Firhouse character area is urban parkland at St. Enda's and Marlay Park in the east of the area, where there are dense mature broadleaf woodlands. Remnants of the old Marlay estate are still evident in the parkland area. A significant proportion of the landscape area is also taken up by the Clarkstown, Edmonstown and Rathfarnham Golf Courses which are important landscape features, clearly distinguished by landscaped greens and mixed planting which is quite dense in areas. The remainder of the land is grassland with the original field pattern and hedgerows still intact. Tree cover is mainly in the form of hedgerow trees, mixed planting in the golf course and mature woodlands in the parks. There is also a small wooded area of broadleaf trees bordering the Owendoher River. The main landscape character types are upland urban fringe farmland and urban parkland.
Strategy	Conserve all areas with mixed or broad-leafed planting.

Zoning Objective 'A1' "To Provide for New Residential Communities in Accordance wIth Approved Area Plans"	
Use Classes Related to Zoning Objective	
Permitted in Principle	Betting Office, Car Park, Caravan Park-Residential, Childcare Facilities, Community Centre, Cultural Use, Doctor/Dentist, Education, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Industry-Light, Nursing Home, Offices less than 100m2, Open Space, Petrol Station, Primary Health Care Centre, Public House, Public Services, Recreational-Commercial, Recreational Facility/Sports Club, Recycling Facility, Residential, Residential Institution, Restaurant, Retirement Home, Service Garage, Shop-Local, Shop-Neighbourhood, Traveller Accommodation, Veterinary Surgery.
Open for Consideration	Advertisement and Advertising Structures, Agricultural Buildings, Bed & Breakfast, Caravan Park-Holiday, Cemetery, Dance hall/Discotheque, Home Based Economic Activities, Hospital, Hotel/Motel, Household Fuel Depot, Industry-General, Motor Sales Outlet, Office-Based Industry, Offices 100m2-1,000m2, Offices over 1,000m2, Off Licence, Place of Worship, Science and Technology Based Enterprise, Shop-Discount Food Store, Shop-Major Sales Outlet.
Not Permitted	Abattoir, Aerodrome/Airfield, Boarding Kennels, Concrete/Asphalt Plant in or adjacent to a Quarry, Industry-Extractive, Industry-Special, Refuse Landfill/Tip, Retail Warehouse, Rural Industry-Cottage, Rural Industry-Food, Scrap Yard, Transport Depot, Warehousing.

Zoning Objective 'LC' "To Provide for New Residential Communities in Accordance with Approved Area Plans"	
Use Classes Related to Zoning Objective	
Permitted in Principle	Advertisements & Advertising Structures, Bed & Breakfast, Betting Office, Car park, Childcare Facilities, Community Centre, Cultural Use, Doctor/Dentist, Education, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Industry-Light, Nursing Home, Offices less than 100m2, Open Space, Petrol Station, Primary Health Care Centre Public House, Public Services, Recreational Buildings-Commercial, Recreational Facility/Sports Club, Recycling Facility, Residential, Residential Institution, Restaurant, Retirement Home, Service Garage, Shop-Discount Food Store Shop-Local, Shop-Neighbourhood, Veterinary Surgery.
Open for Consideration	Boarding Kennels, Cash & Carry/Wholesale Outlet, Dance hall/Discotheque, Home Based Economic Activities, Hotel/Motel, Household Fuel Depot, Industry-General, Motor Sales Outlet, Office- Based Industry, Offices 100m2-1,000m2, Off Licence, Place of Worship, Refuse Transfer Station, Science and Technology Based Enterprise, Traveller Accommodation.
Not Permitted	Abattoir, Aerodrome/Airfield, Agricultural Buildings, Caravan Park-Holiday, Caravan Park- Residential, Cemetery, Concrete/Asphalt Plant in or adjacent to a Quarry, Heavy Vehicle Park, Hospital, Industry-Extractive, Industry-Special, Offices greater than 1,000m2, Refuse Landfill/ Tip, Retail Warehouse, Rural Industry- Cottage, Rural Industry-Food, Scrap Yard, Shop-Major Sales Outlet, Transport Depot, Warehousing.

Zoning Objective 'B' "To protect and improve rural amenity and to provide for the development of agriculture"	
Use Classes Related to Zoning Objective	
Permitted in Principle	Aerodrome/Airfield, Agricultural Buildings, Boarding Kennels, Caravan Park- Holiday, Cemetery, Concrete/Asphalt Plant in or adjacent to a Quarry, Industry-Extractive, Nursing Home, Open Space, Place of Worship, Public Services, Rural Industry-Cottage, Rural Industry-Food, Traveller Accommodation.
Open for Consideration	Abattoir, Bed & Breakfast, Betting Office[b], Car park, Cash & Carry/Wholesale Outlet[b], Childcare Facilities[b], Community Centre, Cultural Use, Dance hall/Discotheque[b], Doctor/Dentist, Education, Enterprise Centre[b], Funeral Home[b], Garden Centre, Guest House, Health Centre[b], Heavy Vehicle Park, Home Based Economic Activities, Hospital, Hotel/Motel, Household Fuel Depot[b], Industry-General[b], Industry-Light , Industry-Special, Motor Sales Outlet[b], Office-Based Industry[b], Offices less than 100m2.[b], Petrol Station[b], Primary Health Care Centre[b], Public House[b], Recreational Buildings-Commercial[b], Recreational-Facility/Sports Club, Recycling Facility, Refuse Landfill/Tip, Refuse Transfer Station, Residential[c], Residential Institution, Restaurant, Retirement Home, Science and Technology Based Enterprise, Service Garage[b], Shop-Discount Food Store[b], Shop-Local[b], Shop-Neighbourhood[b], Transport Depot, Veterinary Surgery.
Not Permitted	Advertisements/Advertising Structures, Caravan Park-Residential, Offices 100m2-1,000m2, Offices over 1,000m2, Off-Licence, Retail Warehouse, Scrap Yard, Shop-Major Sales Outlet, Warehousing.

[b] In Villages to Serve Local Needs c In accordance with Council policy for residential development in rural areas

Zoning Objective 'F' "To Preserve and Provide for Open Space and Recreational Amenities"	
Use Classes Related to Zoning Objective	
Permitted in Principle	Community Centre, Cultural Use, Open Space, Recreational Facilities/Sports Club, Traveller Accommodation.
Open for Consideration	Agricultural buildings, Bed & Breakfast[a], Boarding Kennels, Carpark, Caravan Park-Holiday, Cemetery, Childcare Facilities, Education, Garden Centre, Guest Housea, Home Based, Economic Activities, Hospital, Hotel/Motel, Industry-Extractive, Place of Worship, Public Services, Recreational-Commercial, Recycling Facility, Refuse Landfill/Tip, Residential, Restaurant.
Not Permitted	Abattoir, Advertisements and Advertising Structures, Aerodrome/Airfield, Betting Office, Caravan Park-Residential, Cash & Carry/Wholesale Outlet, Concrete/Asphalt Plant in or adjacent to a Quarry, Dance Hall/Discotheque, Doctor/ Dentist, Enterprise Centre, Funeral Home, Health Centre, Heavy Vehicle Park, Household Fuel Depot, Industry-General, Industry-Light, Industry-Special, Motor Sales Outlet, Nursing Home, Office-Based Industry, Offices less than 100m2, Offices 100m2-1,000m2, Offices over 1,000m2, Petrol Station, Off Licence, Primary Health Care Centre, Public House, Refuse Transfer Station, Residential Institution, Retail Warehouse, Retirement Home, Rural Industry-Cottage, Rural Industry-Food, Science and Technology Based Enterprise, Scrap Yard, Service Garage, Shop-Discount Food Store, Shop-Local, Shop-Major Sales Outlet, Shop-Neighbourhood, Transport Depot, Veterinary Surgery, Warehousing.

[a] In existing premises

APPENDIX 4: POLICY & STRATEGIC CONTEXT

This Local Area Plan has been informed by a hierarchy of European, National, Regional and Local Planning Policy documents and EU Directives that are outlined in the table below.

Policy Context	Policy Document/Directive	Summary of Policies/Objectives
European	*EU Water Framework Directive (2000/60/EC) 2000*	Aims to prevent any deterioration in the status of any waters and to achieve at least "good status" in all waters by 2015.
	Strategic Environmental Assessment (SEA) Directive 2001/42/EC	Ensuring that an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment, to ensure a high level of protection of the environment.
	Bristol Accord	8 Characteristics of a Sustainable Community: Active, Inclusive and Safe; Well Run; Well Connected; Well Served; Environmentally Sensitive; Thriving; Well designed and Built; Fair for Everyone.
	Groundwater Daughter Directive (2006/118/EC)	Establishes a regime which sets underground water quality standards and introduces measures to prevent or limit inputs of pollutants into groundwater.
National	*National Spatial Strategy, 2002 – 2020*	- Consolidate the Greater Dublin Area. - Achieve a better quality of life. - Address regional imbalances in terms of job opportunities and development.
	National Development Plan, 2007 – 2013	Co-ordinate national investment in infrastructure and achieve balanced regional development.
	National Climate Change Strategy, 2007	Integrate land use and transport policies and include appropriate technologies to bring about a change in Ireland's contribution to climate change.
	Local Area Plans - Guidelines for Planning Authorities, June 2013	Facilitate planning authorities in preparing and implementing Local Area Plans having regard to realistic future development needs, wider county and city plans and regional planning guidelines.
	Manual for Local Area Plans, June 2013	A companion best practice manual to the Guidelines for Planning Authorities on Local Area Plans.
	The Planning System and Flood Risk Management- Guidelines for Planning Authorities , 2009	Guidelines aimed at ensuring a more consistent, rigorous and systematic approach to incorporating flood risk assessment into the planning system.
	Retail Planning Guidelines for Planning Authorities, 2012	Policy framework document that guides (inter alia) local authorities in relation to appropriate scale, type and locations for various retail development on the basis of a number of policy objectives and in the interest of protecting the vitality and viability of town centres.
	Retail Design Manual – A Companion Document to the Retail Planning Guidelines for Planning Authorities	Companion design guide to Retail Planning Guidelines that introduces key principles of urban design on (inter alia) site selection, access, connectivity, density, mix of uses, public realm, built form and sustainable construction.
	Sustainable Residential Development in Urban Areas, 2009	Achieve 12 identified urban design criteria and prescribed densities when designing residential areas and creating neighbourhoods.
	Urban Design Manual, A Best Practice Guide, 2009	Accompanies Sustainable Residential Development in Urban Areas (2009) and further details and illustrates the means of achieving the 12 urban design criteria.
	Quality Housing for Sustainable Communities, 2007	Create good quality and sustainable residential neighbourhoods through guidance on site selection, layout and dwelling design.
	Sustainable Urban Housing: Design Standards for New Apartments, 2007	Provide apartment developments with appropriate amenities and ensure that they meet prescribed standards in a manner that ensures flexibility in terms of differing household needs.
	Childcare Facilities Guidelines for Planning Authorities, 2001	Requires childcare facilities to be provided in tandem with residential development.
	Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland, 2009 – 2020	Sets out to reverse current unsustainable transport and travel patterns; outlines actions to reduce travel demand; outlines steps to ensure integrated delivery of transport policy.
	Design Manual for Urban Roads and Streets, 2013	Provides guidance in relation to the design or urban roads and streets and supersedes the Design Manual for Roads and Bridges. Presents a series of principles, approaches and standards necessary to achieved balanced, best practice outcomes with regards to street networks and individual streets.
	Green City Guidelines, 2008	Guidance on integrating biodiversity into new developments, specifically housing developments in urban areas, with best practise examples.
	National Cycle Manual	Guidance into integrating cycling as a mode of transport into streets and spaces.

Regional	*Regional Planning Guidelines, Greater Dublin Area 2004 – 2016.*	Sets out a strategy for the Greater Dublin Area based on a city region, reduction of population loss to its hinterland and improvement of modal shift to use of public transport.
	Greater Dublin Area Draft Transport Strategy, 2011-2030	Sets out a long term transportation strategy for the Greater Dublin Area.
	Waste Management Plan for the Dublin Region, 2010 – 2022	Sets targets for management and minimisation of waste.
	Retail Strategy for the Greater Dublin Area, 2008 -2016	Proposes a hierarchy of retail centres throughout the Greater Dublin Area.
	Dublin City Council Development Plan 2011–2017 & Economic Development Action Plan for Dublin City Region	Sets out (inter alia) a Strategic Green Network.
Local	*South Dublin County Council Development Plan, 2010-2016*	Zonings and Specific Objectives for Plan Lands: - Objective A1; To provide for new residential communities in accordance with approved action plans – 14% public open space - Objective LC; To protect, provide for and/or improve Local Centre facilities. - Objective F; To preserve and provide for Open Space and Recreational Amenities. - PS; To provide for a Primary School. SLO 12: Secure the provision of new public libraries in suitable locations to include the Rathcoole/Newcastle area. SLO 46: Preserve and articulate the planimetric layout of surviving burgage plots on lands in the environs of Newcastle–Lyons Village.
	South Dublin County Heritage Plan, 2010 - 2015	Describes various elements of heritage value throughout the County and sets out a series of actions and objectives for the protection and enhancement of these elements and the achievement of a Green Structure.
	South Dublin County Council Disability Act Implementation Plan	Local plan for implementing disability legislation at a county level.
	South Dublin County Council Litter Management Plan, 2011 - 2014	Aims to achieve a litter free County through prevention, enforcement, awareness, partnership, cleansing and communication.
	Guidelines for Designing out Anti-Social Behaviour, 2007	Sets out criteria for designing out potential crime and anti-social behaviour when dealing with or preparing planning applications, local area plans, masterplans and planning studies.

APPENDIX 5: PROTECTED STRUCTURES & RECORDED SITES & MONUMENTS

Nearby Sites and Monuments Recorded under National Monuments Act 1994 (as amended)

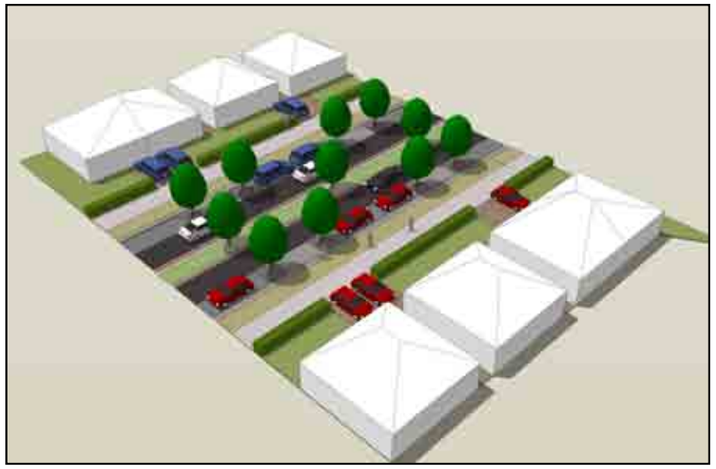
Reference:	Address/Location	Description
DU021-061	Bohernabreena	Church Site
DU022-027	Bohernabreena	Ringfort (Rath/Cashel)
DU025-002	Woodtown	Portal Tomb

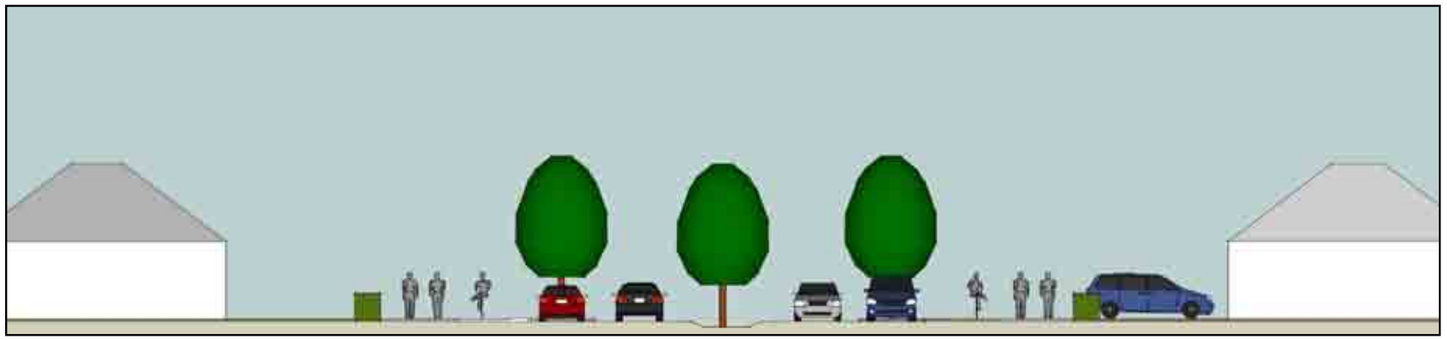
Protected Structures (RPS) Recorded under County Development Plan near Plan Lands

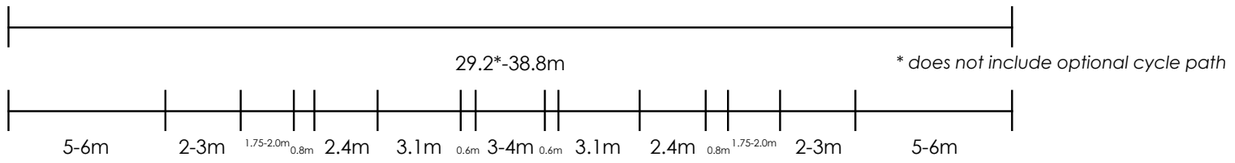
Reference:	Address/Location	Description
360	Ballycullen Road, Firhouse	Cross (Stone Cross Dated 1868)
362	St. Columbcille's Well, Ballycullen Road	Holy Well (RM)
353	Woodtown Park Lodge, Stocking Lane, Rathfarnham	Three-bay two-storey house
361	Woodtown Park House, Rathfarnham	Three-storey Georgian style house
363	Woodtown Manor House, Rathfarnham	House
364	New House, Stocking Lane, Rathfarnham	Detached single-storey over basement brick modernist building c. 1960
365	Saint Anne's Parish Church, Bohernabreena	Detached three-bay two-story house
366	Saint Anne's R.C. Church, Bohernabreena	Detached gable fronted cruciform plan church
374	Orlagh College	Three-storey house and entrance gates

APPENDIX 6: STREET TYPOLOGIES FOR PLAN LANDS

1. Main Link Street (Option 1)



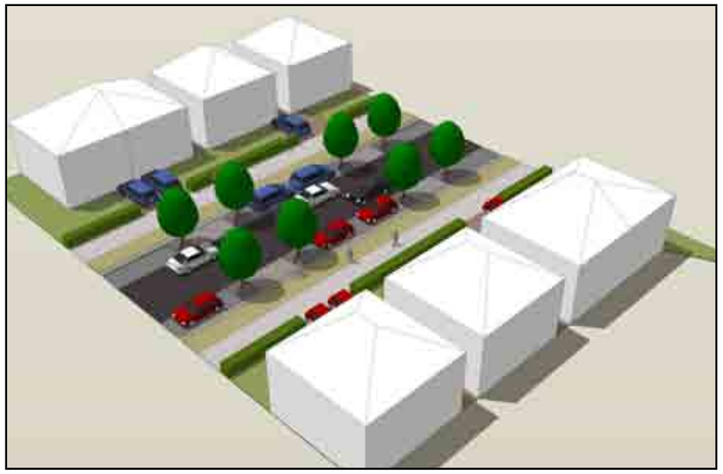


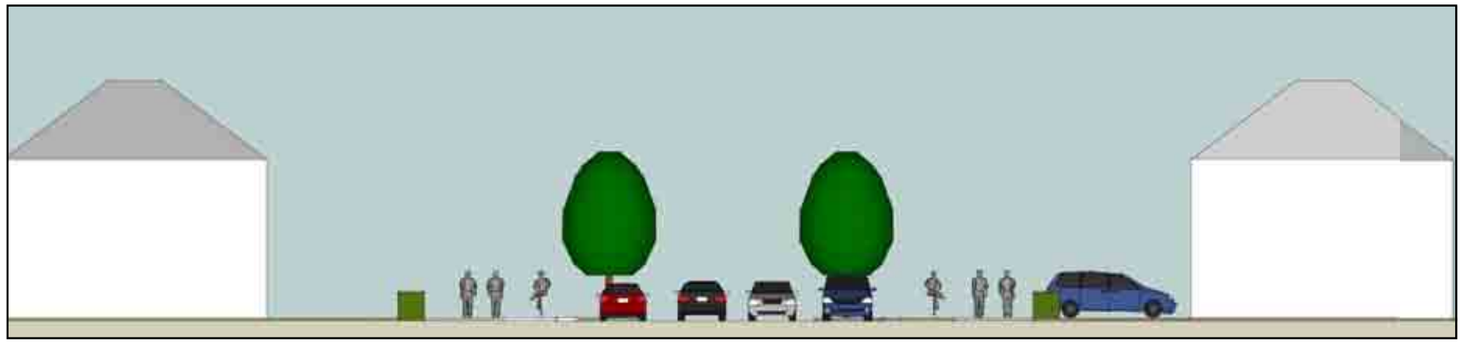


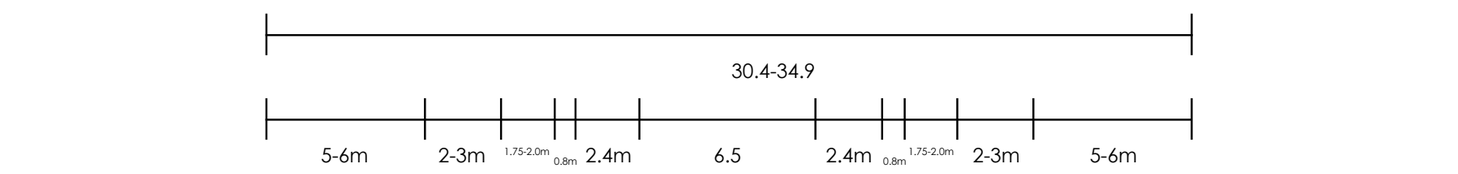
Function	Main east-west link between Old Court Road and Bohernabreena Road
Character	Central boulevard with tree lined median (containing a SUDs swale) and verges, dual vehicular carriageway, generous cycle and pedestrian facilities and use of high quality landscaping, materials and finishes.
Design Speed	50 kph.
Cycle Paths	2m cycle tracks to be provided. May be reduced to 1.75m where a verge is provided adjacent to the path.
Car Parking	Integrated mix of in-curtilage and parallel on-street parking. Where demand for on-street parking is not high (such as adjacent to parks) sections may be supplemented by planted verges to enhance the landscape.
Materials	Paved or concrete footpaths. Soft landscaped verges. Paved, imprinted or coloured DBM parking bays. DMB carriageway surface with paving treatments at major junctions and crossing points. Coloured DBM cycles tracks.

Note: Table 5.2 of the Building Regulations 2006 (Technical Guidance Document B – Fire Safety) requires a minimum clearance of 3.7m for fire access (although this may be reduced to 3.1m in short sections. To facilitate this a verge of 0.6m needs to be provided adjacent to each vehicular carriageway. This may consist of a 'soft' area that is integrated with a SUDS swale.

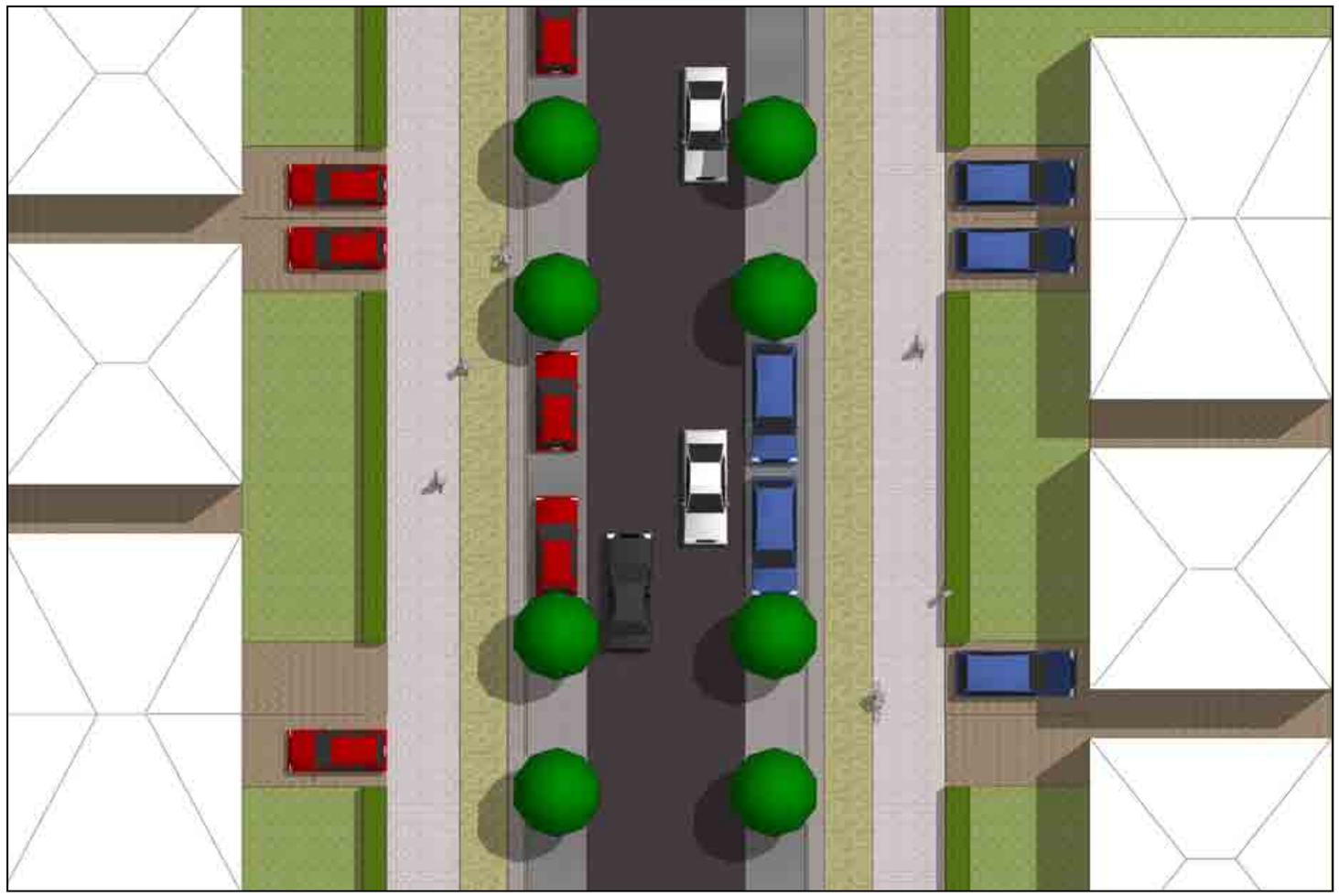
1. Main Link Street (Option 2)



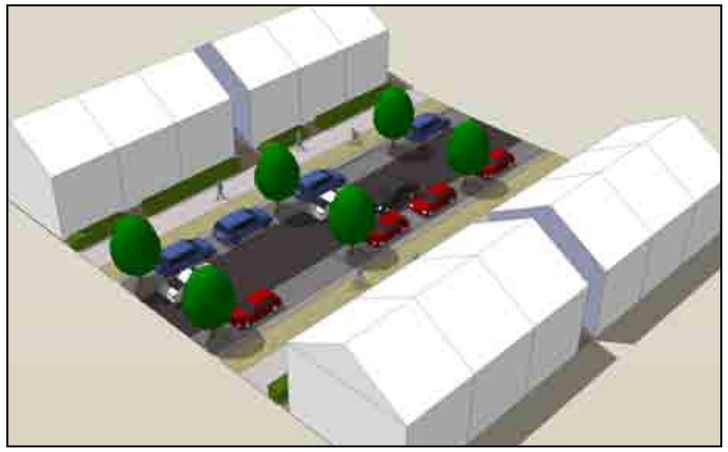




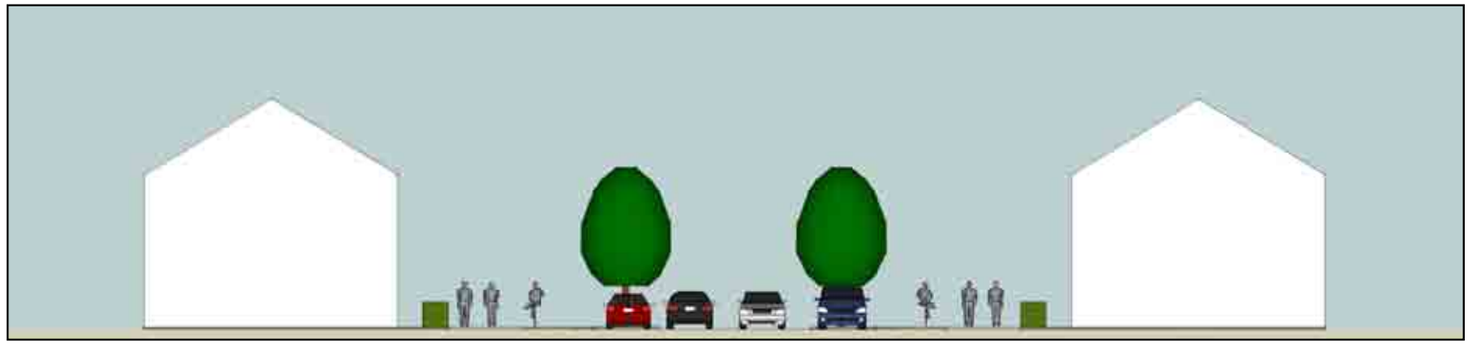
Function	Main east-west link between Old Court Road and Bohernabreena Road
Character	Central boulevard with tree lined verges, generous cycle and pedestrian facilities and use of high quality landscaping, materials and finishes.
Design Speed	50 kph.
Cycle Paths	2m cycle tracks to be provided. May be reduced to 1.75m where a verge is provided adjacent to the path.
Car Parking	Integrated mix of in-curtilage and parallel on-street parking. Where demand for on-street parking is not high (such as adjacent to parks) sections may be supplemented by planted verges to enhance the landscape.
Materials	Paved or concrete footpaths. Soft landscaped verges. Paved, imprinted or coloured DBM parking bays. DMB carriageway surface with paving treatments at major junctions and crossing points. Coloured DBM cycles tracks.

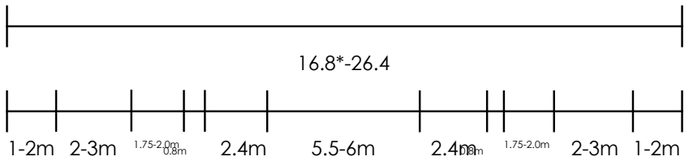


2. Local Link Street - Lower Slopes

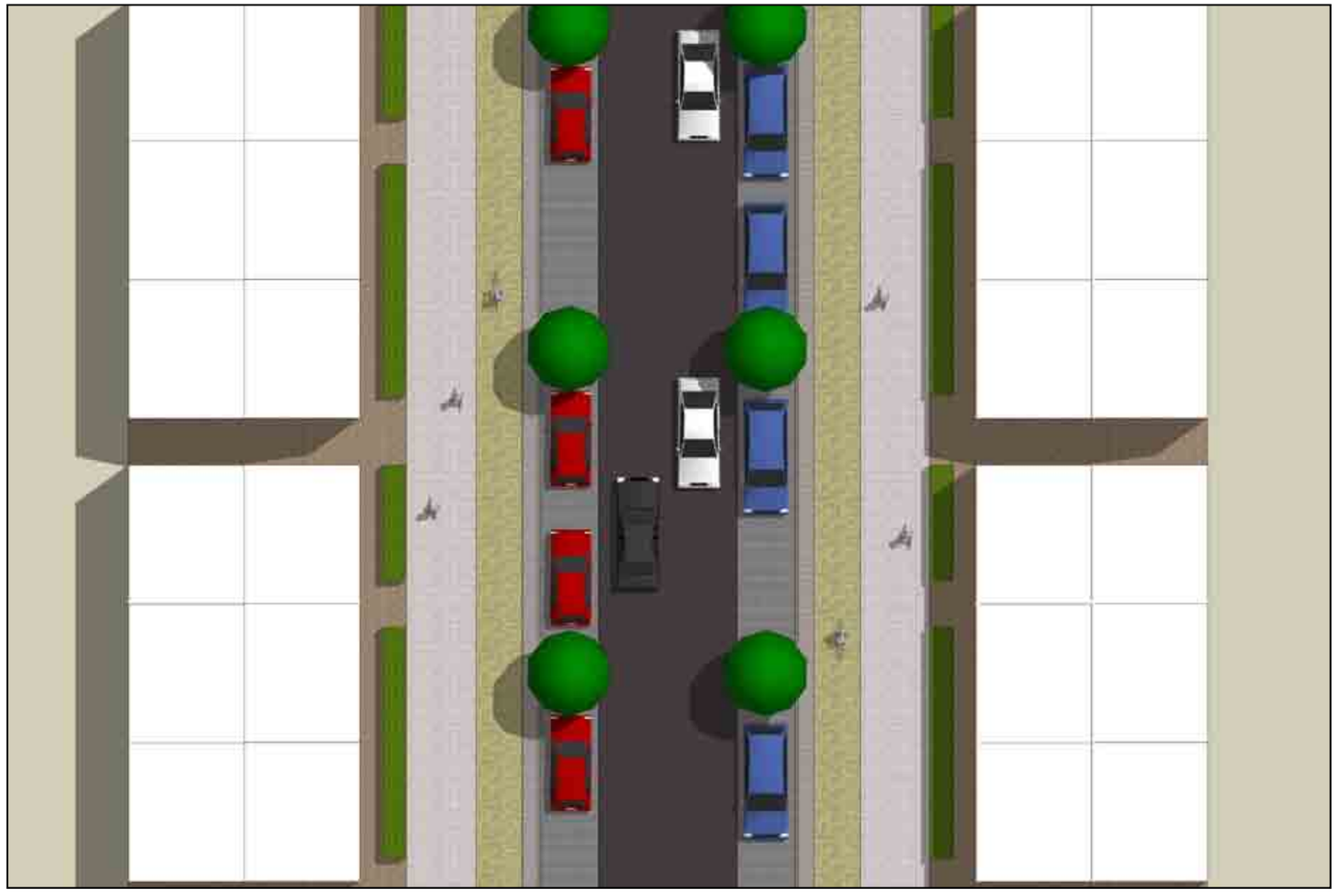


Function	Local Streets that provide access and circulation within Neighbourhoods.
Character	The character of these streets will be defined by a wide range of design measures that passively calm traffic
Design Speed	30-40 kph.
Cycle Paths	May not be required on shorter Local Links or where paralleled by recreational cycle links. Where required, 2m cycle tracks to be provided. May be reduced to 1.75m where a verge is provided adjacent to the path.
Car Parking	On-street parallel spaces. Max 2 per bay. Where demand for on-street parking is not high (such as adjacent to parks) sections may be supplemented by planted verges to enhance the landscape.
Materials	Concrete footpaths, paved or landscaped verges, paved, imprinted or coloured DBM parking bays. DMB carriageway surface with paving or imprinted treatments at strategic locations. Coloured DBM cycles tracks.

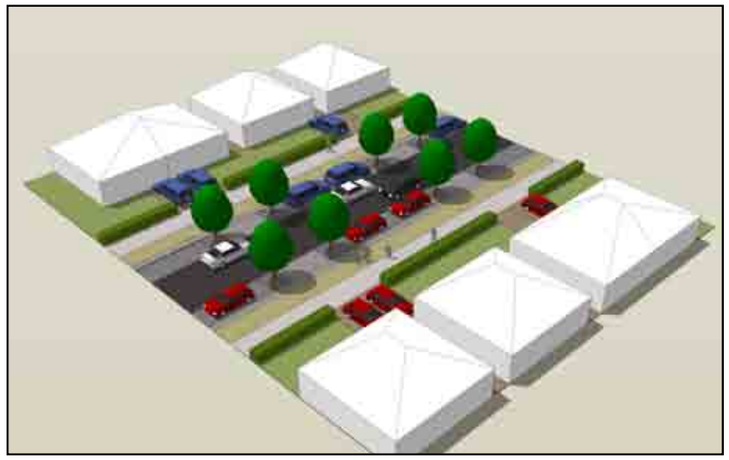


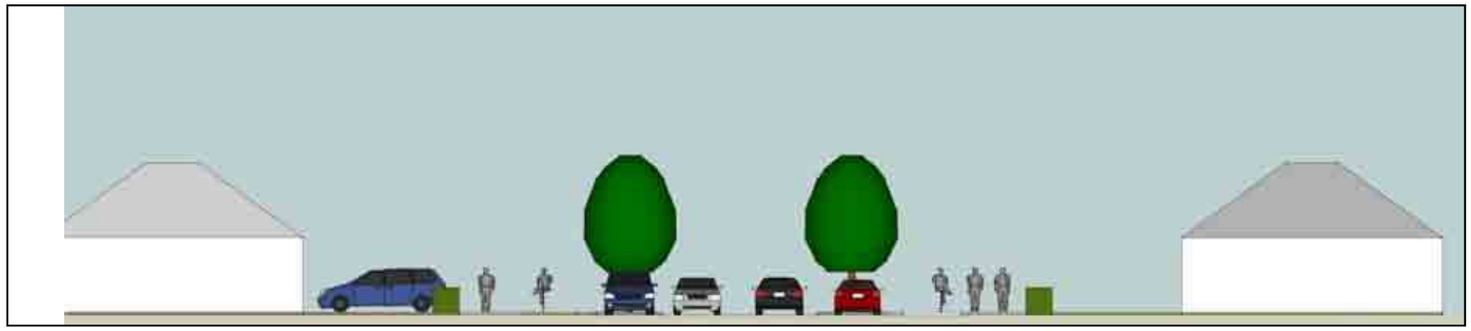


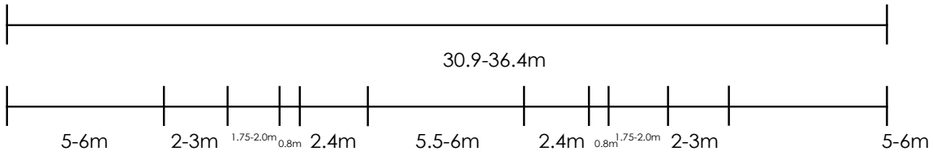
** does not include optional cycle path*

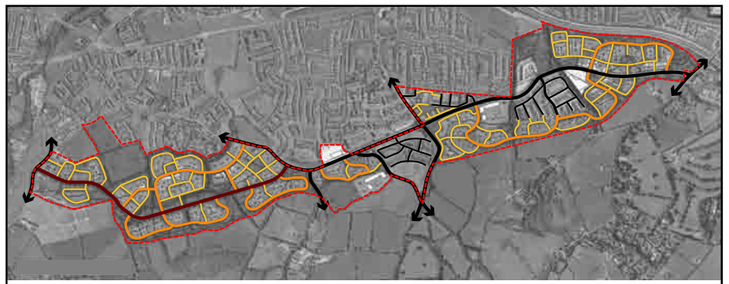


3. Local link Street - Mid and Upper Slopes

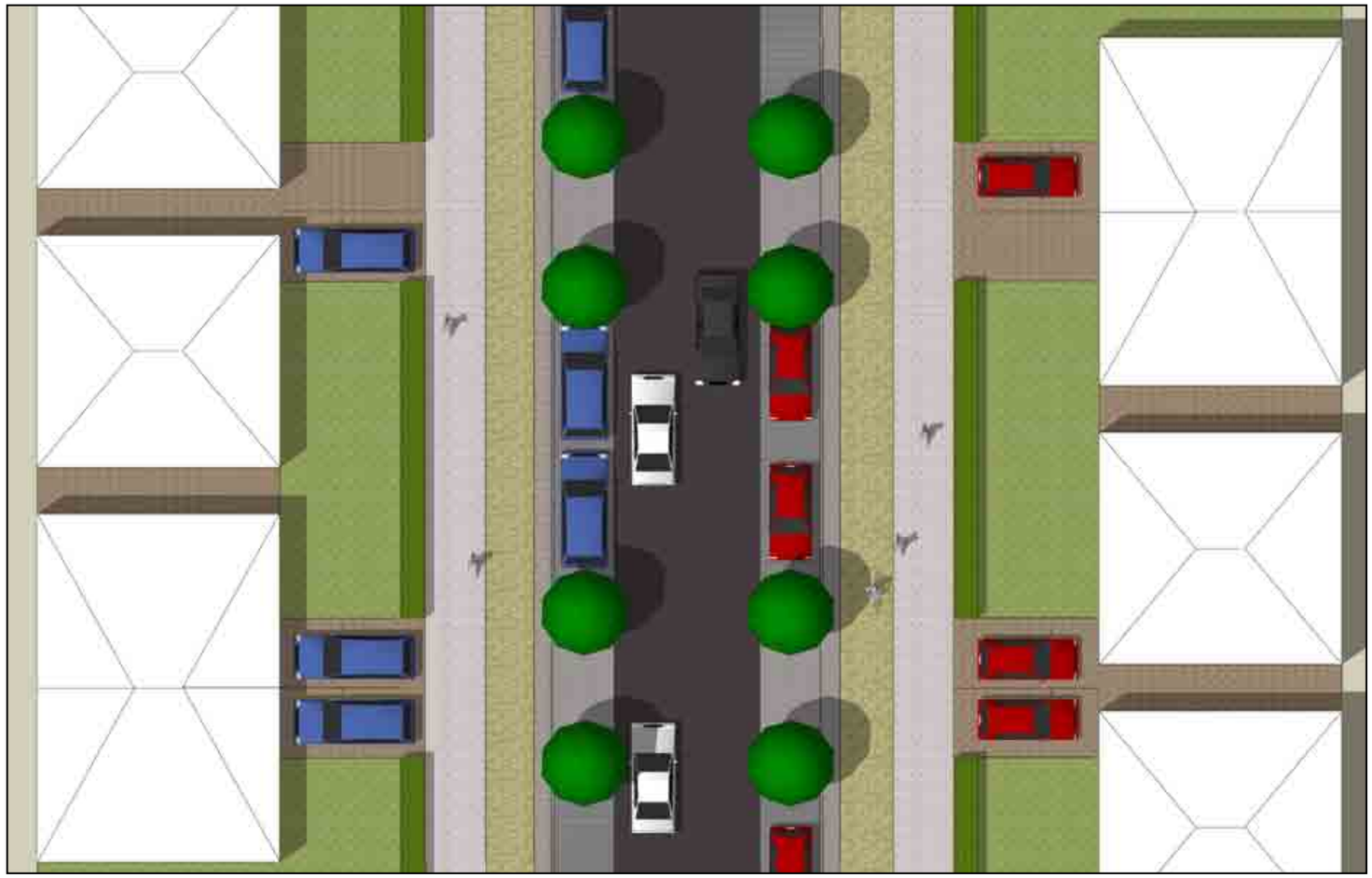




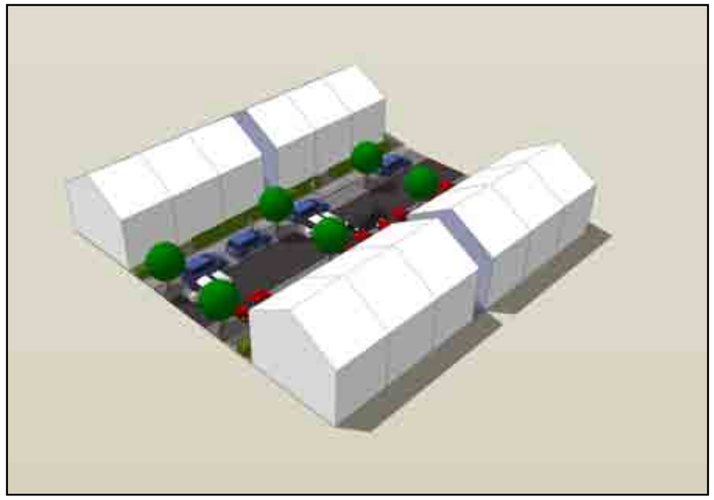




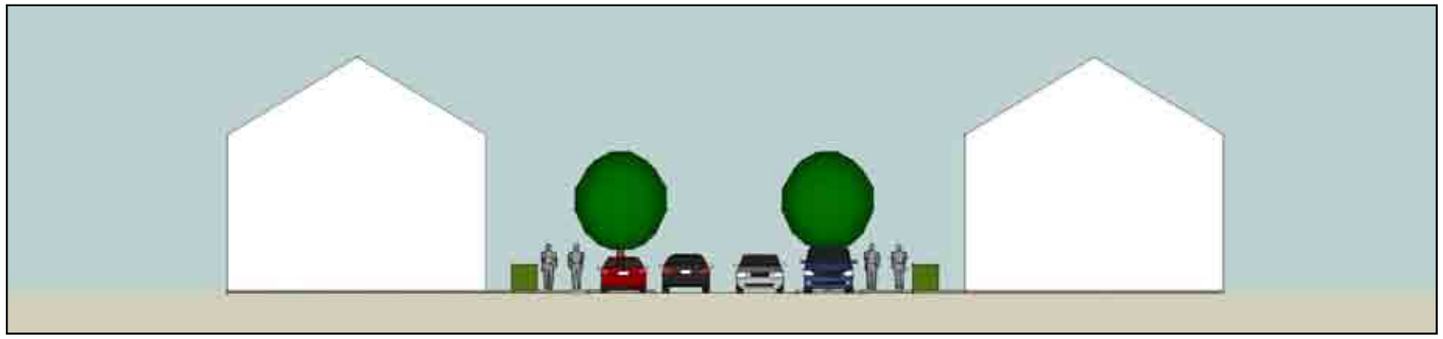
Function	Local Streets that provide access and circulation within Neighbourhoods.
Character	The character of these streets will be defined by a wide range of design measures that passively calm traffic.
Design Speed	30-40 kph.
Cycle Paths	2m cycle tracks to be provided. May be reduced to 1.5m where a verge is provided adjacent to the path.
Car Parking	Integrated mix of in-curtilage and parallel on-street parking. Where demand for on-street parking is not high (such as adjacent to parks) sections may be supplemented by planted verges to enhance the landscape.
Materials	Paved or concrete footpaths. Soft landscaped verges. Paved or imprinted DMB car parking bays. DMB carriageway surface with paving or imprinted treatments at major junctions. Coloured DBM cycles tracks.

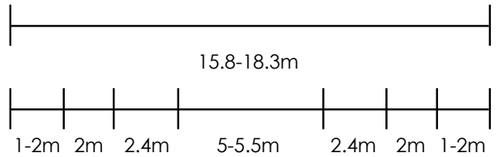


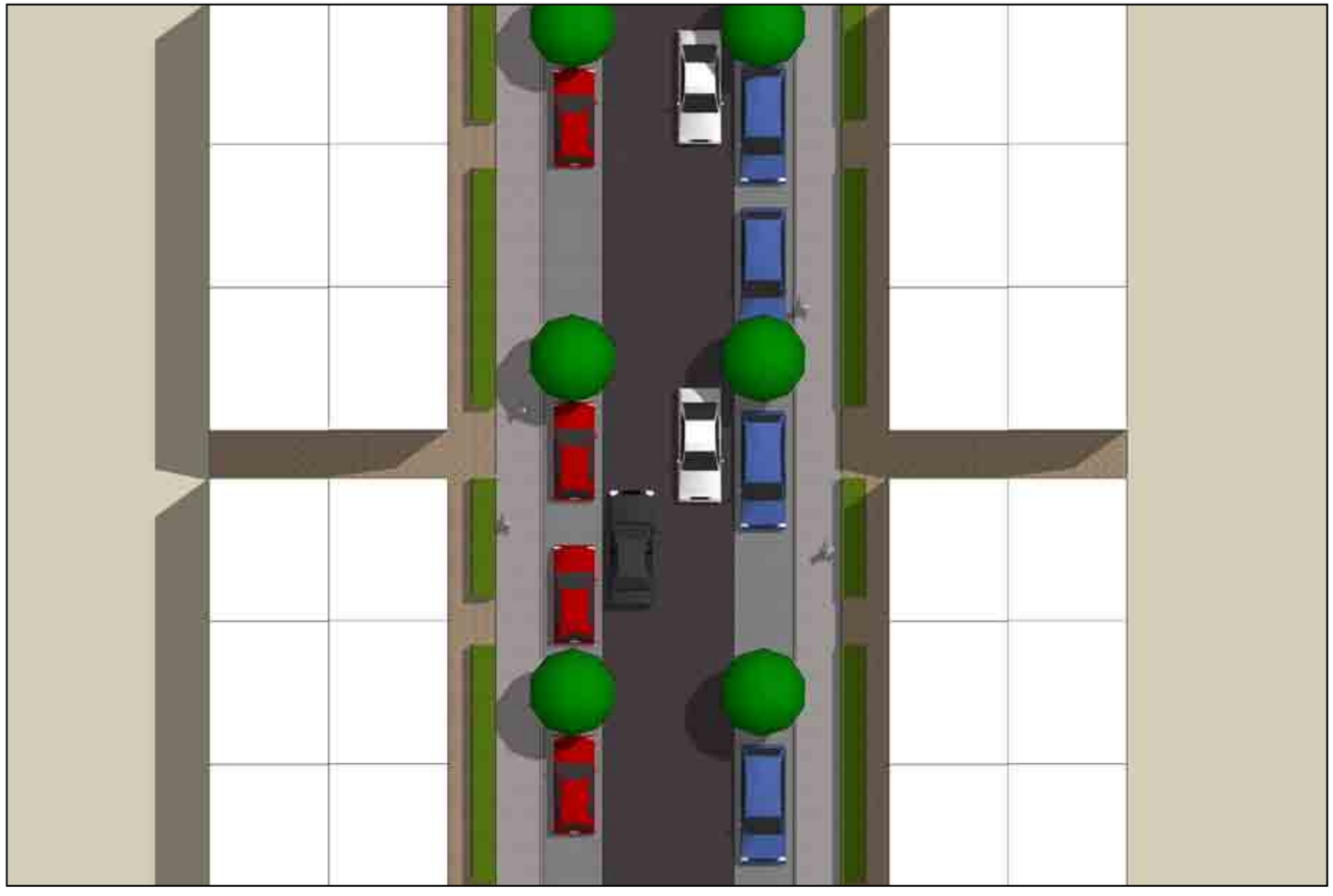
4. Local Street - Lower Slopes (Option 1)



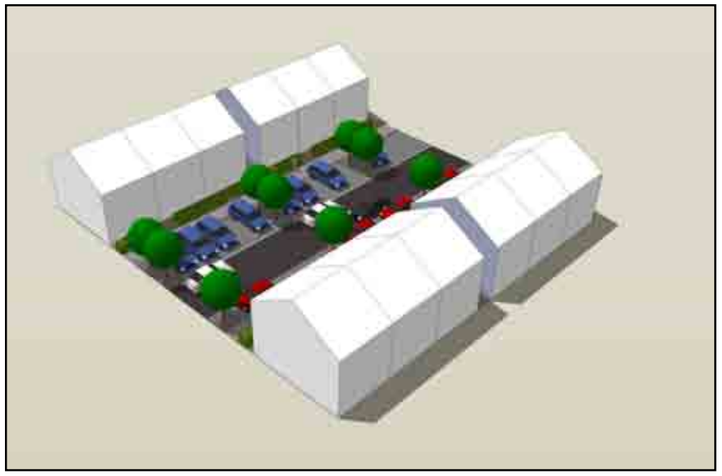
Function	Local Streets that provide access to and circulation within individual neighbourhoods, however, permeability may be filtered to reduce traffic flows such as via turning restrictions or vehicular cul-de-sacs.
Function	The character of these streets will be defined by a wide range of design measures that passively calm traffic.
Design Speed	30 kph.
Cycle Paths	Not required.
Car Parking	On-street parallel spaces. Max 2 per bay. Where demand for on-street parking is not high (such as adjacent to parks) sections may be supplemented by planted verges to enhance the landscape.
Materials	Concrete footpaths, paved or landscaped verges, paved, imprinted or coloured DBM parking bays. DMB carriageway surface with paving or imprinted treatments at strategic locations.

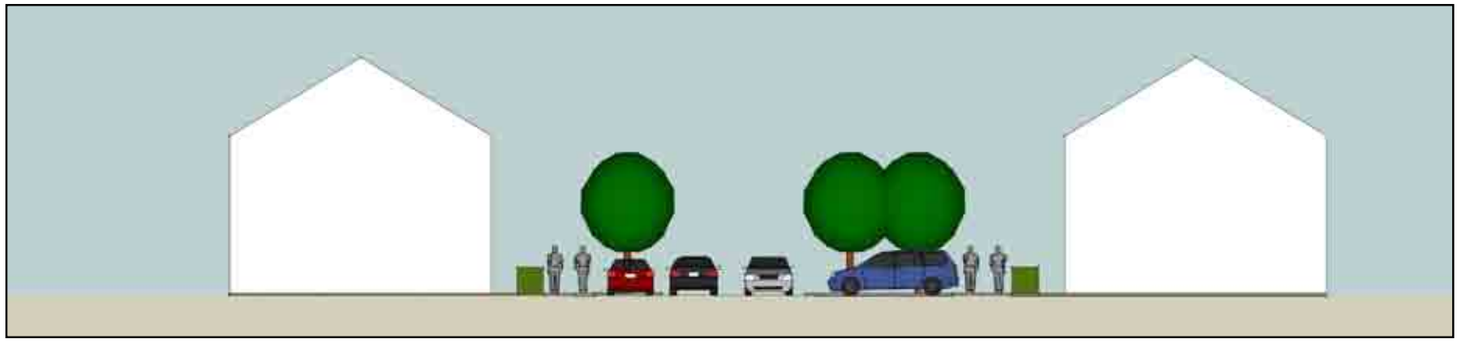


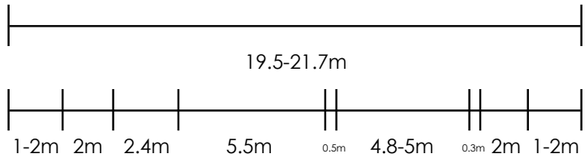




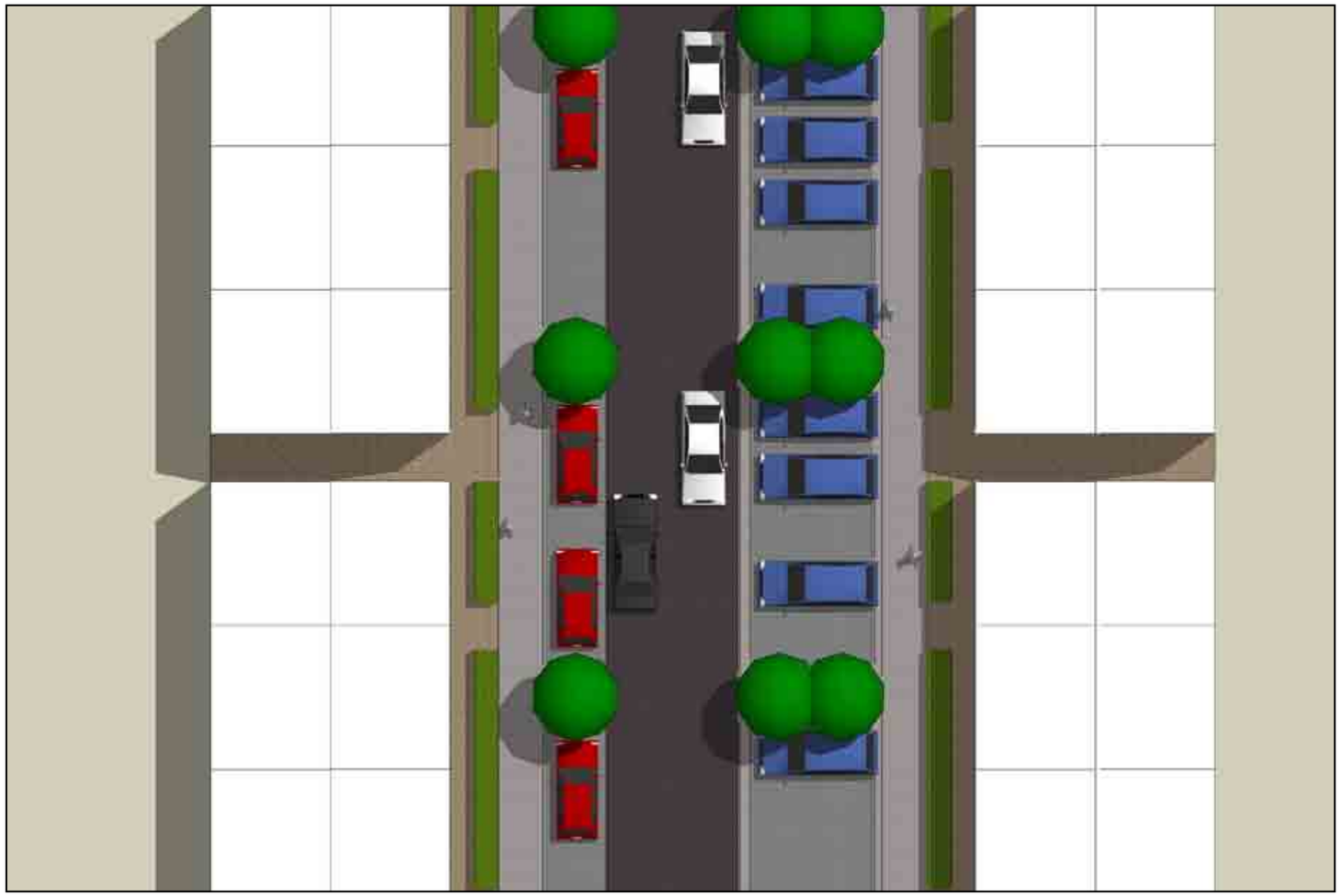
4. Local Street - Lower Slopes (Option 2)



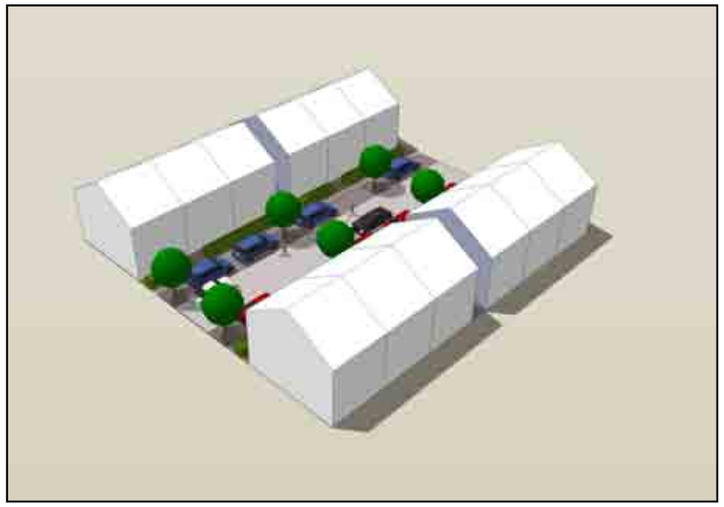




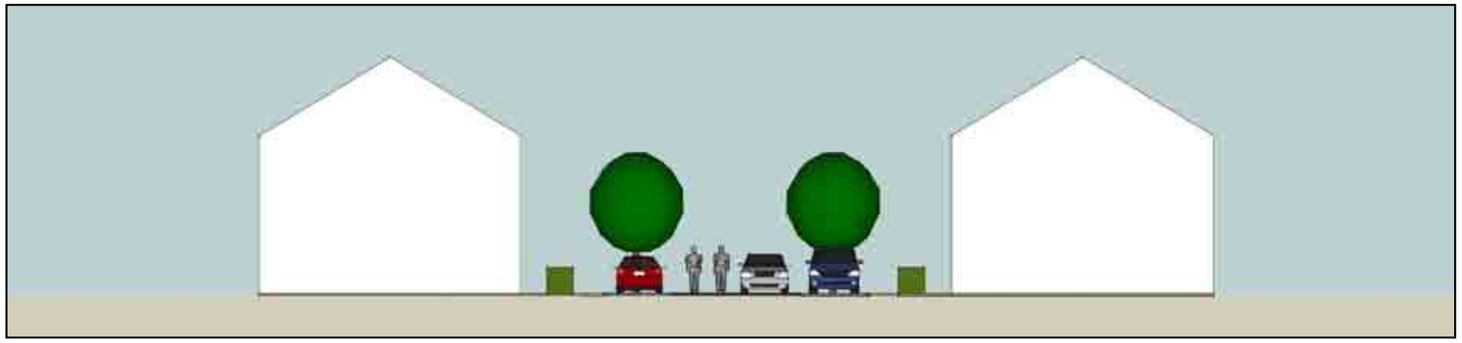
Function	Local Streets that provide access to and circulation within individual neighbourhoods, however permeability may be filtered to reduce traffic flows such as via turning restrictions or vehicular cul-de-sacs.
Function	The character of these streets will be defined by a wide range of design measures that passively calm traffic.
Design Speed	30 kph.
Cycle Paths	Not required.
Car Parking	Mix of on-street parallel spaces (max 2 per bay) and on-street perpendicular spaces (max 5 per bay and restricted to one side of the street only). Where demand for on-street parking is not high (such as adjacent to parks) sections may be supplemented by planted verges to enhance the landscape.
Materials	Concrete footpaths, paved or landscaped verges, paved, imprinted or coloured DBM parking bays. DMB carriageway surface with paving or imprinted treatments at strategic locations.

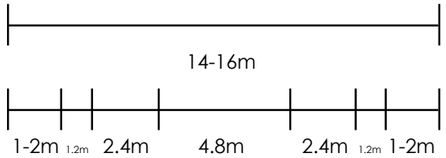


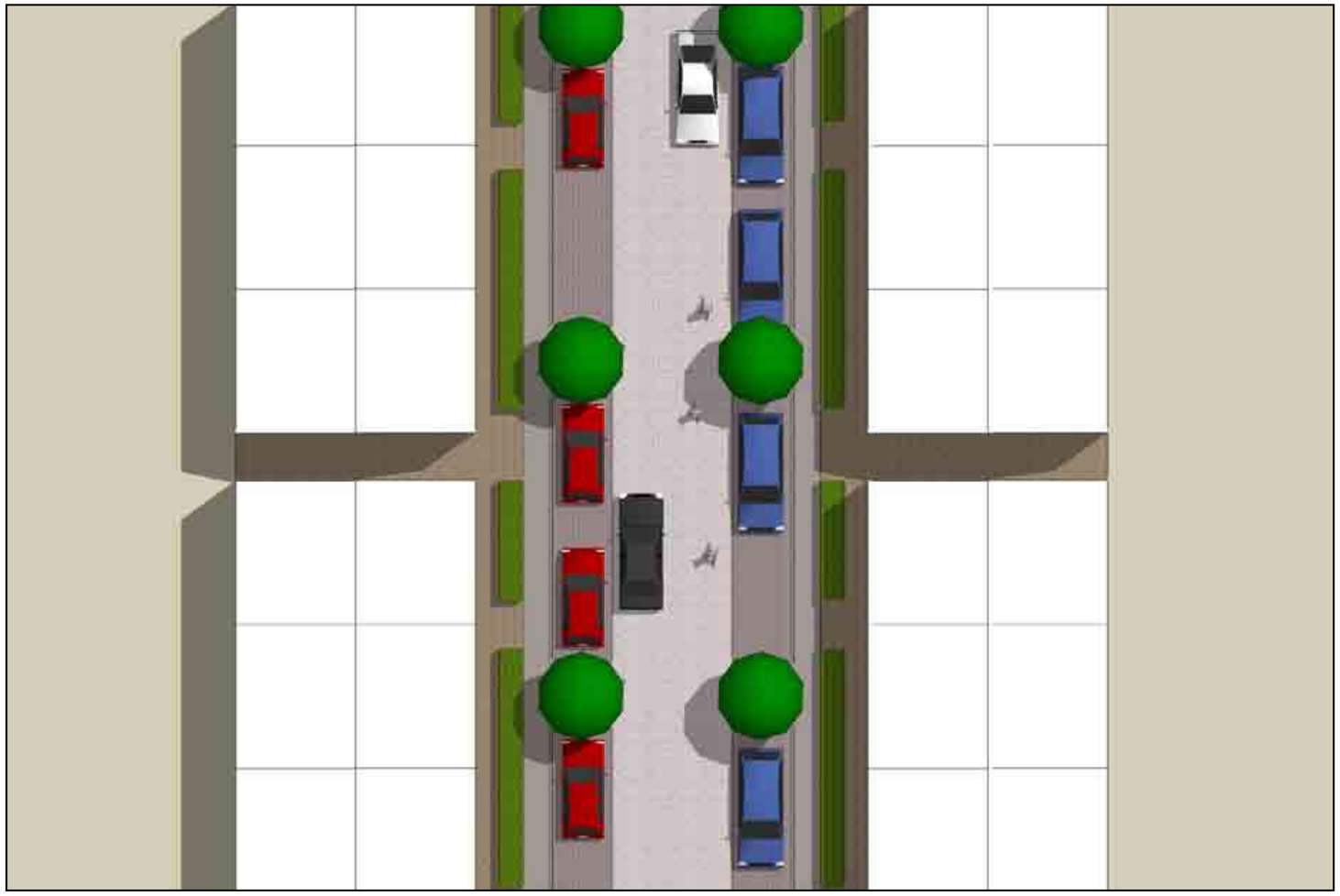
4. Local Street - Lower Slopes (Option 3)



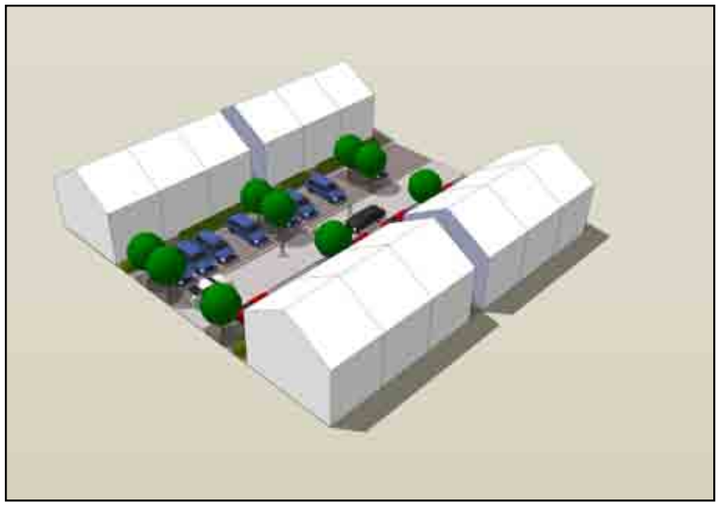
Function	Local Streets that provide access to and circulation within individual neighbourhoods, however permeability may be filtered to reduce traffic flows such as via turning restrictions or vehicular cul-de-sacs.
Character	Shared surface street with homezone characteristics
Design Speed	15 kph
Cycle Paths	Not required
Car Parking	On-street parallel spaces. Max 2 per bay. Where demand for on-street parking is not high (such as adjacent to parks) sections may be supplemented by planted verges to enhance the landscape.
Materials	Paved or imprinted verges. Paved or imprinted parking bays. Paved or imprinted carriageway surface. May include sections of coloured DBM with paved banding.



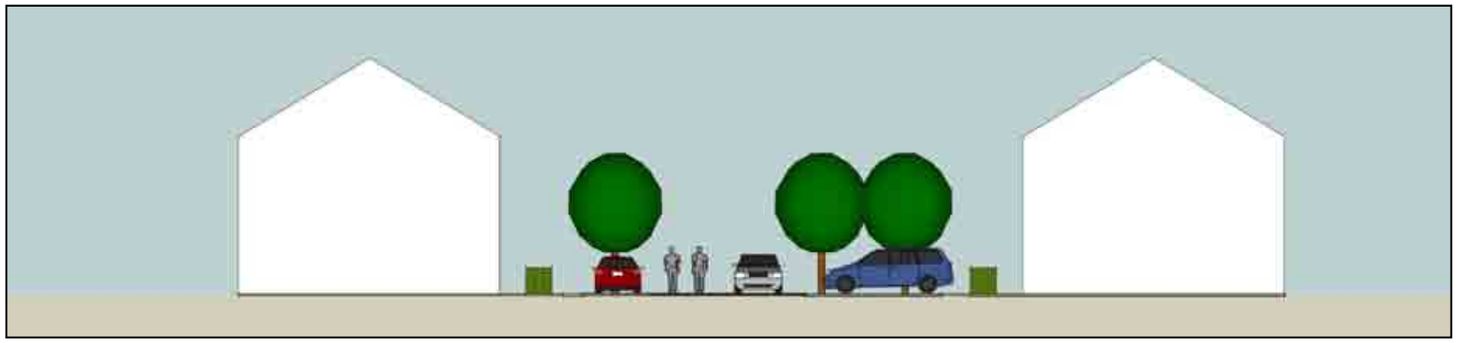


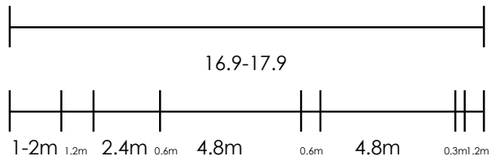


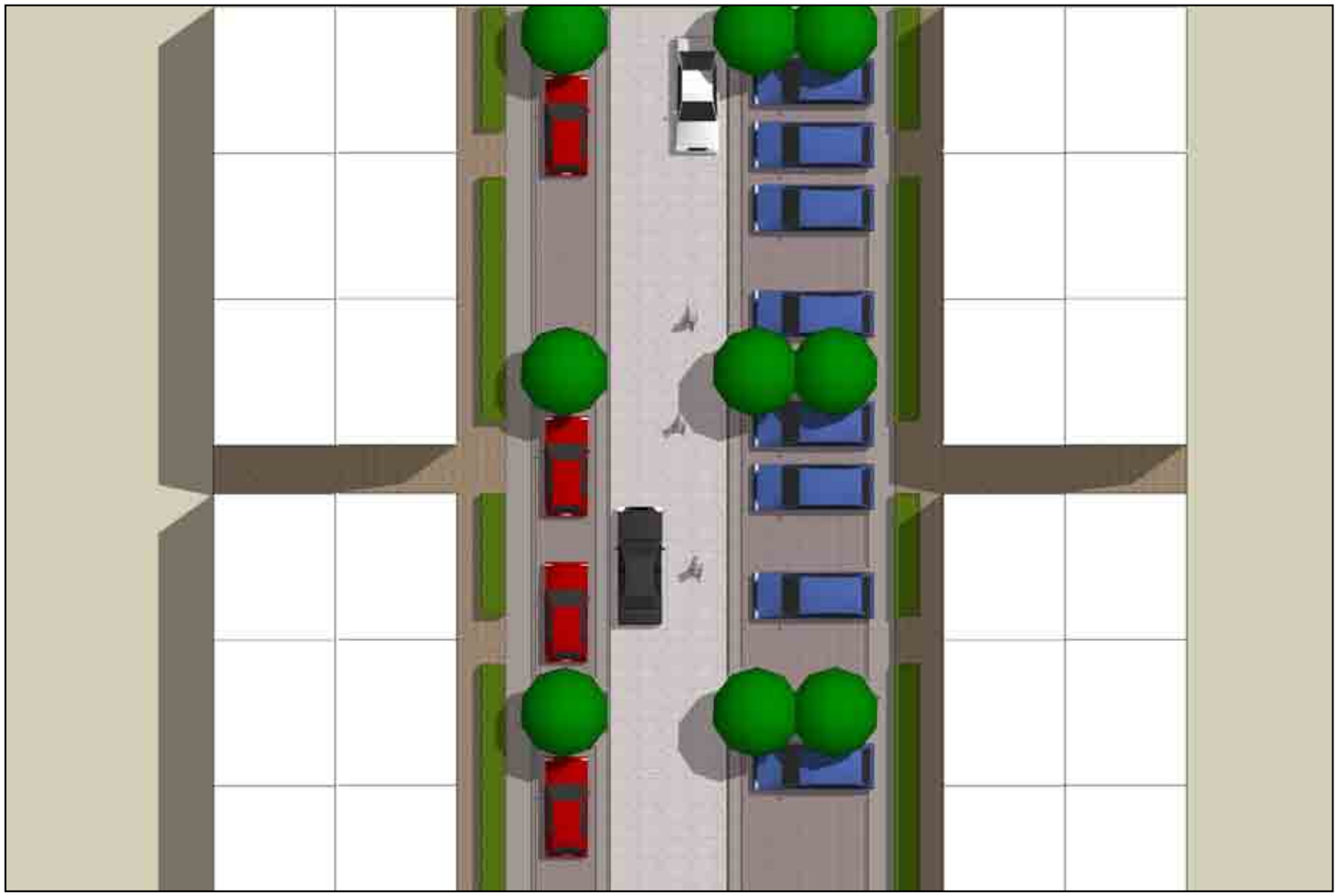
4. Local Street - Lower Slopes (Option 4)



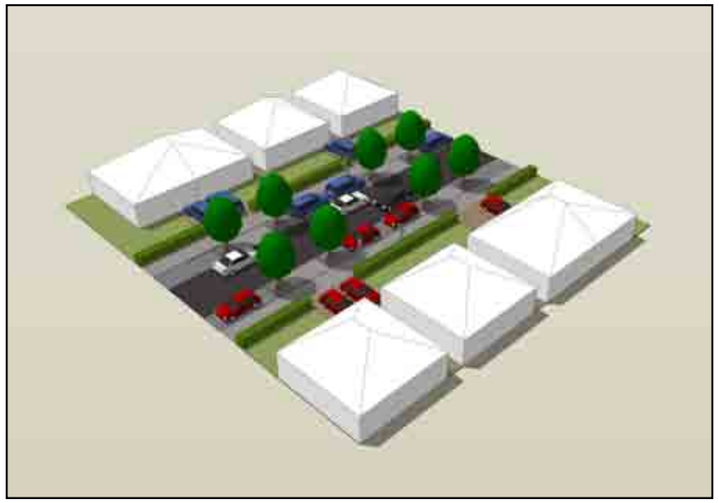
Function	Local Streets that provide access to and circulation within individual neighbourhoods, however, permeability may be filtered to reduce traffic flows such as via turning restrictions or vehicular cul-de-sacs.
Character	Shared surface street with homezone characteristics.
Design Speed	15 kph.
Cycle Paths	Not required.
Car Parking	Mix of on-street parallel spaces (max 2 per bay) and on-street perpendicular spaces (max 5 per bay and restricted to one side of the street only). Where demand for on-street parking is not high (such as adjacent to parks) sections may be supplemented by planted verges to enhance the landscape.
Materials	Paved or imprinted verges. Paved or imprinted parking bays. Paved or imprinted carriageway surface. May include sections of coloured DBM with paved/ imprinted banding.



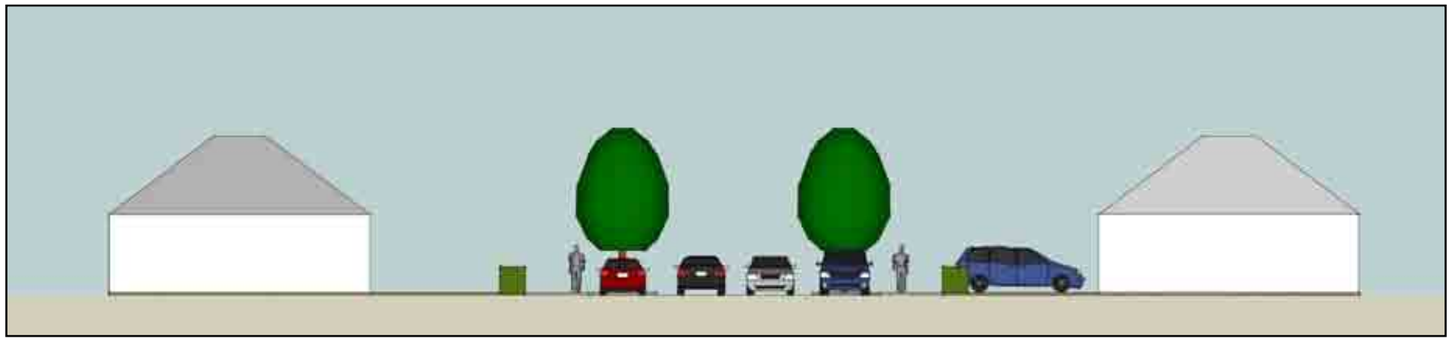


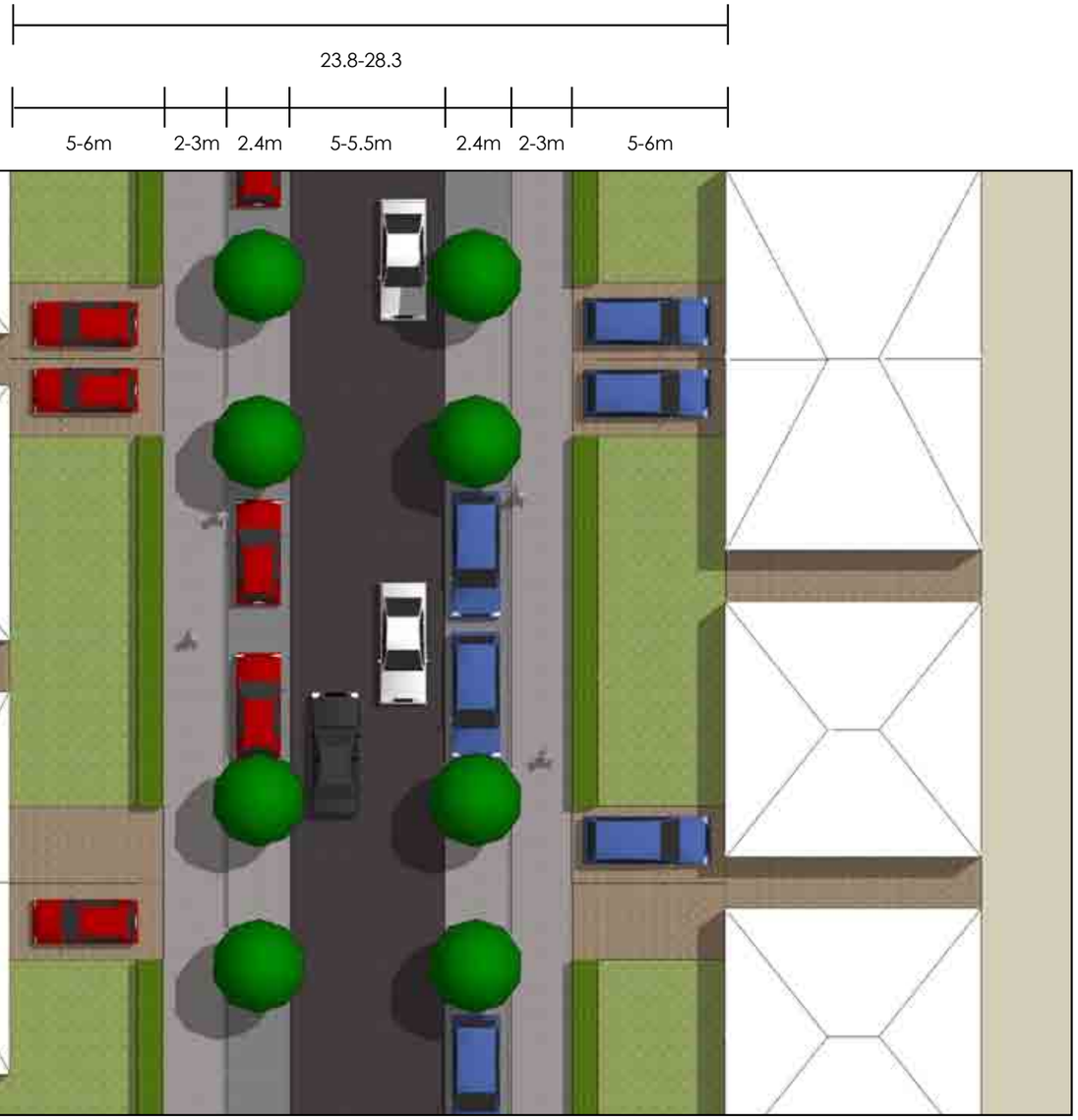


5. Local Street - Mid and Upper Slopes (Option 1)

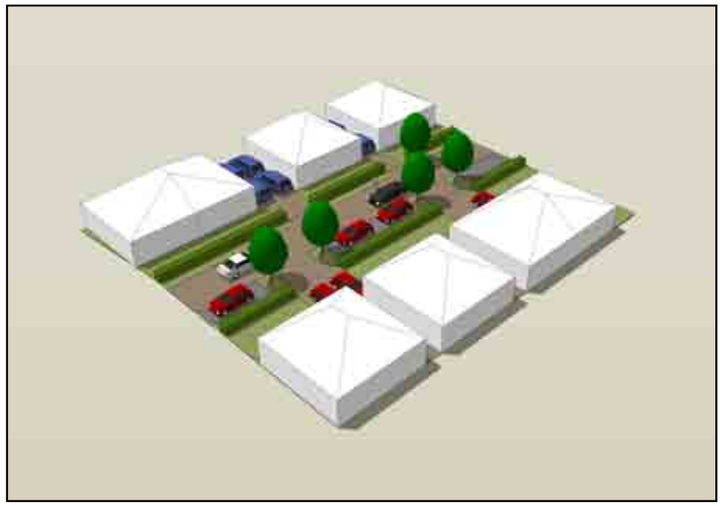


Function	Local Streets that provide access to and circulation within individual neighbourhoods, however permeability may be filtered to reduce traffic flows such as via turning restrictions or vehicular cul-de-sacs.
Function	The character of these streets will be defined by a wide range of design measures that passively calm traffic. Where demand for on-street parking is not high (such as adjacent to parks) sections may be supplemented by planted verges to enhance the landscape.
Design Speed	30-40 kph
Cycle Paths	Not required
Car Parking	Integrated mix of in-curtilage and parallel on-street parking
Materials	Concrete footpaths. Soft landscaped verges. Paved, imprinted or coloured DBM parking bays. DMB carriageway surface with paving treatments at major junctions.





5. Local Street - Mid and Upper Slopes (Option 2)



Function	Local Streets that provide access to and circulation within individual neighbourhoods, however, permeability may be filtered to reduce traffic flows such as via turning restrictions or vehicular cul-de-sacs.
Function	The character of these streets will be defined by a wide range of design measures that passively calm traffic.
Design Speed	30-40 kph
Cycle Paths	Not required
Car Parking	Integrated mix of in-curtilage and parallel on-street parking. Where demand for on-street parking is not high (such as adjacent to parks) sections may be supplemented by planted verges to enhance the landscape.
Materials	Landscaped verges. Paved, imprinted or loose surface parking bays. Paved, imprinted or loose surface carriageway surface. May include sections of coloured DBM with paved/imprinted banding.