



DEANSGRANGE LOCAL AREA PLAN 2010-2020

Comhairle Chontae Dhún Laoghaire - Ráth an Dúin
Dún Laoghaire-Rathdown County Council

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Deansgrange Local Area Plan 2010-2020

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5.	Drawing E	Traffic and Public Transport
6.	Drawing F	Community and Amenities
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1 Introduction

1.1 Background

The preparation of this Local Area Plan was begun under the 2004 – 2010 Dún Laoghaire-Rathdown County Development Plan, which contained a Specific Local Objective, (Chapter 14, Map 7) requiring the preparation of a Local Area Plan for Deansgrange. The Planning Authority initiated the statutory plan making process, in accordance with the Planning and Development Act 2000, for the proposed Deansgrange Local Area Plan, by placing an advertisement in the Irish Times newspaper on the 3rd of October 2008. An 'Issues Paper' was prepared and submissions from the public were invited during the six-week period from 3rd October 2008 to 14th November 2008.

1.2 The Legal Status of the Plan

This plan is a statutory plan prepared under the provisions of the Planning and Development Act 2000 – 2006 (Sections 18 –19 of the Act). A Local Area Plan must be consistent with the objectives of the County Development Plan. A Local Area Plan is a legal document in accordance with the Planning and Development Act 2000 as amended. The Act states *"A local area plan shall be consistent with the objectives of the development plan and shall consist of a written statement and a plan or plans indicating the objectives in such detail as may be determined by the planning authority for the proper planning and sustainable development of the area to which it applies including detail on community facilities and amenities and on standards for the design of developments and structures"*. This plan is consistent with the objectives and provisions of the 2010 – 2016 Dún Laoghaire-Rathdown County Development Plan.

1.3 The Purpose of the Plan

A Local Area Plan can be seen as a mechanism through which a detailed assessment of local planning issues can be carried out (including detail on community facilities and amenities and on standards for the design of developments and structures) and can provide an impetus for physical improvements and social gain. This Local Area Plan will assess the existing environment within the plan area, including the following elements:

- Urban Structure
- Transportation and Movement

- Employment Lands
- Community Facilities and Amenities
- Residential
- Retail

The overall purpose of this Local Area Plan is to set out a strategy for the proper planning and sustainable development of the plan area with regard to the issues highlighted by this assessment.

1.4 The Plan Area

Deansgrange is a mature, largely residential area located approximately twelve kilometres from Dublin City Centre. The village is situated at the crossroads junction of Deansgrange Road, Clonkeen Road and Kill Lane. The Local Area Plan area covers the area within 500m radius of Deansgrange village crossroads and includes part or all of the following distinct areas:

- Deansgrange Village
- Deansgrange Cemetery
- St. Fintan's Park
- Clonkeen Park
- Deansgrange Business Park
- Pottery Road Business Park
- Baker's Corner

The LAP area comprises a number of different DEDs and as such an exact population figure for the plan area is not available. The area does however contain approximately 730 dwelling units within mature neighbourhoods. Given that the average household size at the last Census of Population (2006) was 2.81, this would give an approximate population for the plan area of 2,050 persons.

1.5 The Plan Period

The plan is valid for a period of 10 years, 2010 - 2020. The Plan will be reviewed and varied to incorporate any material changes effected by a new County Development Plan.

1.6 Structure of the Plan

The Plan consists of this written statement and the following 8 drawings:

- Drawing A Proposed Future Urban Form
 - Drawing A1 Appraisal of Existing Condition
 - Drawing A2 Proposed Landscape Elements
 - Drawing A3 Indicative Business Park Potential
- Drawing B - Building Heights
- Drawing C - Potential Redevelopment Areas
- Drawing D - Pedestrian and Cycle Movement
- Drawing E - Traffic and Public Transport
- Drawing F - Community and Amenities
- Drawing G - County Retail
- Drawing H - Local Retail/Services

Should any potential conflicts arise between the Written Statement and the Drawings, the written statement shall prevail.

1.7 Form of the Written Statement

Section 1.0 Introduction

Section 2.0 Urban Structure

This section of the LAP sets out development guidance aimed at enhancing and working towards a more attractive and efficient urban environment within Deansgrange. One which would be commensurate with the area's many positive attributes and which would lend the village a stronger visual character with greater distinction and legibility.

Section 3.0 Movement and Accessibility

This section of the LAP assesses pedestrian and cycle facilities within the plan area and identifies opportunities for improvements. In addition, traffic congestion and access issues along Kill Lane together with public transport and parking related concerns are also examined with proposals brought forward.

Section 4.0 Business Parks

This section of the LAP assesses the role of the Business Parks, on a variety of levels, within the local community and emphasises the need to work towards a greater synergy between these employment zoned lands and their immediate environs. The relationship between the Business Parks and the community and surrounding areas is assessed under the headings: Services, Employment and Amenity with proposals brought forward as required.

Section 5.0 Community and Amenities

The purpose of this section of the LAP is to assess the current level and quality of community infrastructure and amenities provision within the Deansgrange area, to identify any weaknesses and recommend objectives to address issues as required.

Section 6.0 Retail

The purpose of this section of the LAP is to first of all set out the Retail Hierarchy for the county and recognise the role of Deansgrange as a Neighbourhood Centre and secondly to identify any shortcomings with existing retail provision within the plan area and recommend objectives accordingly.

Section 7.0 Residential

The purpose of this section of the LAP is to both examine how existing population levels can be retained in line with current County Development Plan Policy and to assess how residential amenities can be strengthened. This forms the basis for identifying objectives relating to future residential development within the plan area.

1.8 Planning Policy Context

1.8.1 National and Regional Planning Policy Context

The National Spatial Strategy 2002 – 2020 People, Places and Potential

The National Spatial Strategy (NSS) provides a national level strategic planning framework over a 20-year period. With respect to the Greater Dublin Area, the National Spatial Strategy seeks to enhance the competitiveness of the region through the consolidation of the metropolitan area i.e. Dublin City and the suburbs, supported by effective land use and transport policies. With respect to housing development the National Spatial Strategy seeks mixed use and well-designed higher density development particularly near public transport nodes like railway stations and the creation of living environments of the highest quality through attention to detail in urban design, integration of amenities, facilities for children, older persons, and sections of the community with special needs.

Regional Planning Guidelines for the Greater Dublin Area, 2004 - 2016

The Regional Planning Guidelines (RPGs) for the Greater Dublin Area gives regional effect to the National Spatial Strategy and plans for the physical, economic and social development of the Dublin and Mid-East Regions. The settlement strategy proposes

separate Development Policy Areas within the Greater Dublin area - (a) the Metropolitan Area, i.e. Dublin City Centre and suburbs, and (b) the Hinterland Area, i.e. in the main counties surrounding Dublin. The Plan area falls wholly within the defined Metropolitan Area. The RPGs seek that the Metropolitan Area be consolidated and therefore it seeks an increase in overall residential development densities particularly in proximity to public transport corridors, subject to quality design and mixed-use development in order to reduce the need to travel and the dependence on private transport.

A Platform for Change - Dublin Transportation Office 2000

This document is the transportation strategy for the Greater Dublin Area up to 2016. The Strategy envisages that there will be extensive, high quality, fully accessible, integrated networks for DART / Suburban rail, Luas, METRO, bus, roads, cycling and walking. Strategic but limited improvements to the road network are endorsed, including the completion of the orbital motorway around Dublin. The twin elements of the strategy are *Service Improvements*, including road construction, traffic management and the expansion of the public transport network and *Demand Management*, which seeks to encourage a transfer of trips from the private car to public transport, cycling and walking.

Smarter Travel – A Sustainable Transport Future 2009 –2020

This document issued by the Department of the Environment, Heritage and Local Government indicates that transport and travel trends in Ireland are unsustainable and advises that unless changes are made congestion will get worse, transport emissions will continue to grow, economic competitiveness will suffer and quality of life will decline. In order to address these concerns and ensure a sustainable transport future, this document highlights the need to focus on smarter travel solutions and alternatives to private car usage.

National transportation policy is set out in “ Smarter Travel a Sustainable Transport Future 2009 –2020” issued by the DoEHLG.

National Cycle Policy Framework 2009 – 2020

This policy sets out actions to promote a new cycling culture in Ireland as a sustainable alternative to the private car. This framework targets 2020 for 10% of all trips to work to be made by bicycle.

1.8.2 County Development Plan Context:

Dún Laoghaire-Rathdown 2010 – 2016 County Development Plan

The 2010 – 2016 Dún Laoghaire-Rathdown County Development Plan sets out a strategy for the future planning and development of the County. In doing so the Council had regard to all National and Ministerial land use and transportation guidance documents.

The ‘Vision for the County’ as set out in the 2010 – 2016 County Development Plan includes:

“To plan for and facilitate appropriate levels of sustainable development in Dún Laoghaire-Rathdown based on high quality residential, employment and recreational environments allied to the delivery of enhanced sustainable transportation patterns. To create a high-quality physical environment that meets the growing needs of those living, working or visiting the County in an inclusive, balanced and integrated way to ensure communities can thrive in a socially, economically and environmentally sustainable manner – all within the parameters of the strategic framework laid down by the Regional Planning Guidelines for the Greater Dublin Area.

Land Use Zoning Objectives of the County Development Plan:

The 2010 – 2016 Dún Laoghaire-Rathdown County Development Plan contains the following land use zoning objectives pertaining to the plan area:

Objective “A” - ‘to protect and/or improve residential amenity.’

Objective “E” – ‘to provide for economic development and employment’

Objective “NC” - “to protect, provide for and / or improve mixed use neighbourhood centre facilities.”

Objective “F” - ‘to preserve and provide for open space with ancillary active recreational amenities.’

The proposed Local Area Plan is intended to consist of zoned lands in accordance with the 2010 - 2016 Dún Laoghaire-Rathdown County Development Plan. Development in the Plan area will primarily consist of the redevelopment of existing sites in accordance with County Development Plan zonings and objectives.

Other Objectives of the County Development Plan:

The 2010 - 2016 Dún Laoghaire-Rathdown County Development Plan contains other objectives pertaining to the Plan area:

- Proposed QBC along Kill Lane and Rochestown Avenue.
- 6 year road proposal along Rochestown Avenue and Pottery Road.

- To protect trees and woodlands at various locations within the Plan area
- To protect and / or provide for a Burial Ground at Deansgrange Cemetery.
- There are three sites of archaeological interest within the Plan area; DU023-015 Kill Abbey, DU023-016 Kill Lane, DU023-041 a possible castle site at Foxrock Avenue.
- There are six protected structures within the Plan area: The Ashbury Nursing Home off Kill Lane, Kill Abbey within the Kill Abbey residential area, Kill Abbey Church adjacent to St. Fintan's Park, Fairholme on Abbey Road and two Mortuary Chapels within Deansgrange Cemetery.

1.8.3 Pre Draft Consultation

The pre-draft public consultation phase is an important aspect of the initial preparatory work for a Local Area Plan given that it facilitates a community led review process from the outset. The pre-draft consultation comprised the following:

- A Public Newspaper Notice inviting Submissions.
- The preparation of an Issues Paper for display at Council Offices and Public Libraries.
- A Public Information Day at Deansgrange Library.

A total of 50 submissions were received and the issues raised were taken into consideration in the preparation of the Deansgrange Draft Local Area Plan. The main issues raised are summarised and set out in Appendix A

1.8.4 Strategic Environmental Assessment

In accordance with the Planning and Development (Strategic Environmental Assessment) Regulations 2004, the Planning Authority has screened the proposed Deansgrange Local Area Plan to determine whether or not the plan would be likely to have significant effects on the environment

The screening document prepared by the Planning Authority in accordance with Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI.No.436 of 2004), concluded that an SEA was not required for the Deansgrange Local Area Plan. The Determination Report on this matter is set out in Appendix C of this document.

2 Urban Structure

2.1 Context

Deansgrange village is a vibrant Neighbourhood Centre, which supports a strong base of retail, community and commercial services. It serves a relatively large catchment area, is the main focal point for the surrounding community and enjoys good heritage and recreational amenities in its immediate vicinity. Set within a valley between Foxrock to the south west and Kill of the Grange to the east, the village enjoys an attractive setting with good public transport links to Dublin City, Dún Laoghaire and surrounding areas. With its many positive attributes, Deansgrange has significant potential to continue to develop as a high quality urban area.

It is the purpose of this section of the LAP to set out development guidance aimed at working towards a more attractive and efficient urban environment within Deansgrange. One which would be commensurate with the area's many positive attributes and which would lend the village a stronger visual character with greater distinction and legibility.

To achieve this, an assessment of the existing situation followed by guidance in respect of future development is set out below under the following headings:

- Assessment of Existing Urban Structure and Character
- Potential Redevelopment Areas
- Urban Design Guidance
- Landscaping and Environmental Improvements

2.2 Assessment of Existing Urban Structure and Character

The existing built environment within Deansgrange comprises a mix of both modern and more traditional building styles, each of which contributes to informing the existing character and streetscape of the area. Before setting out guidance on future development, it is first of all important to assess the existing urban structure and character of the area and understand the benefits of ensuring that those elements, which make a positive contribution to the existing streetscapes are retained and/or reflected in future development proposals for the area.

This survey and analysis is set out hereunder for each of the main approaches into the village, the village centre and Baker's Corner. These include:

- Deansgrange Road
- Kill Lane from Foxrock Church
- Kill Lane from Baker's Corner
- Deansgrange Village Centre
- Baker's Corner Neighbourhood Centre

See Drawing A1 – Appraisal of Existing Condition

2.2.1 Deansgrange Road

Deansgrange Road is of a tighter urban grain than Clonkeen Road and the building line is closer to the street. Single storey residential terrace cottages with on-street parking on one side together with the stone wall of Deansgrange Cemetery on the other, frame the entrance to the village from the north. The road progresses with a series of retail units set over two storeys offering a continuation to the terrace cottages building line with pavilion style car sales show rooms and two storey offices beyond. On the opposite side the building line fragments and the urban edge is incomplete offering the potential for infill redevelopment.

Along Deansgrange Road, the pavilion style buildings built predominantly with glass and steel, which accommodate car sales showrooms, occupy a substantial amount of street frontage. These add something to the approach into Deansgrange, especially when lit in the evening / night and offer the potential of something to come, while also lending the area a more contemporary character. Modern / contemporary style buildings have also been built at the recently completed medical / veterinary practices fronting onto Kill Lane adjacent to Foxrock Grove with further contemporary style terrace housing recently completed on Deansgrange Road, opposite Deansgrange Cemetery. It is important to encourage high quality contemporary style architecture, which both reflects and is in keeping with the more traditional aspects of the existing built environment, while at the same time allowing for new buildings to reflect aspects of more contemporary high quality design, where appropriate.

One of the main focal points within Deansgrange village is the Grange Pub. Situated at the crossroads, this premises informs the character of the village in a number of different ways. First of all, as the only public house in this immediate area, it serves an important community function and social gathering point for local residents and brings a community / social use right into the heart of the village. The pub also serves as an important local landmark. It identifies the crossroads as Deansgrange, and is a useful orientation device for those visiting or passing through the area. The public house is therefore significant in terms of informing the character of the area and is an important village centre use, which should form part of any

future redevelopment of this site. However, the opposite corner lacks an urban edge and contributes little to the village core.

2.2.2 Kill Lane from Foxrock Church

Kill Lane from Foxrock Church moves from a considerable height offering changing views down into Deansgrange. The views focus in turn on:

- Tree lined Kill Lane and its two storey residential streetscape.
- The office building fronting Deansgrange Business Park on the opposite side of the village.
- The Lidl / Bank of Ireland building.
- The village crossroads corner at the former AIB building.

This approach terminates at the crossroads with a traffic island and the Lidl / Bank of Ireland building on one side and a residential rear garden wall on the other.

2.2.3 Kill Lane from Baker's Corner

Kill Lane from Baker's Corner also falls from a height and winds down past the Deansgrange Business Park to one side and a residential estate set back from the road on the other. As the road turns the spire of Deansgrange Church comes into view and is framed by trees and a view of the mountains beyond. The former AIB building is evident below. This approach terminates at the crossroads with a pedestrian pinch point adjacent to the traffic lights, beside the former AIB premises and the Grange pub on the opposite corner. Views of the Lidl / Bank of Ireland building and the corner bounded by a residential rear garden and leylandii trees dominate this approach.

2.2.4 Deansgrange Village Centre

Three of the four crossroad corners, while developed in various styles and merit, have a building edge. The remaining corner is the boundary wall of a residential rear garden. The urban fabric is disjointed and lacks real edge definition and continuity. The crossroads are vehicular dominated and there is little to hold the attention of people passing through. There is a need to make the crossroads area more welcoming and to create a stronger focus for the village. Measures to address these issues are set out below in detail under Section 2.4 Urban Design Guidance.

2.2.5 Baker's Corner

At Baker's Corner, the existing public house, Baker's Corner, serves a similar function in terms of informing the character of the area, to that outlined above for the Grange Pub at Deansgrange crossroads. In addition, the existing built form of this public house and its ancillary envelope of structures is quite

distinctive with many traditional features, which are considered to make a significant contribution to informing the streetscape character of this immediate area. In the interest of maintaining this high quality streetscape, it is considered that the retention of these physical streetscape elements and this important neighbourhood centre use would be appropriate.

OBJECTIVES for Urban Design

OBJECTIVES:

UD1:

To ensure that the design, scale and layout of new development within the plan area, respects the existing character of the area as identified in Sections 2.2.1 – 2.2.5.

UD2:

To seek the retention of the existing streetscape at Baker's Corner, which comprises Baker's Corner Public House and its ancillary envelope of structures.

2.3 Potential Redevelopment Areas

Following the assessment of the existing urban structure and character of Deansgrange, "Potential Redevelopment Areas" have been identified. In this LAP, the term "Potential Redevelopment Areas" is used to identify those areas, which are most likely to come up for redevelopment over the life of this plan. Such areas would include those sites, which due to a present disused or underutilised state and / or obvious development potential, would suggest that they are likely to be brought forward for redevelopment in the foreseeable future. This does not however in any way preclude sites, not listed hereunder as a potential redevelopment area, from being brought forward for development during the life of this plan.

The following have been identified as Potential Redevelopment Areas:

(Refer to Drawing C - Potential Redevelopment Areas)

- (1) The former Statoil Site on Deansgrange Road and adjacent sites. See section 2.5.2.
- (2) The former AIB Bank site on the corner of Clonkeen Road and Kill Lane. See section 2.5.1.
- (3) The Old Factory site off Abbey Road and the Backland area immediately to the north of this site. See section 7.4.2.
- (4) The Deansgrange Business Park, which has been broken down into Zones A, B, C, and D. See sections 4.3 and 4.4.
- (5) The vacant site immediately to the north of the Kill O' the Grange Garda Station. See section 3.1.4.

2.4 Urban Design

From the assessment in Section 2.2 it can be seen that the structure of the built environment within Deansgrange has weaknesses, most significantly in terms of how streetscapes within the area are defined and in the quality of the public realm. To effect improvements to the built environment within the area, it will be necessary to take advantage of development proposals as they arise with a view to organising the built form and the public realm in order to create an attractive and efficient environment, suitable for a full range of activities – living, working, socialising and recreation. To achieve this, the following guidance with respect to urban structure and building design is proposed.

Good urban design is central to creating vibrant and attractive settlements, not just in new areas, but also in the renewal of areas in need of regeneration. Good urban design will therefore be central to achieving a high quality built environment within Deansgrange. Section 15 of the 2010 – 2016 County Development Plan, Urban Design, gives good urban design guidance and sets out clearly both the objectives and principles of best practice in this regard. All developments within the plan area will therefore be required to adhere to County Development Plan guidance and demonstrate that the design and layout of proposals has been adequately informed by the objectives and principles of good urban design.

Common characteristics of good urban design would include the following:

- Development along a common and continuous building line that offers a clear and unambiguous distinction between public and private spaces.
- Development fronting onto a street, with entrances and openings supporting street activity and passive supervision of the street space.
- Walking and public transport as the most important means of urban travel.
- Pedestrian friendly and safe public realm and public spaces.
- A clear relationship between the size and importance of the streets and building scale, particularly building shoulder heights, contributing to the understanding, legibility and character of the area.

While some of these characteristics are already reflected within both Deansgrange village and Baker's Corner, there is nevertheless significant room for improvement, particularly with respect to achieving a more pronounced identity and character for Deansgrange Village. In this regard, an important aspect of good urban design, which should be addressed in respect of the village area, is the need for a clear relationship

between the size and importance of the streets and building scale. Kill Lane, which is an important and busy transport route between the N11 and Dún Laoghaire, complete with QBC facilities, runs through the centre of Deansgrange Village. Yet there is no clear relationship, to the benefit of the understanding, legibility and character of the area, between this important street and the scale and design of the existing built environment within the village. There is scope therefore to improve the relationship between Kill Lane and the village streetscape, which addresses it.

2.5 Urban Design Guidance

This Local Area Plan presents an opportunity for specific design guidance to inform development proposals within the plan area. This is set out below in respect of the following areas:

- Deansgrange Village Crossroads.
- Deansgrange Road at the Former Statoil Site.

In addition to specific guidance for these areas, proposals with regard to the following important elements of Urban Design are also set out below:

- Building Height
- Movement and Connectivity
- Landscaping
- Environmental Improvements
- QBC Enhancements

2.5.1 Deansgrange Village Crossroads:

Sites adjacent to the village crossroads occupy very prominent locations within the village and also address a major road traffic junction. There will be significant benefit therefore to achieving a good urban design outcome in the event of redevelopment proposals for any of the crossroads' sites. To this end the following guidance and objectives needs to be taken into account:

Any proposed developments would have to demonstrate clear urban design benefits and in particular mark this major crossroads to the advantage of the legibility, appearance and character of the area. More specifically, there is a need to better define the village streetscape around the prominent Clonkeen Road / Kill Lane street corner, at the site of the former AIB (See Area 2 Drawing C - Potential Redevelopment Areas) and also along this site's prominent elevation to Kill Lane, where there is a need to redefine the building line parallel to Kill Lane to create a stronger street edge and better emphasise the pedestrian route. To achieve the desired landscaping outcome, it will be

necessary for any development to incorporate a strong tree line along this section of Kill Lane to strengthen the link between the village and existing mature trees, which line the pedestrian / cycle route to Clonkeen Park adjacent to Deansgrange Church. Drawing A – Proposed Future Urban Form, sets out how building lines can be redefined within the crossroads area in order to achieve a stronger urban edge and greater continuity of streetscape, while Drawing B - Building Heights, sets out appropriate building heights for the crossroads area and indicates where an increase in height above the benchmark two-storeys may be permissible.

There are further objectives indicated in Section 3 of this LAP “Movement and Accessibility”, which will also need to be taken into account in any redevelopment proposals for this area. Objective P12 as outlined in Section 3 requires that any future redevelopment of the Clonkeen Road / Kill Lane corner site (former AIB premises) will be required to incorporate an appropriate design / layout solution in order to alleviate the presently restricted pedestrian environment around this street corner.

In addition, objective T4 as outlined in Section 3 of this plan indicates that the Council will seek the implementation of road improvement works to provide a right turning lane for traffic at appropriate locations on Kill Lane to cater for access to the Supervalu car park, the adjacent school grounds and the Deansgrange Business Park. It is envisaged that in order to accommodate the proposed right turning lane, this objective will necessitate a land take from the crossroads’ sites, which address Kill Lane. Future road design proposals for this area will therefore need to be taken into account and reflected in any redevelopment proposals.

2.5.2 Deansgrange Road:

The only Potential Redevelopment Area identified along Deansgrange Road is the former Statoil site (See Area 1 Drawing – C - Potential Redevelopment Areas). Section 6.2.3 “Future Retail Development” of this LAP, identifies this site as the most significant redevelopment opportunity within the village in terms of potential future retail development. The site occupies a prominent location on Deansgrange Road at the edge of the Neighbourhood Centre and adjacent to Deansgrange Cemetery. It presently comprises a collection of largely disused or underutilised buildings and structures. In its current state the site is generally unattractive and does little to enhance the area, visually, socially or commercially. Given its prominent location at the edge of the village and its position opposite an existing parade of shops it constitutes a good opportunity for improving and consolidating the built form and public realm within Deansgrange village.

To better define the village streetscape along Deansgrange Road and create a stronger link between the village and the cemetery, there is a need to redefine the building line parallel to Deansgrange Road to create a stronger street edge and better emphasise the pedestrian route (See Drawing – A – Proposed Future Urban Form). Drawing – B- Building Heights, sets out appropriate building heights for Deansgrange Road and indicates where an increase in height above the benchmark two-storeys may be permissible. In addition, to achieve landscaping proposals, it will be necessary for any development to incorporate a strong tree line along Deansgrange Road to strengthen the link between the village and existing trees within Deansgrange Cemetery. Development proposals for this site will also be required to clearly demonstrate that the development will create urban design benefits and in particular define the entrance to the village to the advantage of the legibility, appearance and character of the area.

2.5.3 Building Height

As can be seen from the objectives and guidance as set out above in respect of good urban design, building height is only one aspect of urban form and cannot therefore be properly considered in isolation. However, in order to afford a level of guidance within the plan area, an assessment of appropriate benchmark heights for Deansgrange Neighbourhood Centre Area and Deansgrange Business Park is set out in Drawing B - Building Heights. This drawing should be read in conjunction with Appendix B, which sets out an assessment of appropriate building heights within the plan area.

Any development proposals, which deviate from the guidance set out in Appendix B, would in addition to normal planning application requirements, have to submit an architectural design statement that addresses development context, development objectives, urban design principles, scale, massing and materials. The Planning Authority would have to be satisfied that proposals would enhance the visual character of the area and that residential amenities of existing homes would be safeguarded.

2.5.4 Movement and Connectivity

The achievement of good movement and connectivity is an essential component of good urban design. Deansgrange village is located at a heavily trafficked crossroads and while this can lend a sense of vibrancy to the area, the large amounts of through traffic, can detract from amenities and make for a more challenging pedestrian environment and poorer quality public realm. The achievement of good movement and connectivity within the plan area is therefore crucial to achieving an improved urban environment. Section 3 of this plan sets out a Movement Strategy for the plan area and lists a number of objectives aimed at improving movement and connectivity

within both Deansgrange village and Baker's Corner. These objectives include:

- Assessing the feasibility of providing additional pedestrian crossing facilities within the village area.
- Providing a pedestrian crossing on Deansgrange Road to link up with the pedestrian route connecting Kill Abbey with Deansgrange Road.
- Improving the pedestrian environment at the restricted Clonkeen Road / Kill Lane street corner location (street corner at former AIB premises).
- Providing an improved definition of the village entrance to Clonkeen Park.
- Providing a pedestrian access to Deansgrange Cemetery to link with the edge of the village.
- Incorporating a greater level of visual and functional interface along the pedestrian route located to the rear of the Public Library and Lidl store, which connects Clonkeen Drive with Clonkeen Road.
- Providing public seating at appropriate locations.
- Upgrading the pedestrian route, which links Rochestown Avenue with the rear of the Holy Family Church and ensuring a good level of visual and functional interface along this route.

The achievement of these objectives will bring significant advantages for the urban environment within the plan area.

2.5.5 Landscaping

Improved landscaping and tree planting along the approach roads and within the village area offers great potential for enhancing the visual character and identity of Deansgrange. It is worth noting that the area's place name, Deansgrange, refers back to a "grange" or farmlands, which was assigned to the Dean of Christ Church Cathedral at around the time of the Reformation in 1539. This area, previously known as Clonkeen, from the Irish *Cluain Caoin* meaning Beautiful Meadow, subsequently became known as Deansgrange. The local place names therefore, which are still in use to this day, have strong rural connotations, which should be reflected in improved and more extensive tree planting along the main routes through the village and along approach roads. These in time will knit in with existing stands of mature trees in the vicinity and strengthen the overall visual character and identity of the area while also respecting its pastoral heritage.

To achieve this it will be necessary to implement landscaping proposals (see Drawing A2 – Proposed New Landscape Elements) with the emphasis on using trees to establish a

strong visual continuity along the main roads through the Village and more specifically:

- a) Along Kill Lane between Deansgrange Village and Foxrock Church, it will be necessary to replace existing poor quality trees and plant new trees where opportunities arise using semi-mature specimens to allow a more immediate visual impact.
- b) Along Clonkeen Road on the approach to Deansgrange Village, it will be necessary to replace existing poor quality trees and plant new trees where opportunities arise using semi-mature specimens to allow a more immediate visual impact. In addition it will be necessary to ensure the implementation of appropriate landscaping measures to the front of the Lidl / Bank of Ireland building and to install new columnar lighting to the front of the Clonkeen Road parade of shops to allow a sense of continuity to the existing tree line.
- c) Along Deansgrange Road, it will be necessary to plant semi-mature trees to create a link through the village to connect with existing mature planting within Deansgrange Cemetery. Given the restricted footpath width, this planting will have to be accommodated within sites along Deansgrange Road. This will allow for continuity of tree line from Deansgrange Cemetery, through the Village and along Clonkeen Road.
- d) Along Kill Lane from Deansgrange Village through to Baker's Corner, it will be necessary to plant semi-mature trees to allow for continuity of tree line through the village and along Kill Lane with opportunities for this tree line to link with the existing line of trees, which flank the pedestrian laneway / entrance to Clonkeen Park. Given the restricted footpath width, this planting will have to be accommodated within sites along Kill Lane.
- e) The triangle at Deansgrange crossroads presents a good opportunity to plant a specimen tree at the centre of the village, where it would in time become a strong visual focal point and help to anchor the village's identity and character.

To ensure that tree lines link up through the village area and along Kill Lane, it will be necessary that any future redevelopment proposals within the Deansgrange Neighbourhood Centre area and within Deansgrange Business Park will be required to incorporate landscaping and tree planting proposals along street frontages in order to achieve the landscaping objectives as set out above.

With regard to the village centre area, it will also be necessary to seek a high quality landscaping solution along the roadside boundary of the Lidl / Bank of Ireland site in accordance with Planning Permission Condition No. 2 of PLO6D.232594. Reg Ref Do8A/1222.

Accent Planting

It is proposed to use “accent” or “feature” planting at appropriate locations within the plan area (see Drawing A – Proposed Future Urban Form). These are plants, which due to their particular qualities such as a distinctive crown, blossom or scent, allows them to stand out and attract the attention of pedestrians. The use of such planting will help to distinguish the entrances to public spaces and make certain areas or routes seem more inviting to pedestrians.

2.5.6 Environmental Improvements and Street Furniture

In addition to landscaping there are also a number of other environmental enhancement initiatives proposed for Deansgrange, which will afford the area an improved public realm and a stronger sense of identity and character. These include:

Public Lighting

High quality and attractive public lighting has the potential to significantly improve the evening and night time visual amenities of an area, while also helping to establish and strengthen local character and identity. Within Deansgrange village, the existing built environment presently includes a number of premises with substantial lengths of glazed facades and notable levels of evening lighting. This lends the village area a specific atmosphere and creates the impression of a glazed pavilion after dark. New modern definition lighting, which picks up on this theme and complements and enhances evening time visual amenities, is required for both the village crossroads area and also to the front of the public library, an area, which needs to be strengthened as a civic focus for the village. It is also proposed to install new columnar lighting to the front of the Clonkeen Road parade of shops to allow a sense of continuity to the existing tree line along Clonkeen Road (See Drawing A – Proposed Future Urban Form).

Street Furniture

All urban spaces, especially those focussed on a village centre and busy crossroads area, come under considerable pressure to accommodate an array of street furniture, such as bicycle stands, public seating, signage elements, advertising structures, parking meters, traffic signal boxes and landscaping items. Where these items are installed in a haphazard and uncoordinated fashion, street clutter can often result. This can significantly detract from the visual amenities of an area and impede the progress of pedestrians and cyclists.

Street furniture items however are essential components within our urban environments and have the potential to enhance both the efficiency and amenities of the public realm.

To help ensure an attractive public realm within Deansgrange, and to minimise the tendency towards street clutter, a strategy is required to inform and coordinate the installation of street furniture items within the plan area. This strategy is set out as follows:

Street Furniture Strategy

Proposals for the installation of any items of street furniture within the plan area, shall have regard to the following guidance:

- a) Additional street furniture items shall have regard to the need to reduce visual clutter and ensure that items are discreet and well designed so as not to detract from visual amenities.
- b) All new street furniture items shall have a clear function relative to their location and shall have regard to the need to reduce and avoid street clutter and ensure that footpaths and cycle ways are kept free of unnecessary impediments.
- c) The co-location of street furniture items / signage where feasible, will be required in order to reduce clutter.
- d) The use of high quality materials, which may include polished steel and / or suitable coating of structures etc, will be required in order to ensure good visual appearance of furniture items.
- e) All street elements shall be so located as to provide clear, accurate and timely guidance for road users, pedestrians and cyclists.

Additional items of street furniture proposed for this area include the lighting standards (discussed in the preceding section on public lighting), public seating and street advertising structures. It is likely however that over the life of this plan there will be a demand for additional street furniture items and these will be assessed in accordance with the street furniture strategy as set out above.

Public Seating

The provision of public seating is an important element in providing an improved public realm and is included as objective P16 in Section 3 of this plan. Any proposals for additional public seating within the village area will be required to comply with the street furniture strategy as set out above.

Street Advertising

Street advertising structures are now a common item of street furniture within modern urban environments and offer significant potential for including a good element of local, community and public service advertising in a discreet format, potentially as part of a commercial advertising structure. It

is anticipated that this would facilitate greater community involvement in local government and create a greater awareness of community events and services. Any proposals for street advertising structures within the plan area will be required to comply with the street furniture strategy as set out above. The Planning Authority will ensure that any street advertising structures within the plan area will be subject to a public consultation process and / or a planning application where required.

2.5.7 QBC Enhancements and Environmental Improvements

The implementation of the QBC scheme along Kill Lane has resulted in significant environmental improvements within the village and indeed the wider plan area. These include:

- New footpath paving constructed along Kill Lane, which has resulted in a significantly improved footpath condition.
- Traffic calming paving measures constructed at road junctions with Kill Lane now afford a safer pedestrian environment.
- The installation of blistered tactile paving at junctions with Kill Lane and at the village crossroads junction has enhanced the pedestrian environment and improved accessibility for those with visual impairments.
- Demarcated cycle lanes are now provided in both directions along the full length of Kill Lane and through the busy village crossroads, allowing for safer cycling along the main transport artery through the plan area.

OBJECTIVES for Urban Design

OBJECTIVES:

UD3:

To ensure that the design and layout of development proposals within the plan area take into account and reflect the urban design guidance, outlined in Section 2 “Urban Structure” and Appendix B “Building Heights” of this Local Area Plan.

UD4:

It is a requirement for all new development to ensure that it will protect and improve existing residential amenities, visual amenities and the character of the village and that only high quality urban design will be considered.

UD5:

To ensure that any development proposals within the Deansgrange Neighbourhood Centre area and within Deansgrange Business Park shall incorporate landscaping and tree planting proposals along street frontages in order to achieve the landscaping objectives as set out in Section 2.5.5 of this Local Area Plan.

UD6:

To ensure that any proposals for street furniture items brought forward within the plan area, shall comply with the Street Furniture Strategy as outlined in Section 2.5.6 of this Local Area Plan.

UD7:

To seek the implementation of the landscaping and environmental improvement works outlined in Sections 2.5.5 and 2.5.6 of this Local Area Plan.

3 Movement and Accessibility

National transportation policy is set out in “Smarter Travel a Sustainable Transport Future 2009 –2020” issued by the DoEHLG. This document indicates that transport and travel trends in Ireland are unsustainable and advises that unless changes are made congestion will get worse, transport emissions will continue to grow, economic competitiveness will suffer and quality of life will decline. In order to address these concerns and ensure a sustainable transport future, this document highlights the need to focus on smarter travel solutions and alternatives to private car usage.

Further policy is detailed in the National Cycle Policy Framework 2009 – 2020 which sets out actions to promote a new cycling culture in Ireland as a sustainable alternative to the private car. This framework targets 2020 for 10% of all trips to work to be made by bicycle.

Within the plan area, traffic congestion, particularly at peak travel times is an issue and there is a strong need for a greater emphasis on smarter travel solutions. This section of the Local Area Plan therefore proposes the following transport / movement hierarchy for the plan area:

- Pedestrian
- Bicycle
- Public Transport
- Car

Given the proximity of residential areas to nearby retail, community, educational and employment services, there is considered to be potential to achieve a greater shift to both pedestrian and cycle movements for local trips. To encourage this shift it will be necessary to assess pedestrian and cycle facilities within the plan area and identify opportunities for improvements.

With QBC facilities now available along Kill Lane, public transport through the plan area is an increasingly attractive option. This section of the plan will explore how public transport facilities can be further improved.

The focus of the movement hierarchy for the plan area is on improving the attractiveness of alternatives to private car use. It is still important however to ensure that vehicular transport within the plan area is efficient. This section of the plan examines the issues of traffic congestion within the plan area and proposes solutions where necessary.

In order to work towards smarter travel solutions within the plan area, an overall Movement Strategy for the plan area is set out below under the following headings:

- Pedestrian and Cycle Movement
- Public Transport
- Traffic
- Parking

3.1 Pedestrian and Cycle Movement

A reduction in car usage for local trips will help to reduce traffic congestion within the plan area. Deansgrange has a mix of residential, educational, retail, employment and community facilities all within easy access on foot or by bicycle. It is recognised that the provision of a high quality pedestrian and cycle environment is essential if more people are to be encouraged to walk and cycle.

This section of the LAP assesses pedestrian and cycle facilities within the plan area and identifies opportunities for improvements.

Assessment Method and Layout

For the purposes of assessing pedestrian and cycle movement, the plan area is divided into the following Zones: (See Drawing D - Pedestrian and Cycle Movement)

Zone A: Areas to the west of Deansgrange village.

Zone B: Areas to the south west of Deansgrange village.

Zone C: Areas to the south east of Deansgrange village.

Zone D: Areas to the north east of Deansgrange village.

Zone E: Movement through Deansgrange village.

Each of these zones is assessed with regard to the following:

- Existing Pedestrian and Cycle Facilities.
- Proposed Improvements.
- Proposed Objectives.

3.1.1 Zone A

Zone A includes pedestrian and cycle movements originating from the west and north west of the village and including Kill Lane, Foxrock Park, Foxrock Avenue. Schools on Foxrock Avenue and Grange Road, Foxrock Church and Community Centre and the Loreto Secondary School adjacent to the N11 also generate

significant demand for cycle and pedestrian movements through the plan area.

Existing Pedestrian and Cycle Facilities

Existing provision for pedestrian movements within Zone A includes roadside footpaths and a footpath through the public green area linking Foxrock Avenue with Kill Lane. Along much of Kill Lane, footpath provision is separated from the roadway by a verge with tree planting. This allows an attractive tree lined pedestrian environment along Kill Lane with good segregation from the roadway. The footpath through the public green area linking Foxrock Avenue with Kill Lane has recently been improved and affords pedestrians a useful short cut through a traffic free space.

As part of the implementation of the QBC scheme along Kill Lane, the following improvements to the pedestrian and cycle environment have recently been implemented:

Pedestrian Facilities:

- New paving has been constructed along Kill Lane resulting in significantly improved footpath condition.
- Traffic calming paving measures have been constructed at road junctions with Kill Lane. These afford a safer pedestrian environment.
- The installation of blistered tactile paving at junctions with Kill Lane has enhanced the pedestrian environment and improved accessibility for those with visual impairments.
- Landscaping measures being brought forward in conjunction with the QBC scheme will enhance the amenity of pedestrian environments along both Kill Lane and through the public green area linking Foxrock Avenue with Kill Lane.

Cycle Facilities:

- Demarcated cycle lanes have been provided in both directions along the full length of Kill Lane and through the busy village crossroads, allowing for safer cycling along the main transport artery through the plan area.
- The new cycle lanes tie in with existing cycle tracks on the N11 and improve overall cycle route safety and efficiency.

Pedestrian Crossings:

The provision of pedestrian crossings at appropriate locations on the heavily trafficked Kill Lane is crucial to facilitating safe pedestrian movements. As part of the QBC scheme, a pedestrian crossing has been installed at the junction of Kill Lane with Foxrock Avenue, which is approximately mid point between the village and the N11. This will afford a safe crossing point for pedestrians at a location where nearby educational, community, religious uses and public transport stops, create strong demand

for pedestrian and cycle movements across Kill Lane. Pedestrian crossing facilities are also provided at the junction with the N11 and at the crossroads junction within Deansgrange village.

Proposed Improvements

The pavement condition of the public footpath through the green area linking Foxrock Avenue with Kill Lane has been recently upgraded. It could be further improved with the addition, of a cycle lane adjacent to this footpath, which would encourage cycling while also reducing conflict with pedestrians along this frequently used shortcut.

OBJECTIVES for Zone A

OBJECTIVE:

P1:

It is an objective of the Council to incorporate a cycle lane alongside the public footpath, which runs through the public green area linking Foxrock Avenue with Kill Lane.

See Drawing D - Pedestrian and Cycle Movement, for location of objective.

3.1.2 Zone B

Zone B includes pedestrian and cycle movements originating from the south and south west of the Village and including Clonkeen Road, Clonkeen Drive, Beech Park Avenue, Beech Park Drive, Foxrock Wood, Grange Park and Beech Park Road.

Existing Pedestrian and Cycle Facilities

Existing provision for pedestrian movements within Zone B largely comprises roadside footpaths, which are generally of a high standard with good tree planting. Along Clonkeen Road, the main transport route through Zone B, footpath width is generally good while a separate service lane along much of its length allows for good segregation of the pedestrian environment from the main road. For cyclists there is cycle lane provision in both directions along the full length of Clonkeen Road.

Also within Zone B is an unpaved, approximately 4.5m wide and 75m long, pedestrian link connecting Foxrock Wood with Beech Park Avenue. This constitutes an important shortcut to the village for residents of Foxrock Wood and Grange Park.

Proposed Improvements

While roadside footpaths in this area are generally tree lined and afford a pleasant pedestrian environment, the pedestrian link between Foxrock Wood and Beech Park Avenue however is in a relatively poor condition. The link would not appear to

have been taken in charge by the Council. Gates left open at either end of the link have allowed it to develop as an informal pedestrian route, but with poor surfacing. The taking in charge and upgrade of this link to provide a suitably paved pedestrian and cycle route would enhance the amenities of this immediate area and afford a safer and more attractive pedestrian and cycle environment.

OBJECTIVES for Zone B

OBJECTIVE:

P2:

It is an objective of the Council to upgrade the existing pedestrian route between Foxrock Wood and Beech Park Avenue to provide a suitably paved pedestrian and cycle link.

See Drawing D - Pedestrian and Cycle Movement, for location of objective.

3.1.3 Zone C

Zone C includes pedestrian and cycle movements originating from the south east of the Village and including Clonkeen Park, Mackintosh Park, Pottery Road, Rochestown Avenue, Clonkeen Crescent, Clonkeen Grove and Grange Crescent.

Existing Pedestrian and Cycle Facilities

The public footpath and cycle lane, which run through Clonkeen Park, provide an attractive riverside pedestrian and cycle environment between the village and its hinterland to the south and east. The footpath provides good access to residential areas in the vicinity of the park, while the cycle lane, which extends for the full length of Clonkeen Park, continues across Johnstown Road to link up with cycle track provision within Kilbogget Park. From Kilbogget Park there is access to cycle lanes on the N11 and Wyatville Road, where further links are available to the proposed new urban area at Cherrywood.

Proposed Improvements

Even though the footpath and cycle lane provision through Clonkeen Park provides a high quality pedestrian and cycle environment, there is nevertheless significant potential for improving overall pedestrian and cycle permeability within Zone C.

A significant weakness with pedestrian and cycle facilities in this area is the failure of existing pedestrian and cycle routes through the park to connect with the adjacent business park areas. As highlighted within Section 4 “Business Parks” of this LAP, there is good potential for an attractive interface between the Pottery Business Park and Clonkeen Park with pedestrian and cycle access to connect with existing routes

through Clonkeen Park incorporated. A pedestrian and cycle link at this location would facilitate direct access between the Pottery Business Park and the village, where a variety of services including QBC provision are available. Such a link would encourage sustainable travel modes for employees, improve access to park amenities and facilitate greater pedestrian and cycle permeability from the village right through to Pottery Road and the National Rehabilitation Hospital. A pedestrian and cycle link through the National Rehabilitation Hospital Grounds, approved as part of the overall redevelopment of that site, connects with Rochestown Avenue and will further enhance permeability for residents and visitors. This proposal would also afford an improved level of usage and surveillance for Clonkeen Park. (See Objective P3 below and Drawing D - Pedestrian and Cycle Movement)

Similarly, Section 4 “Business Parks” of this LAP, also notes that there is good potential for an attractive interface between Deansgrange Business Park and Clonkeen Park with pedestrian and cycle access to connect with existing routes through Clonkeen Park incorporated. This would facilitate direct access between Clonkeen Park and Kill Lane via the Business Park with improved overall access to park amenities for employees, local residents and visitors to the area. Such provision would also facilitate and encourage sustainable travel modes and afford an improved level of usage and surveillance for Clonkeen Park. (See Objective P4 below and Drawing D - Pedestrian and Cycle Movement)

In addition to achieving pedestrian and cycle permeability through the business parks there is also potential to improve accessibility with the following residential areas:

Meadowvale:

The northern most end of Meadowvale, which is a residential cul-de-sac street, opens out onto Clonkeen Park. There is however no receiving footpath or cycle lane at this interface with the park to link up with existing pedestrian and cycle routes which lead to the village, surrounding residential areas and park amenities. A footpath and cycle link to connect with existing routes through the park from this point would improve accessibility and amenities for local residents. (See Objective P5 below and Drawing D - Pedestrian and Cycle Movement)

Clonkeen Crescent:

There is a pedestrian link between the northwest corner of Clonkeen Crescent and the adjacent Clonkeen Park. This provides good pedestrian access to the park and village.

Clonkeen Grove:

From the northern end of Clonkeen Grove there is an informal pedestrian desire line over a low block wall allowing access

to an unpaved pedestrian lane, which leads to Clonkeen Park. This arrangement is poor, does not provide for safe pedestrian access and does not cater for cycle access. A pedestrian and cycle link at this location would formalise arrangements and improve accessibility and amenities. (See Objective P6 below and Drawing D - Pedestrian and Cycle Movement)

Rochestown Avenue and Pottery Road:

Roadside footpath provision along both Pottery Road and Rochestown Avenue is poor. The proposed Pottery Road Improvement Scheme, will ensure a high standard of footpath and cycle lane provision along this route. It is also a CDP objective to upgrade Rochestown Avenue with provision for footpaths and cycle lanes incorporated.

OBJECTIVES for Zone C

OBJECTIVES:

P3:

It is an objective of the Council to seek the provision of a pedestrian and cycle link between Pottery Road and Clonkeen Park via the Pottery Business Park.

P4:

It is an objective of the Council to seek the provision of a pedestrian and cycle link between Kill Lane and Clonkeen Park via the Deansgrange Business Park.

P5:

It is an objective of the Council to seek the provision of a pedestrian and cycle link to connect the northern most end of Meadow Vale with existing pedestrian and cycle routes through Clonkeen Park.

P6:

It is an objective of the Council to upgrade the existing pedestrian route between Clonkeen Grove and Clonkeen Park to provide a suitably paved pedestrian and cycle link.

See Drawing D - Pedestrian and Cycle Movement for location of objectives.

3.1.4 Zone D

Zone D includes pedestrian and cycle movements originating from the north and north east of the Village and including Kill Lane, Baker's Corner, St. Fintan's Park, Abbey Road, Abbey Court, Kill Abbey, The Grange and Deans Court.

Existing Pedestrian and Cycle Facilities

Existing provision for pedestrians within Zone D comprises roadside footpaths, a public footpath through St. Fintan's Park

and two off street pedestrian routes facilitating short cuts to the village, one linking Kill Abbey with Kill Lane and the other linking Kill Abbey with Deansgrange Road. Footpath condition through Zone D is generally good with tree-lined streets through much of the area affording a pleasant pedestrian environment.

At Baker's Corner there are pedestrian crossing facilities incorporated into the traffic signals at the crossroads junction and further pedestrian crossing facilities at the junction between Pottery Road and Rochestown Avenue. There is also an important pedestrian route / desire line between Rochestown Avenue and the Holy Family Church, which runs along the north side of the existing Kill o' the Grange Garda Station.

Pedestrian Crossings

Residential areas to the north of Kill Lane create strong demand for pedestrian movements across Kill Lane to access employment centres and village services to the south and south west. Pedestrian crossings are located at the village crossroads and at Baker's Corner. There is also a school warden crossing on Kill Lane approximately 60m from the village crossroads. There is however no pedestrian crossing point at an intermediary location along this stretch of Kill Lane. Taking into account the strong demand for movement across Kill Lane and the location of the City / N11 bound QBC bus stop on the south side of Kill Lane, it is considered that an additional pedestrian crossing at the existing desire line adjacent to Kill Abbey entrance / bus stops on Kill Lane would improve pedestrian accessibility and safety.

As with Zone A, as part of the implementation of the QBC scheme, significant improvements have been made to the pedestrian and cycle environment along Kill Lane. These improvements are outlined in Section 3.1.1 above.

Proposed Improvements

Even though the pedestrian environment within Zone D is quite good, there is however significant potential for improving overall pedestrian and cycle permeability within this area.

St. Fintan's Park:

The public footpath through St. Fintan's Park is quite narrow and only links with the eastern side of the St. Fintan's Park residential area. The upgrade of this footpath to incorporate cycle lane provision would improve accessibility and reduce conflict between pedestrians and cyclists. An additional footpath and cycle lane through St. Fintan's Park, to link Kill Abbey with the north western end of the St. Fintan's Park residential area, would further enhance pedestrian and cyclist accessibility. (See Objective P7 below and Drawing D - Pedestrian and Cycle Movement)

Baker's Corner:

The pedestrian route, which links Rochestown Avenue with the Holy Family Church is quite informal and needs to be strengthened and incorporated as a pedestrian and cycle route into any future redevelopment proposals for this immediate area. A good level of visual and functional interface along this route with any future village development proposals would allow good surveillance of the route and provide an attractive south facing pedestrian environment with potential for direct pedestrian access to village businesses and services. (See Objective P8 below and Drawing D - Pedestrian and Cycle Movement). Improved bicycle parking provision within Baker's Corner is also required. (See Objective P9 below and Drawing D - Pedestrian and Cycle Movement)

OBJECTIVES for Zone D

OBJECTIVES:

P7:

It is an objective of the Council to upgrade the existing pedestrian route through St. Fintan's Park to incorporate a wider footpath and a cycle lane and to include for pedestrian and cycle access to the north western end of the St. Fintan's Park residential area.

P8:

It is an objective of the Council to seek the upgrade of the pedestrian route, which links Rochestown Avenue with the rear of the Holy Family Church, to provide a quality link and ensure a good level of visual and functional interface along this route with any future development proposals at this location.

P9:

It is an objective of the Council to provide adequate bicycle parking provision at Baker's Corner Neighbourhood Centre. See Drawing D - Pedestrian and Cycle Movement, for location of objectives.

3.1.5 Zone E

Zone E includes pedestrian and cycle movements within and through Deansgrange village.

Existing Pedestrian and Cycle Facilities

Existing pedestrian routes within the village generally comprise roadside footpaths. New footpath pavements and tactile paving recently constructed as part of the QBC scheme have significantly improved the standard of pedestrian environment. There are also three off-street pedestrian routes: One linking Kill Lane and the village with Clonkeen Park, one linking Clonkeen

Drive with Clonkeen Road via the rear of the public library and the Lidl store and the third linking Kill Abbey with Deansgrange Road.

Within the village area, much of the service provision, availed of by local residents, is located on the south side of Kill Lane and on Clonkeen Road. This creates strong demand for pedestrian movements across both Kill Lane and Clonkeen Road. Existing pedestrian crossing provision for this area is via the traffic signals at the crossroads. New footpath pavements and tactile paving recently constructed at this junction as part of the QBC scheme have improved the standard of this pedestrian crossing environment.

For cyclists, there is cycle lane provision in both directions along Clonkeen Road. These cycle lanes connect with cycle lanes installed along the full length of Kill Lane as part of the QBC scheme. Bicycle parking stands within the village are available to the front of the public library and to the side and front of the former AIB bank on the corner of Kill Lane and Clonkeen Road.

Proposed Improvements

While significant improvements have been made to the pedestrian environment within the village, there is still however further potential for improving the overall pedestrian and cycle environment within this area.

Pedestrian Crossing Provision

Safe and efficient pedestrian crossing provision is essential to achieving a high quality pedestrian environment. Within the village area all pedestrian crossing facilities are located at the signalised crossroads junction, which can involve an extended route for pedestrians to access their desired destination. The possibility of alternative crossing points away from this junction should be investigated to allow a less traffic dominated pedestrian environment and a greater level of pedestrian priority. (See Objective P10 below and Drawing D - Pedestrian and Cycle Movement)

Kill Lane

On the Kill Lane QBC, the village bus stops are located west of the crossroads, one adjacent to Foxrock Close and the other adjacent to the public library. These bus stops generate significant demand for pedestrian movements across Kill Lane at this location. Having to use the traffic signals at the village crossroads to cross Kill Lane however results in an indirect pedestrian route and having to use two sets of traffic lights, one to get across Kill Lane and the other to get across the slip road leading from Clonkeen Road to Kill Lane. This indirect route can be difficult for those with mobility impairments and the elderly within the community and may also encourage jay walking among others in pursuit of a shorter route. In recognizing the

demand for pedestrian activity at this location, the possibility of an additional pedestrian crossing should be investigated at these desire lines. In addition, the Traffic Section of the Transportation Department can further review the optimizing of the traffic signalling arrangement and cycle length durations to ensure that pedestrian needs are catered for as much as it is practicable.

Clonkeen Road / Deansgrange Road

The village bus stops on the public transport service along Deansgrange Road / Clonkeen Road are located just south of the immediate village area on Clonkeen Road for the southbound route and just north of the village crossroads on Deansgrange Road for the north bound route. In recognizing the demand for pedestrian activity at these locations, the possibility of additional pedestrian crossings should be investigated at these desire lines. Existing pedestrian crossing facilities at the crossroads are considered adequate for allowing good access to the northbound bus stop on Deansgrange Road.

Deansgrange Road

There are two pedestrian crossing points on Deansgrange Road within the plan area, one at the village crossroads and the other outside the immediate village area to facilitate access to the cemetery. In the event of the former Statoil Garage site being redeveloped the provision of a pedestrian crossing to link up with the pedestrian route connecting Kill Abbey with Deansgrange Road would be required to meet the increased demand for pedestrian movements likely to be generated at this location. Such provision would also encourage more people to walk and cycle to avail of village services. (See Objective P11 below and Drawing D - Pedestrian and Cycle Movement)

Corner of Clonkeen Road and Kill Lane

There is a footpath pinch point at the corner of Clonkeen Road and Kill Lane, where the footway width is restricted to approximately 2m. The Kill Lane pedestrian crossing is also positioned at this village centre location where there is significant pedestrian movement around this corner between Clonkeen Road and Kill Lane. When pedestrians, some of whom may be pushing wheeled conveyances, are waiting to use the pedestrian crossing, movement can be restricted. The incorporation of an appropriate building setback into any future redevelopment of the corner site would afford a less restricted cyclist and pedestrian environment at this village centre location. (See Objective P12 below and Drawing D - Pedestrian and Cycle Movement)

Pedestrian and Cycle Route to Clonkeen Park

The pedestrian and cycle path which leads from Kill Lane to Clonkeen Park is presently the only point of access connecting the village with the park. Clonkeen Park is an important recreational amenity for the local community and also an attractive pedestrian and cycle route to adjacent areas. The entrance to this pedestrian and cycle route from the village lacks definition and does not create a strong awareness of the park entrance or the important pedestrian and cycle routes which are available. An improved definition of this entrance to the park would help to establish a stronger and more clearly defined pedestrian and cycle environment, while also improving the visual amenities of the village. (See Objective P13 below and Drawing D - Pedestrian and Cycle Movement)

Pedestrian Access to Deansgrange Cemetery

The nearest pedestrian access to Deansgrange Cemetery is approximately 400m from the village crossroads. The provision of a discreet pedestrian only access at the south eastern corner of the cemetery to link with the edge of the village would allow a pedestrian access at approximately 240m from the crossroads. A pedestrian access to the cemetery at this point would also tie in with the proposed pedestrian crossing on Deansgrange Road to connect with the pedestrian route leading to Kill Abbey. Provision in this regard would further enhance the pedestrian environment within the village and improve accessibility to Deansgrange Cemetery. (See Objective P14 below and Drawing D Pedestrian and Cycle Movement)

Pedestrian Route to rear of the Public Library and Lidl

The pedestrian route to the rear of the public library and Lidl, allows an off-street footway within the village between Clonkeen Drive and Clonkeen Road. There is however no visual or functional interface between this footpath and adjacent village premises. A greater level of visual and functional interface along this route with village premises would improve surveillance along its length and provide an attractive south facing pedestrian environment with potential for direct pedestrian access to village businesses and services. Proposals in this regard would have to be incorporated into any significant re-development proposals for this area of the village. (See Objective P15 below and Drawing D - Pedestrian and Cycle Movement)

Cycle Parking

The provision of secure bicycle parking facilities at appropriate locations within the village is important if cycle travel is to be encouraged. There is cycle parking provision to the front

of the public library and to the side and front of the former AIB premises. The provision of secure cycle parking for staff and customers together with locker / shower room facilities for staff will also help to encourage cycling. Provision in this regard should therefore be incorporated into any significant re-development proposals within the plan area. (See Objective P16 below and Drawing D - Pedestrian and Cycle Movement)

Public Seating

Public seating is available to the front of the public library. The provision of public seating at appropriate locations within the village would further enhance the pedestrian environment and the public realm. Provision in this regard should also be incorporated into any significant re-development proposals within the plan area. (See Objective P16 below and Drawing D - Pedestrian and Cycle Movement)

OBJECTIVES for Zone E

OBJECTIVES:

P10:

In recognizing the demand for pedestrian activity at this location. It is an objective of the Council to investigate the possibility of additional pedestrian crossings, and review the optimizing of the traffic signalling arrangement and cycle length durations at the crossroads junction to ensure that pedestrian needs are catered for as much as it is practicable, having regard to the need to ensure pedestrian safety and to ensure that traffic flow would not be significantly compromised.

P11:

It is an objective of the Council to seek the provision of a pedestrian crossing on Deansgrange Road to link up with the pedestrian route connecting Kill Abbey with Deansgrange Road, required in the event of the re-development of the former Statoil site to meet the increased demand for pedestrian movements generated at this location.

P12:

It is an objective of the Council to seek the incorporation of an appropriate building setback into any future re-development of the corner site at Clonkeen Road – Kill Lane (former AIB bank premises) in order to accommodate an enhanced footpath width and improved pedestrian environment at this restricted street corner location.

P13:

It is an objective of the Council to provide an improved definition of the village entrance to Clonkeen Park and to strengthen it visually and functionally as a pedestrian and cycle route to the park.

P14:

It is an objective of the Council to provide a discreet pedestrian only access at the south eastern corner of Deansgrange Cemetery to link with the edge of the village.

P15:

It is an objective of the Council to ensure that any significant re-developments adjacent to the pedestrian route located to the rear of the Public Library and Lidl store, which connects Clonkeen Drive with Clonkeen Road, shall incorporate a greater level of visual and functional interface in order to provide a high quality pedestrian environment along this route.

P16:

It is an objective of the Council to ensure the incorporation of adequate cycle parking and public seating into any significant re-development proposals within the plan area.

See Drawing D “Pedestrian and Cycle Movement” for location of objectives.

3.2 Public Transport

Public transport through the plan area comprises bus transport services along the two main axis, one along Kill Lane and the other along Deansgrange Road / Clonkeen Road. The bus routes along Kill Lane serve the City Centre and Dún Laoghaire as well as a cross county route linking Tallaght, Dundrum, Sandyford, Stillorgan, Deansgrange and Dún Laoghaire. Bus priority measures have been implemented along Kill Lane, which together with further road improvement works outlined below in this Section of the plan, will result in a significantly improved bus service along Kill Lane. It is a County Development Plan objective to implement a bus priority route to link Dún Laoghaire with existing QBC facilities on the N11. The bus priority measures on Kill Lane are the first stage in the delivery of this objective. The public bus service along Clonkeen Road / Deansgrange Road is also an important transport route with services connecting the City Centre with Cabinteely and Bray via Blackrock and Deansgrange. The quality of service along this route will also benefit from an improved traffic signalling system now installed at the Deansgrange Crossroads. This system allows the traffic signals to be more responsive to actual traffic flows and thereby improve the flow of traffic and reduce delay through this busy junction.

Proposed Improvements

The implementation of bus priority measures along Kill Lane involves the retrofitting of priority measures onto an existing road through a built up area. The success of this scheme is enhanced by the Council being able to take advantage of any opportunities for additional road widening, which in turn allows for inclusion of additional lengths of bus lanes. The Council should therefore seek to take advantage of these opportunities wherever they arise so that an improved bus service can be provided. In this regard it is noted that there is potential to provide an additional length of bus lane provision along Kill Lane, adjacent to the Deansgrange Business Park. This would require a land take to facilitate these works. (See Objective T₁ below and Drawing E – Traffic and Public Transport).

In addition to bus priority measures, there is also a need to ensure that basic infrastructure such as bus shelters are provided in order to increase the attractiveness and comfort of bus transport. In this regard it is noted that due to the restricted footpath width bus shelters are not available at a number of bus stops close to the village centre, including the east-bound bus stop on Kill Lane immediately adjacent to Foxrock Close, the west bound bus stop on Kill Lane adjacent to the Deansgrange Business Park and the north bound bus stop on Deansgrange Road. The potential for cantilevered bus stops that do not impact upon the footpath width should be investigated at

these locations. (See Objectives T₂ and T₃ below and Drawing E - Traffic and Public Transport).

It is also a current CDP objective to upgrade Rochestown Avenue and implement QBC facilities to connect with QBC facilities presently being implemented along Kill Avenue / Kill Lane and proposed for Abbey Road. This will further enhance the standard of public transport provision within the plan area.

OBJECTIVES for Public Transport

OBJECTIVES:

T₁:

It is an objective of the Council to take advantage of any opportunities that may arise for additional road widening along Kill Lane for the purposes of implementing Bus Priority Measures in accordance with the County Development Plan objective to provide a quality bus route between the N11 and Dún Laoghaire.

T₂:

It is an objective of the Council to encourage and facilitate the provision of a cantilevered bus shelter at the east bound bus stop on Kill Lane immediately adjacent to Foxrock Close.

T₃:

It is an objective of the Council to encourage and facilitate the provision of a cantilevered bus shelter at the west bound bus stop on Kill Lane adjacent to the Deansgrange Business Park.

See Drawing E - Traffic and Public Transport, for location of objectives.

3.3 Traffic

The plan area has to contend with a significant amount of through traffic on its main arterial routes. Due to the heavy traffic flows congestion can occur, particularly at the village crossroads junction, where Kill Lane intersects with Clonkeen Road / Deansgrange Road. As part of the implementation of bus priority measures along Kill Lane the crossroads junction has been upgraded with a new traffic signalling system now in place (SCATS). This system allows the traffic signals to be more responsive to actual traffic flows and thereby improve the flow of traffic and reduce delay through this busy junction. Similar junction improvement works have also been introduced at Baker's Corner, where traffic flows have also been improved. In addition to road improvement works within the plan area, the Monkstown Ring Road has recently opened and it is anticipated

that this new road will help to reduce the amount of through traffic using Deansgrange crossroads, which should further improve traffic flows and reduce delays through the plan area.

Proposed Improvements

Road improvement schemes are indicated as objectives in the 2010 – 2016 CDP for both Pottery Road and Rochestown Avenue. These road improvement schemes will result in an improved carriageway alignment and enhanced transport routes along both Pottery Road and Rochestown Avenue.

While it is recognised that junction improvement works and new traffic signalling systems introduced to date have improved traffic flows along Kill Lane, there are however serious concerns that the potential for these works to improve traffic flows is significantly compromised by the absence of dedicated right turning lanes on Kill Lane to facilitate right turning traffic accessing the Supervalu car park, the adjacent church and school grounds and the Deansgrange Business Park. These access points are all within 120m of the crossroads junction. The absence of right turn lanes results in significant disruption to the free flow of through traffic. The proximity of these access points to each other and to the crossroads junction exacerbates the situation and can lead to congestion, conflicting traffic movements and traffic safety hazards. To realise the full benefit from junction and signalling improvement works, it is therefore necessary to implement additional road improvement works to provide right turning facilities for traffic at appropriate locations along Kill Lane to ensure the safety and free flow of traffic movements along this route. A land take from adjoining sites would be required to facilitate these works. (See Objective T4 below and Drawing E – Traffic and Public Transport).

In addition to right turning facilities for traffic on Kill Lane, traffic flows at the junction crossroads would also benefit from measures to improve traffic flows along Deansgrange Road. At present, on street parking along the east side of Deansgrange Road is restricting carriageway width and disrupting the free flow of traffic. Double yellow lines prohibiting on street parking are in place along the western side of Deansgrange Road. To realise the full benefit from junction and signalling improvement works at Deansgrange crossroads, it is therefore necessary to examine the potential for and seek the installation of double yellow lines along Deansgrange Road for a distance of approximately 100m from the crossroads, in order to improve the safety and free flow of traffic movements along this route. (See Objective T5 below and Drawing E - Traffic and Public Transport)

OBJECTIVES for Traffic

OBJECTIVES:

T4:

It is an objective of the Council to implement road improvement works to provide right turning facilities for traffic at appropriate locations on Kill Lane to cater for access to the Supervalu car park, the adjacent school grounds and the Deansgrange Business Park.

T5:

It is an objective of the Council to examine the potential for and facilitate the installation of double yellow lines along Deansgrange Road for a distance of approximately 100m from the Deansgrange crossroads.

See Drawing E - Traffic and Public Transport, for location of objectives.

3.4 Parking

The overall focus of the movement strategy for the plan area is to work towards smarter travel solutions, which encourage a shift from private car use to walking, cycling and public transport. A careful balance therefore must be struck between catering for car parking requirements and promoting alternative modes of transport. Any significant developments within the plan area will have to be brought forward in accordance with the DoEHLG's "Smarter Travel, A Sustainable Transport Future 2009 – 2020" and will be required to demonstrate how the proposal facilitates a modal shift from the private car to more sustainable modes of transport. (See Objective T6 below and Drawing E - Traffic and Public Transport)

Parking within the plan area is provided for as follows:

Within the village area there are a number of dedicated car parks: One to the rear of the Supervalu supermarket, one to the rear of the Public Library, a basement car park under the Lidl discount foodstore and a surface car park within the Deansgrange Business Park. There is also pay and display parking provision on Clonkeen Road and an informal parking area at the former Statoil HQ site.

Proposed Improvements

Access arrangements for the Supervalu car park are poor. The proximity of the vehicular access point at approximately 50m from the busy crossroads junction together with the absence of any dedicated right hand turning lane, can make both access and egress from the car park difficult and lead to traffic disruption, conflicting traffic movements and traffic safety

concerns. Objective T4 as outlined in Section 3.3 above seeks the implementation of road improvement works to provide right turning facilities for traffic at appropriate locations on Kill Lane to cater for access to the Supervalu car park. This will help to improve access arrangements for this car park.

On the eastern side of Deansgrange Road, directly opposite the former Statoil site, there is a parade of shops within the Neighbourhood Centre area, which front onto a relatively wide pavement. The installation of pay and display indented parking spaces at this location would improve the turnover of parking spaces to the front of these shops, while also reducing the need for on street parking and improving traffic flows at this location. (See Objective T7 below and Drawing E - Traffic and Public Transport)

Clonkeen Park is the main public park / amenity space serving this immediate area. The park provides an attractive riverside walk and playing pitches. There is however no designated parking area to cater for park users. Objectives listed in Section 3.1.3 above indicate the intention to seek as part of any major redevelopment proposals for both the Deansgrange Business Park and Pottery Road Business Park, pedestrian and cycle links between the business parks and Clonkeen Park. Potential therefore exists for parking areas developed within the business parks, to serve a dual use function, and provide an element of parking provision, for park users at off peak times when demand for park use is greatest at evenings and weekends. This would provide an improved level of parking provision to complement existing and future park amenities and would also make the park more accessible and increase the use and enjoyment of its amenities with obvious social benefits for the wider community. (See Objective T8 below and Drawing E - Traffic and Public Transport)

The public bus route on Kill Lane is currently being upgraded to a QBC. This is likely to bring increased pressure for all day parking on residential streets in close proximity to the QBC. This could potentially lead to excessive on street parking and detract from residential amenities. It will therefore be necessary, in conjunction with the local community to assess the extent of QBC related all day parking on residential streets in the area and where necessary examine the potential for implementing measures aimed at alleviating any adverse impacts. (See Objective T9 below and Drawing E - Traffic and Public Transport)

OBJECTIVES for Parking

OBJECTIVES:

T6:

It is an objective of the Council to ensure that any significant developments within the plan area are brought forward in accordance with the DoEHLG's Policy Document "Smarter Travel, A Sustainable Transport Future 2009 – 2020" and will be required to demonstrate how the proposal facilitates a modal shift from the private car to more sustainable modes of transport.

T7:

It is an objective of the Council to examine the potential for the installation of pay and display indented parking spaces to the front of the parade of shops on Deansgrange Road opposite the former Statoil site.

T8:

It is an objective of the Council to require that any parking areas developed within both the Deansgrange Business Park and the Pottery Road Business Park shall serve a dual use function, and provide an element of parking provision, for users of Clonkeen Park at off peak times when demand for park use is greatest at evenings and weekends.

T9:

It is an objective of the Council, in conjunction with the local community, to assess the extent of QBC related all day parking on residential streets in the area and where necessary examine the potential for implementing measures aimed at alleviating any adverse impacts by the introduction of the Council's paid parking strategy.

See Drawing E - Traffic and Public Transport, for location of objectives.

4 Business Parks

4.1 Overview

There are two significant areas of land zoned for economic development and employment within the Plan area. These are the Deansgrange Business Park, which is wholly within the Plan area and the Pottery Road Industrial Estate, which is partially within the Plan area. Both are considered to have an important contribution to make to the local community and major roles to play in terms of securing economic development and employment for this area.

4.1.1 Deansgrange Business Park (DBP)

The Deansgrange Business Park comprises approximately 5Ha and is located off Kill Lane with its existing vehicular and pedestrian access point within 100m of Deansgrange crossroads. The Business Park has approximately 230m of road frontage onto Kill Lane. There are low density residential areas to the north, east and south of the Business Park while Clonkeen Park, a school grounds and a church are to the south west and west.

The existing developments within the Business Park include an old factory building at the centre surrounded by low-density light industrial units together with a more recent office development to the front. Existing uses include office based industry, light industrial, retail, NCT test centre and car service centres.

4.1.2 The Pottery Road Industrial Estate

The Pottery Road Industrial Estate comprises approximately 6.5Ha and is located off Pottery Road. Immediately adjacent to the north of the estate is the residential area of Clonkeen Crescent. To the west is Clonkeen Park, to the south is the residential area of Mackintosh Park and to the east is Pottery Road and the grounds of the National Rehabilitation Hospital. The Industrial Estate has approximately 330m of frontage onto Pottery Road.

Just over half of the site area, the southern portion, comprises the factory grounds of B&D Pharmaceuticals Ltd. This facility is separate to the northern portion of the Industrial Estate and has its own vehicular access onto Pottery Road from the south eastern corner of the site. The northern end of the Industrial Estate accommodates a variety of uses including office based industry, a discount foodstore, an NCT car testing centre, a driver testing centre and a number of light industrial uses.

For the purposes of this plan, this northern portion of the Pottery Road Industrial Estate is referred to as the **Pottery Business Park (PBP)**.

4.1.3 County Development Plan Guidance

Under the 2010 – 2016 County Development Plan, both of the business parks within the plan area are zoned with the objective “E”: “To provide for economic development and employment”. It is a statutory requirement for the LAP to be consistent with and support this objective. In addition to this objective, the following 2010 – 2016 County Development Plan Policy is considered relevant:

Policy E10: “Office Development” indicates the following:

It is Council policy to facilitate office development in commercial and employment centres. The appropriate locations for office development would generally be in Major Town Centres, District Centres and Employment zoned areas (zones MTC, DC and E).

It is therefore the function of this section of the Local Area Plan to set out clear guidance and objectives aimed at facilitating the upgrade of both the DBP and the PBP in order to create high quality business parks capable of securing economic development and employment within the plan area.

4.1.4 Business Parks and the Community

The DBP and the PBP both have important roles to play, on a variety of levels, within the local community. Recognition of these roles and the need to work towards a greater synergy between these business parks and their immediate environs is important. An assessment of the strengths and weaknesses of the business parks together with the identification of opportunities and objectives to guide the future development of these employment lands is set out hereunder:

4.2 Business Parks: Strengths

4.2.1 Proximity to Neighbourhood Centres

Both the DBP and PBP provide a good mix of uses, including retail, employment and service provision in close proximity to existing retail / commercial / pub / restaurant services within the nearby Neighbourhood Centre areas of Deansgrange Village and Baker’s Corner. This benefits local businesses while also accommodating the service requirements of the business parks and their employees, making them more attractive locations for new businesses to set up.

4.2.2 Provision of Services

In addition to office based industry, both business parks presently provide a variety of services to the surrounding community including retail warehouse outlets, wholesale outlets, discount food store outlet, motor service centres, NCT car testing centre, driver testing centre, engineering services and catering services among others. This constitutes a significant element of service provision for the immediate community and surrounding areas. The convenience of having such services available locally should not be underestimated. This element of service provision, with its obvious benefits for the local community is considered to be an important aspect of these business parks. The importance of facilitating such provision needs to be taken into account in any future redevelopment proposals.

4.2.3 Employment Opportunities

The provision of a range of employment opportunities in close proximity to the surrounding largely residential areas and within easy reach of good quality public transport routes makes an important contribution to the local community and to the economy and vibrancy of this area. The diverse level of service provision highlighted above together with existing office and light industrial uses affords a diversity of employment opportunities. This is considered an important feature of these business parks and one, which should be reflected in any future redevelopment proposals.

4.2.4 Public Transport

Access to a high quality public transport link is considered to be an essential component in facilitating the sustainable development of any employment use lands. Policy E10 of the CDP emphasises the need for linkages between land use and the provision of transport to ensure sustainable development. In this respect the Deansgrange Business Park is well served by existing quality bus routes. The No. 46A bus route passes along Kill Lane and provides a high frequency service between Dún Laoghaire and Dublin city centre, while the No. 75, which operates between Tallaght, Dundrum, Sandyford, Stillorgan, Deansgrange and Dún Laoghaire offers a cross county link with important employment and retail service centres.

In addition it is noted that in order to improve the quality of bus services along this route, it is a current County Development Plan objective to provide a bus priority route between Foxrock Church and Dún Laoghaire to link up with existing QBC provision on the N11. Works have recently been carried out in this regard along Kill Lane. It is considered that these additional bus priority measures will further enhance the level of public transport service available to service the DBP. This ability to facilitate sustainable commuting patterns increases

the Business Park's potential to accommodate sustainable economic development and employment opportunities.

The PBP can also avail of QBC facilities along Kill Lane, located as it is within 500m of bus stops on this route. In addition, the current CDP indicates objectives to incorporate QBC facilities onto Rochestown Avenue, where bus stops will be within easy walking distance of the PBP.

4.3 Business Parks: Weaknesses, Opportunities and Objectives

4.3.1 Amenity and Public Realm

A significant area of weakness with both business parks is their poor visual, physical and functional relationship with their immediate environs and their poor level of contribution to the public realm and amenities within the plan area. Visually, there is only a very limited rapport between the layout and design of buildings within the business parks and the adjacent public spaces, including street frontages and areas of interface with the adjacent Clonkeen Park. Through the use of good building design and layout, it is considered that both business parks have significant potential to create attractive, interesting and high quality interfaces with their immediate environs. (See Drawing A3 – Business Park Potential)

Physically and functionally, the existing layouts do not take advantage of opportunities to improve pedestrian and cyclist permeability within the plan area. Pedestrian and cycle access to the business parks is largely restricted to the vehicular entrance points. Both business parks however have significant potential for pedestrian and cycle links with existing pedestrian and cycle facilities within Clonkeen Park. As well as promoting more sustainable modes of transport for employees these links would also improve pedestrian and cyclist permeability within the plan area and provide high quality pedestrian routes between the two business parks and between the business parks and Deansgrange Village and surrounding residential areas. Such measures would encourage integration on a number of levels and lead to an improved public realm and enhanced amenity provision not just for the local community but also for the business parks, making them more attractive places to work and more conducive to attracting new business and employment opportunities into the area.

It is also important to recognise that the business parks are located within an established and mature urban / residential area and as such, they need to integrate, relate and work well with their surroundings, in order to ensure a harmonious and mutually beneficial relationship with the local community. To

this end the improvements to the public realm and amenities outlined above are considered a priority.

4.3.2 Traffic and Public Transport

Additional measures to enhance public transport access for the Deansgrange Business Park would include the provision of adequate bus shelters on Kill Lane. A specific objective in this respect is set out in Section 3 of this plan (see Objective T3).

There is also a need to ensure that the business parks do not unduly impact on the residential amenities of this area by giving rise to traffic congestion as a result of inadequate access to the business parks or inadequate parking arrangements for employees and visitors. To this end, there is a need for an overall mobility management plan for these employment zoned lands, which should include an overall parking strategy for the employment lands together with other measures such as the provision of adequate cycle parking and shower / locker facilities in order to support and encourage a greater modal shift from private car to public transport, cycling and walking.

In addition, Section 3.4 of this LAP includes an objective for parking areas within the business parks to serve a dual use function and provide an element of parking provision for users of Clonkeen Park at off peak times when demand for park usage is greatest at evenings and weekends.

4.3.3 Access and Layout: Deansgrange Business Park

Access to the DBP, vehicular, pedestrian and cycle, is largely restricted to a single access point onto Kill Lane from the north western corner of the Business Park, with a pedestrian only access gate approximately 50m east of the main entrance. The main access is located approximately 100m east of Deansgrange crossroads. Traffic congestion is an issue at this access point. The main reasons for this congestion include the following:

- a) The proximity of the DBP access to a major road traffic junction at Deansgrange crossroads (approximately 100m to the west).
- b) The significant amount of through traffic, which uses Kill Lane.
- c) The proximity of the DBP access to two additional heavily used vehicular access points for adjacent educational and retail facilities immediately to the west and the resulting propensity for conflicting traffic movements on this section of road.
- d) The absence of a right turn lane to facilitate traffic accessing the DBP.

Cycle and pedestrian access to the DBP is also through this vehicular access point. There is however no dedicated cycle way or pedestrian footpath incorporated into the existing access arrangement and therefore inadequate separation of these modes from vehicular traffic. In addition, there is poor provision across this approximately 9m wide entrance area for pedestrian movements along Kill Lane.

Existing access arrangements for the DBP are therefore considered to be inadequate and sub-standard and not conducive to the efficient and safe operation of the business park, while also adversely impacting on the safety and free flow of traffic along Kill Lane.

Internally, there is poor provision for safe and efficient traffic, pedestrian and cycle circulation routes with no provision for the separation of vehicular, pedestrian and cycle movements. In addition, there is presently no provision for pedestrian and cycle route links with existing pedestrian and cycle way provision both on Kill Lane or within Clonkeen Park. Such provision would significantly improve pedestrian and cycle permeability within this area.

The existing layout of the Business Park is also considered weak in terms of amenity area provision for employees and visitors with no dedicated and appropriately located landscaped areas. These layout deficiencies are compounded by the sub-standard access arrangements highlighted above and are not conducive to facilitating a high standard working environment at this location. These issues will need to be resolved if the DBP is to attract high quality employment opportunities.

4.3.4 Access and Layout: Pottery Business Park

The B&D pharmaceutical plant accesses onto Pottery Road from the south eastern corner of the overall employment lands. A second access centrally located within the northern portion of the overall employment lands serves the remaining businesses within the PBP. Deficiencies with access and layout arrangements for the PBP include the absence of a right hand turning lane and poor provision for pedestrians and cyclists. In addition, there are no links with the pedestrian and cycle routes, which run through the adjacent Clonkeen Park. Such provision would significantly improve pedestrian and cycle permeability within this area and improve access to park amenities for employees and visitors. The provision of this link would be subject to an on site investigation of any physical constraints, level differences etc. The overall layout of the Pottery Business Park is also considered poor in terms of amenity area provision for employees and visitors. These issues will need to be addressed in any significant future redevelopment proposals.

Measures, which will address deficiencies with the PBP entrance, are included within the proposed Pottery Road

Improvement Scheme. This scheme provides for a right hand turn with stacking lane at the existing entrance and will also incorporate cycle tracks and footpaths along Pottery Road and at the entrance to the PBP. These measures will afford significant benefits for the safety and free flow of traffic, cycle and pedestrian movements along Pottery Road, while also ensuring safe and efficient access arrangements for the business park with adequate provision for the separation of pedestrian and cycle movements from vehicular traffic. The Pottery Road Improvement Scheme is included as an objective under the 2010 – 2016 County Development Plan.

4.3.5 Employment: Office Based Industry

Over the last two decades, a significant trend in employment generation, both nationally and indeed within many developed economies, has been the development of activities, which cross the boundary between traditional industry and office use. This trend has seen the development of high quality office space to meet the demand from IT / Knowledge based Industries and the Service Industry. These industries have the potential to provide good quality employment opportunities. The capacity of employment zoned lands within the plan area to attract office-based industry is therefore critical in terms of generating quality employment opportunities for the local community. The need to facilitate such provision on employment lands within the plan area is also considered to be of strategic importance for the economic development of the county.

This shift towards office-based industry has been reflected within the plan area with the construction of a 6,500sqm office development within the DBP and a 3,800sqm office building within the PBP. While these developments represent an improvement in the capacity of these employment lands to attract office-based industry, there is still considered to be significant unrealised potential for creating conditions within both business parks, which would be more favourable to accommodating a higher proportion of new technology and people based enterprises than is presently the case. To realise this potential however, the issues highlighted above regarding accessibility and layout, need to be addressed in order to create the high quality working environments with the appropriate facilities necessary to attract new businesses and quality employment into the area.

4.3.6 Enterprise Centres

Section 6.2.10 of the 2010 - 2016 County Development Plan, which outlines Policy E9: Enterprise Incubator Units indicates that it is Council policy to assist in the provision of enterprise centres in association with other agencies and in the context of local need. In addition, the 2010 – 2016 CDP advises that the Council will liaise with public sector employment agencies, with voluntary community development groups and with

business organisations in the county to facilitate the provision of suitable premises for such enterprises, while major planning applications, located in employment zoned areas, may be required to provide incubator / starter units within the development. The 2010 – 2016 CDP also indicates that the Council will encourage the development of linkages between enterprise centres and third level educational institutions, to foster the transfer of technology and business skills.

As has already been highlighted above, the DBP presently accommodates a variety of businesses, many of which are relatively small in scale and benefit from being able to operate at this location, accessible to potential customers and in close proximity to support services and a diverse labour market. This availability of accommodation within the DBP for small-scale and start up businesses has significant benefits for the local community in terms of encouraging local enterprise and entrepreneurial activity. Provision in this regard, therefore needs to be taken into account in any future redevelopment proposals for employment lands within the plan area. In addition, it is considered that the potential for linkages between employment zoned lands and third level educational institutions within the local community, such as the nearby Dún Laoghaire College of Art and Design, IADT, needs to be recognised. The establishment of such links would support greater integration between the business parks, third level institutions and the local community with tangible benefits in terms of encouraging enterprise and having structures in place, which facilitate the transfer of knowledge and skills.

4.3.7 Telecommunications Infrastructure

The widespread availability of high quality telecommunications infrastructure, in particular broadband infrastructure addressing current needs and anticipating future needs and provision is critical to the continuation of existing business, development of new entrepreneurs, and attracting and fostering the knowledge based economy. The retention of such talent and business expertise in the county is important for future economic development. For the Business Parks to play a role in retaining and fostering the expertise from IADT it is recognised that they will have heavy IT demands.

OBJECTIVES for Business Parks

OBJECTIVES:

BP1:

To encourage and support the upgrade and redevelopment of the employment zoned lands within the plan area in order to achieve modern high quality working environments with attractive and high quality interfaces with adjacent public spaces, including street frontages and areas of interface with the adjacent Clonkeen Park.

BP2:

To encourage and support the upgrade and redevelopment of the employment zoned lands within the plan area in order to achieve modern high quality working environments with the appropriate facilities, amenities and services necessary to attract new office based industry while also facilitating the continued provision of a mix of employment opportunities and service provision.

BP3:

To support and facilitate the provision of safe and efficient access arrangements for Deansgrange Business Park and the Pottery Business Park to cater for vehicular, cycle and pedestrian access.

BP4:

To support and facilitate the provision of direct pedestrian and cycle links between the employment zoned lands within the plan area and Clonkeen Park and to strengthen pedestrian and cycle links between the employment lands and adjacent neighbourhood and village centres in order to improve pedestrian and cyclist permeability within the overall area.

BP5:

To require that a Mobility Management Plan be brought forward in conjunction with any significant redevelopment of the employment zoned lands. This plan shall be consistent with the principles of "Smarter Travel – a Sustainable Transport Future" (DoEHLG) and include for an overall parking strategy for the employment lands together with other measures including the provision of adequate cycle parking and shower / locker facilities in order to support and encourage a greater modal shift from private car to public transport, cycling and walking.

BP6:

The Council will support and encourage the development of linkages between employment zoned lands within the plan area and third level educational institutions in the immediate vicinity to foster the transfer of knowledge and skills and to facilitate entrepreneurship and the start up of new businesses. To achieve this, major planning applications, located on employment zoned lands, will be required to provide small and mixed sized workspace units suitable for small businesses and start up companies.

BP7:

The Council will promote and facilitate the provision of an appropriate telecommunications infrastructure, including broadband connectivity and other technologies within the plan area. Subject to assessment of its environmental effects including health and safety with particular reference to the proximity of nearby schools, in accordance with Section 16.14 of the County Development Plan.

4.4 Master Plan

In order to address the issues highlighted in respect of DBP, it is considered necessary for any major development proposals in respect of these employment lands, to be brought forward in the context of a Master Plan, which shall establish in broad terms the layout, scale, design and general use categories* and plot ratios to guide future development within the employment zoned lands.

*To include sub-categories of uses permitted or open for consideration under zoning objective "E" To provide for Economic Development and Employment, Table 18.8, 2010 – 2016 CDP.

Any Master Plan brought forward in respect of these employment-zoned lands shall be informed by the need to address existing deficiencies with the business parks and support the development of a good relationship between the

business parks and the local community. The Master Plan is to be set out in the context of the following parameters:

- The layout shall incorporate safe and efficient vehicular, pedestrian and cycle access onto adjacent roadways with safe and efficient internal circulation routes and adequate parking arrangements in accordance with a clearly outlined parking strategy for the overall development. The layout shall also include quality amenity spaces and incorporate high quality pedestrian and cycle links with Clonkeen Park.
- The height, scale, design, layout and set back of buildings from site boundaries, shall reflect the need to protect the visual and residential amenities of the area. In this regard any development proposals shall be consistent with the requirements of Appendix B “Building Heights” of this LAP. In assessing the appropriateness of building height, design and layout, the views into DBP, from important vantage points within the plan area shall be taken into account. Development proposals will also be required to adhere to the principles of good urban design as set out in Section 15: Urban Design of the 2010 – 2016 CDP and also summarised in Section 2: Urban Structure of this LAP
- Details relating to an overall signage / advertising strategy for the business park shall be clearly set out.
- The Masterplan shall clearly demonstrate how the proposed development supports objectives BP1 to BP9.
- The layout for the DBP shall incorporate the following zones:

(See Drawing A3 – Indicative Business Park Potential for a layout of these zones)

 - Zone A Generally Office Based Industry
 - Zone B Generally Small and Mixed Sized Workspace Units / Service.
 - Zone C Generally Small and Mixed Sized Workspace Units.
 - Zone D Interface with Adjacent Clonkeen Park to include:
 - Generally Own Door Office, Small Scale Office, Shop-Local, Restaurant / Café, Childcare, Residential (See Section 4.5 below for limitations on Residential Use).

To support the redevelopment of the DBP in accordance with the above guidance, the following is an objective of the Council:

OBJECTIVE:

BP8:

To ensure that any major redevelopment proposals, in respect of the employment zoned lands within the agreed plan area, be brought forward in the context of a Master Plan. This Master Plan shall establish in broad terms, the layout, scale, design and general use categories to guide future development within the business parks and shall be consistent with the requirements of this LAP and the current CDP. With respect to the Deansgrange Business Park, the Master Plan shall adhere to the guidance set out in the Appendix B “Building Heights” and Section 4.4 of this LAP*.

*The guidance as set out in Section 4.4 above relates to the DBP. Section 2.3 “Potential Redevelopment Areas” as outlined in the preceding section of this LAP identifies a significant portion of the DBP as a potential redevelopment area and therefore quite likely to be brought forward for development in the foreseeable future. Hence the LAP includes specific guidance in respect of DBP. While the specific guidance in Section 4.4 above relates to DBP, any major redevelopment proposals for the Pottery Business Park will also be required to be brought forward in the context of a Master Plan, similar in scope and detail to that outlined in Section 4.4 above.

4.5 Residential Use in DBP

It must be recognized that the DBP lands are primarily zoned for employment and economic development. An excess of residential development would compromise the employment and economic development use of these lands and would therefore not be considered appropriate.

A limited development of residential units only is therefore considered appropriate within the Deansgrange Business Park, at the area of interface with Clonkeen Park. Residential units at this location would be considered acceptable in terms of improving levels of passive surveillance for the adjacent park, while also affording potentially high quality residential opportunities in close proximity to existing amenities and services. The primary land use zoning is however for the provision of economic development and employment and the Planning Authority will need to be satisfied that the quantum of residential use proposed will not compromise the employment use of these lands. Any residential element will be limited in accordance with the following objective:

OBJECTIVE:

BP9:

It is an objective of the Council to require that any residential units proposed within Zone D as outlined on Drawing A3 Business Park Potential, be located at first floor level or above with the main aspect from living room areas clearly addressing Clonkeen Park.

5 Community and Amenities

One of the mandatory objectives to be contained in Local Area Plans as outlined in Section 19(2) of the Planning and Development Act 2000 as amended, is to include detail on community facilities and amenities. The purpose of this section of the plan is therefore to assess the current level and quality of community infrastructure and amenities provision within the Deansgrange area, to identify any weaknesses and recommend objectives to address issues as required.

Facilities and amenities, which help maintain a strong and vibrant community within the Deansgrange area, include the following:

- Education, including:
 - Primary, Secondary, Third Level, Adult Education, Evening Classes / Courses.
- Childcare / Pre-School Facilities.
- Community / Resource Centres.
- Public Library.
- Heritage Amenities.
- Sport and Recreation Facilities.
- Medical / Healthcare Facilities.
- Places of Worship

This Section of the plan should be read in conjunction with Drawing F “Community and Amenities” which indicates the location of community facilities and amenities together with the location of objectives.

5.1 Education

5.1.1 Primary and Second Levels

At primary school level, existing provision within the Deansgrange general area includes:

- The Church of Ireland Primary School, to the rear of the Church of Ireland, Deansgrange village.
- St. Patrick’s Boys’ Primary School
St. Patrick’s Girls’ Primary School
The French Primary School
All located on Foxrock Avenue and New Grange Road, to the north west of Deansgrange Cemetery.

- Monkstown Educate Together Primary School, recently relocated to Kill Avenue, adjacent to the IADT.
- St. Brigid’s Primary School, located at Monkstown Grove, Monkstown Farm.

At secondary school level, existing provision within the Deansgrange general area includes:

- The Christian Brothers’ Secondary School, located at Meadow Vale, just off Clonkeen Road.
- The Loreto College, Foxrock, located immediately to the west of the N11, just opposite Foxrock Church.
- Newpark Secondary School, located on Newtownpark Avenue.
- Cabinteely Community College, located just off Johnstown Road.

As part of the preparation of this Draft Local Area Plan, the Planning and Building Unit of the Department of Education and Science was consulted regarding any existing or anticipated capacity issues in respect of educational facilities at both primary and secondary level within the Deansgrange general area. The Department advised that there were no significant existing or anticipated capacity issues within the Deansgrange general area and that no requirements for additional schools were envisaged at this time. It was considered that any minor capacity issues with existing facilities would be dealt with through upgrading and/or small-scale extensions to existing schools should such need arise.

5.1.2 Third Level Education

Third level institutions within the Deansgrange general area include:

- The IADT, Institute of Art Design and Technology, located on Kill Avenue just east of Baker’s Corner.
- The Sallynoggin College of Further Education, located on Pearse Street, Sallynoggin.
- The Senior College Dún Laoghaire, located in Dún Laoghaire.
- The Blackrock VEC, Blackrock Village.

5.1.3 Adult Education & Evening Classes / Courses

A range of evening/weekend classes and courses for adults/mature students are available from:

- The Foxrock Institute, operates evening classes from the Church of Ireland Primary School, located behind the Church of Ireland, Deansgrange.

- The IADT, Institute of Art Design and Technology, located on Kill Avenue just east of Baker’s Corner.
- The Sallynoggin College of Further Education, located on Pearse Street, Sallynoggin.
- The Senior College Dún Laoghaire, located in Dún Laoghaire.
- The Blackrock VEC, Blackrock Village.

These colleges provide a wide range of third level education courses and evening classes to both school leavers and mature students. The colleges also attract a wide variety of people into the area and have the potential to add to the vibrancy of the local community and enhance cultural, social and educational opportunities for the local population. In addition, both the IADT Institute of Art Design and Technology and the Sallynoggin College of Further Education both have strong links with industry and the professions and have important roles to play in the economic development of the area. In line with Policy E4: “Third and Fourth Level Institutions” as set out in the 2010 – 2016 County Development Plan and in order to strengthen the relationship between the third level institutions and the local community and businesses, the following is an objective of the Council:

OBJECTIVE:

C1:

It is an objective of the Council to facilitate and promote stronger links between local third level institutions, local businesses and the community and to seek the provision of small and mixed sized workspace units suitable for small businesses and start up companies on lands zoned for Employment and Neighbourhood Centre uses in order to encourage the transfer of technology and business skills.

(See Drawing F “Community and Amenities” for location of objectives)

5.2 Childcare / Pre-School Facilities

There are approximately 8 childcare and pre-school facilities within the Deansgrange general area. Further childcare provision is available in adjacent areas. Given that new housing opportunities, as identified in Section 7 “Residential” of this plan, are largely confined to infill sites, it is unlikely that there will be any significant increase in demand for childcare over the life of the plan.

It is noted though that no childcare provision is presently available within either the Deansgrange Business Park or the Pottery Road Business Park. Section 4 of this plan sets out objectives aimed at encouraging and supporting the upgrade

and redevelopment of employment zoned lands within the plan area in order to achieve modern high quality working environments. An appropriate level of childcare provision incorporated into any significant future redevelopment proposals within the business parks would be an important aspect of achieving a high quality modern working environment.

Section 4 of the plan also sets out an objective to support and facilitate the provision of a direct pedestrian link between the two business parks via Clonkeen Park. Given that both business parks are relatively small-scale in terms of employee numbers, it is possible that this pedestrian link through Clonkeen Park, could allow a childcare facility within one business park to take advantage of economies of scale and serve the needs of both business parks and adjacent residential areas. Such provision would also support greater integration between the business parks and the local community and between the business parks and Clonkeen Park.

OBJECTIVE:

C2:

It is an objective of the Council to support and facilitate the provision of high quality childcare facilities and to require that any significant redevelopment of the employment zoned lands within the plan area shall incorporate adequate provision in this regard to cater for the childcare needs of employees and the wider community.

(See Drawing F - Community and Amenities, for location of objectives)

5.3 Community / Resource Centres

Existing community/resource centre facilities within the Deansgrange general area include the following:

- The Parish Centre at Foxrock Church, located just off Kill Lane and adjacent to the N11. The parish centre has recently been redeveloped to provide a Parish Pastoral Centre of 612sqm, which includes 284sqm of the existing parish centre retained and refurbished.
- The Community Centre at the rear of the Church of Ireland, Deansgrange Village.
- The Resource Centre adjacent to the Holy Family Parish Church on Kill Avenue.

These facilities together with community facilities in adjacent areas, including Cabinteely, Dún Laoghaire, Monkstown, Blackrock and Stillorgan, ensure a good level of provision for community groups in the area.

5.4 Public Library

Deansgrange public library is located within the Deansgrange Neighbourhood Centre. This library is a very well used service and provides good accessibility to library facilities for residents within Deansgrange and surrounding areas. The existing library building however, is in need of refurbishment / renovations, in order to allow for the delivery of improved library services to meet the needs of the local community. Policy SSC7: "Libraries" of the current CDP indicates that it is Council policy to promote and develop the library services within the county in accordance with the highest professional standards and in accordance with objectives laid down in guidance published by the DoEHLG. In order to comply with Policy SSC7 of the current CDP and in the interest of promoting and developing library services in Deansgrange, in accordance with the highest professional standards, the refurbishment/renovation of the Deansgrange library is required to ensure the delivery of a high quality library service to meet the needs of the local community. The following is therefore an objective of the Council.

OBJECTIVE:

C3:

It is an objective of the Council to promote the development and / or upgrading of library services in Deansgrange, in accordance with the highest professional standards and to seek the refurbishment/renovation of the Deansgrange Public Library in order to ensure the delivery of a high quality library service, to meet the needs of the local community.

(See Drawing F - Community and Amenities, for location of objectives)

5.5 Heritage Amenities

Deansgrange is an area, which is rich in heritage amenities. These amenities are often overlooked and not as well integrated into the public realm within the plan area, as their significance and potential for contributing to the overall amenities of the area would merit. Heritage items within the plan area also have an important community dimension with potential for more involvement from local resident and community groups to support initiatives aimed at creating a greater awareness of the heritage amenities within the plan area and improving their accessibility.

5.5.1 Deansgrange Cemetery

Deansgrange Cemetery is a multi denominational cemetery located immediately to the north of the village. It contains the graves of a number of important national figures, two fine

cut-stone Mortuary Chapels which are Protected Structures, formally laid out pedestrian walks and old yew trees amongst other items of interest. The cemetery is therefore of very significant heritage value. In recent years, Deansgrange Cemetery has featured on the county's Heritage Trail with guided tours of the cemetery included. To further improve accessibility to the cemetery, objective P14, as outlined within Section 3.1.5 of this LAP, indicates that the Council will seek to provide a discreet pedestrian only access, at the south eastern corner of the cemetery, immediately adjacent to the Deansgrange Neighbourhood Centre area on Deansgrange Road. In addition, it is proposed to install information panels at an appropriate location within Deansgrange Cemetery in order to provide an improved level of information to the public and raise public awareness of the significance of this burial ground.

5.5.2 Kill Abbey

The ecclesiastical site of Kill Abbey is located adjacent to both St. Fintan's Park and the Kill Abbey residential area, just under 400m north east of Deansgrange Village and approximately 200m north west of Baker's Corner. The ruined Church of St Fintan, which presently occupies the site, is considered to be amongst the oldest and most important ecclesiastical remains in the county. The churchyard, which was used for burials up until the First World War, is currently in the care of the Council.

The Kill Abbey site is accessible via a public footpath through St. Fintan's Park. This footpath however is quite narrow and does not have good provision for cyclists. Objective P7, as outlined within Section 3.1.4 of this plan, indicates that the Council will seek to provide improved pedestrian and cycle access arrangements through St. Fintan's Park. As well as improving overall permeability within this general area, improved footpath and cycle way provision will also improve accessibility to this important heritage amenity.

In addition to improved overall pedestrian and cycle access, there is also a need to improve actual access to the site itself. This might be achieved by including the site on the County's Heritage Trail and / or organising a contact within the local community, where a key may be obtained to access the site.

5.5.3 Public Awareness

One of the main issues, which needs to be addressed in terms of improving the accessibility of heritage amenities within the plan area, is that of public awareness and how to ensure that a good level of local heritage knowledge is available for both local people and visitors to the area. This could be achieved through the use of a local information board, which gives a brief description of local heritage and recreational amenities and identifies them on a cycle / pedestrian route plan of the area. To help strengthen the area's character and identity, the use of

information plaques to explain important place / street names within the plan area, would increase both awareness and interest and encourage greater involvement in the enjoyment of the area's heritage.

Section 2.5.5 of this LAP highlights the strong rural connotations of a number of the placenames within the plan area and indicates objectives to improve landscaping and tree planting in order to enhance the visual character and identity of Deansgrange in a manner, which reflects its pastoral heritage. This strengthening of character and identity will also help to improve awareness of the area's important heritage amenities and place names.

OBJECTIVES:

C4:

It is an objective of the Council to facilitate improved access to heritage amenities within the plan area to be achieved in conjunction with objectives set out in Section 3 of this LAP, which include a discreet pedestrian only access, at the south eastern corner of the cemetery, immediately adjacent to Deansgrange village and improved pedestrian and cycle links through St. Fintan's Park facilitating improved access to the ruined Church of St Fintan. In addition the Council shall seek community involvement in order to facilitate and improve access arrangements to the Kill Abbey site and the ruin of St. Fintan's Church

C5:

It is an objective of the Council to promote a greater awareness of heritage amenities within the plan area to be achieved through the following:

The use of an appropriately designed and located information board, which will display a brief description of local heritage and recreational amenities and identify them on a cycle / pedestrian route plan of the area.

The use of appropriately designed and located information plaques to explain important place / street names within the plan area.

C6:

It is an objective of the Council to examine the very significant heritage value of Deansgrange Cemetery with a view to considering same for heritage protection as an Architectural Conservation Area or designated Protected Structures.

C7:

It is an objective of the Council to examine the row of Labourers' Cottages known as Grange Cottages on Deansgrange Road, with a view to considering same for heritage protection as an Architectural Conservation Area or designated Protected Structures.

(See Drawing F - Community and Amenities, for location of objectives)

5.6 Sport and Recreation Facilities

There are two main public parks within the plan area, Clonkeen Park and St. Fintan's Park. Clonkeen is the larger of the two and comprises a linear park with a pleasant riverside pedestrian and cycle route. It links up, via Johnstown Road with Kilbogget Park

and offers extensive pedestrian and cycle route connections with adjacent areas. The pedestrian walkway benefits from public lighting and park benches are also provided. The Park also accommodates a number of football playing fields, which are well used by the local community. St. Fintan's Park, though smaller than Clonkeen Park, affords a very important recreational amenity to adjacent residential areas of Kill Abbey and St Fintan's Park, with the added attraction of one of the most significant heritage amenities within the county, the ruin of St. Fintan's church, located at the park edge. Deansgrange Cemetery also falls within the plan area and as noted in Section 5.5.1 above, it constitutes an important heritage amenity for the local community and visitors to the area.

Other sports and recreational facilities, which are available within a 1–2km catchment of the plan area, include the following:

- The Meadow Vale Tennis Club, located immediately adjacent to Clonkeen Park.
- Tennis courts available on Beech Park Drive, located west of Clonkeen Road.
- Tennis courts available off Springhill Avenue just north of Deansgrange Cemetery.
- Playground available off Springhill Avenue just north of Deansgrange Cemetery.
- Playing fields available at New Park Road, just north west of Deansgrange Cemetery.
- Tennis courts and all weather playing pitches at the Loreto College, Foxrock, located just west of Kill Lane.
- Playing fields at the Christian Brothers' Secondary School, located at Meadow Vale, just off Clonkeen Road.
- Basketball courts and a flood lit soccer pitch available within the grounds of the IADT.
- Swimming pool, gym and all weather playing pitches at DLR Leisure Services Monkstown, located on Monkstown Avenue.
- Swimming pool and sports facilities at Newpark School, on Newtownpark Avenue.
- Playing field to the rear of Grange Grove, located just off Deansgrange Road (TEK United)
- Playing field to the rear of Abbey Park and located just off Monkstown Avenue.

Having regard to the level of sports and recreational facilities, as set out above, and taking into account the relatively limited potential for additional residential development within the plan area, there is considered to be a good level of provision in this regard. There is however scope for improving the quality and accessibility of existing facilities.

In order to improve park amenities and their accessibility, a number of objectives, have already been indicated within Section 3 of this plan, Transportation and Movement. These objectives seek to provide improved pedestrian and cycle access through the parks and between the parks and surrounding residential and employment areas. In addition, objective P13 seeks to provide for an improved definition of the entrance to Clonkeen Park, from Deansgrange village at Kill Lane, to include not just the entrance interface with Kill Lane, but to also include for improving the visual appearance of the full length of the entrance route into the park in order to make it more inviting for pedestrians and cyclists. Also, objective BP1 within Section 4 "Business Parks" seeks to provide for an improved interface between the Deansgrange Business Park and Clonkeen Park. It is anticipated that all of the above measures will help to improve accessibility to the park, increase the use of park amenities and in turn lead to increased passive surveillance within the park and encourage greater use of park facilities.

In addition to this, the Council's Environmental Services Department is presently carrying out a misconnection survey along the length of the Deansgrange River, which flows through Clonkeen Park, in order to eliminate any inappropriate drainage connections to the watercourse. This survey has already resulted in a significant improvement in water quality within the stream to the benefit of park amenities. In order to further improve amenities within Clonkeen Park, the Council's Parks and Landscape Services Department is presently investigating the potential for constructing a wetlands habitat within the park. This would have significant benefits for amenities and biodiversity within the plan area. In addition, the Parks and Landscape Services Department is also examining the feasibility of providing a children's playground at an appropriate location within Clonkeen Park. This would be of significant amenity benefit to the local community and encourage greater use of park facilities.

OBJECTIVES:

C8:

It is an objective of the Council to:

Continue with the misconnection survey along the Deansgrange River in order to improve water quality.

To facilitate the improvement of amenities within Clonkeen Park and to provide playground facilities at an appropriate location.

(See Drawing F - Community and Amenities, for location of objectives)

5.7 Public Open Spaces

In addition to the two main parks, there are also a number of green areas / public open spaces within the plan area, which provide for informal recreation and visual amenity. Many of these spaces are zoned to preserve and provide for open space and recreational amenities. In order to strengthen the recreational / public open space use of these areas, those not previously zoned for recreational use and enjoyment are now zoned as “Objective F” zoned areas to provide for open space and recreational amenities in the current CDP. These include the following areas:

- Public green area between Foxrock Avenue and Kill Lane.
- Public green areas at Grange Crescent.
- Public green areas at Abbey Court.
- Public green area connecting Kill Abbey residential area with Deansgrange Road.
- The site of St. Fintan’s Church, adjacent to St. Fintan’s Park.

5.8 Medical / Healthcare Facilities

Medical and healthcare facilities serving the plan area include a Medical Centre on Kill Lane adjacent to Foxrock Grove, a Doctor’s surgery on Clonkeen Road, a HSE Health Centre at Meadow Vale adjacent to Clonkeen Park and a physiotherapy centre within the Clonkeen Drive Neighbourhood Centre.

Neighbourhood Centre areas, especially ones with good public transport links and complementary services such as pharmacies, banks, post offices and retail services, are generally considered appropriate locations for medical centres / healthcare facilities. In order to allow for improved provision in this regard an objective to seek the provision of medical centre facilities within significant future redevelopment proposals for Deansgrange village is recommended. In addition, existing Neighbourhood Centre areas at Clonkeen Drive, Baker’s Corner and Abbey Road, would be appropriate locations for smaller scale medical facilities.

OBJECTIVE:

C9:

It is an objective of the Council to encourage and facilitate the provision of medical centre facilities within significant future redevelopment proposals for Deansgrange village and to promote the smaller Neighbourhood Centre areas at Clonkeen Drive, Baker’s Corner and Abbey Road as potential locations for smaller scale medical / healthcare facilities.

(See Drawing F - Community and Amenities, for location of objectives)

5.9 The National Rehabilitation Hospital

The National Rehabilitation Hospital, located between Pottery Road and Rochestown Avenue, is located just south east of the immediate plan area. Planning permission has been granted for a significant redevelopment of these hospital facilities. This hospital is already providing a vital service at local, regional and national level. The redevelopment of this facility will strengthen this existing use and improve the level of care and rehabilitation available. It is important that this facility is supported by the good availability of accessible services and amenities in the surrounding areas. In particular, good pedestrian and cycle connections between the hospital grounds and Clonkeen Park, Deansgrange Village, Baker’s Corner and the QBC on Kill Lane would be of particular benefit to the sustainable development of hospital services at this location. A number of objectives, particularly within Section 3 Transportation and Movement, indicate that the Council will seek improved pedestrian and cyclist permeability throughout the area. It is envisaged that these objectives will support the redevelopment of the National Rehabilitation Hospital and help to achieve a greater level of integration between the hospital and the local community.

OBJECTIVE:

C10

It is an objective of the Council to encourage and facilitate the redevelopment of the National Rehabilitation Hospital and to provide for greater accessibility to the hospital grounds and a greater level of integration between the hospital and the local community.

(See Drawing F - Community and Amenities, for location of objectives)

5.10 Places of Worship

There are three places of worship within the plan area and its immediate vicinities. These include:

- The Holy Family Parish Church off Kill Avenue.
- The Church of Ireland Kill o' The Grange Church at Deansgrange village.
- Our Lady of Perpetual Succour Church at the junction of Kill Lane and the N11.

Each of these churches has associated community/resource centre facilities, which are listed in Section 5.3 above and they each perform a very important role within the local community. In order to retain and strengthen these uses within the plan area, the following is an objective of the Council:

OBJECTIVE:

C11:

It is an objective of the Council to retain and strengthen places of worship within the plan area and its immediate environs and to improve accessibility to churches and associated community facilities.

(See Drawing F - Community and Amenities, for location of objectives)

6 Retail

In setting out objectives and guidance on future retail development within the plan area, it is first of all important to understand the retail hierarchy for the county and to acknowledge the role of Deansgrange within this hierarchy.

The Retail Hierarchy for the county comprises the following:

- **Major Town Centres** which supply a full range of all types of retail services from newsagents to specialist shops and boutiques, department stores, foodstores of all types and a high level of mixed uses including the arts, culture and entertainment. There are two such centres within the county: Dundrum and Dún Laoghaire.
- **District Centres** which vary both in the scale of provision and size of catchment depending on proximity to a major town centre. A good range of comparison-shopping is normally available together with some leisure activities and a range of cafes and restaurants and other mixed uses. These centres usually contain at least one supermarket and ancillary foodstores alongside financial and other retail services. Such centres include Blackrock, Stillorgan, Cornelscourt and Nutgrove.
- **Neighbourhood Centres** which usually contain one supermarket or discount foodstore ranging in size from 1,000 – 2,500sqm with a limited range of supporting shops and retail services and possibly other services such as post offices, community centres or health clinics grouped together to create a focus for the local population. These centres meet the local day-to-day needs of surrounding residents. Such centres include Deansgrange, Baker's Corner, Cabinteely, Monkstown Farm, Sallynoggin, Ballinteer Shopping Centre, Sandyford Shopping Centre and the Killiney Shopping Centre.

This retail hierarchy is as set out in the 2010 – 2016 County Development Plan, which in turn is informed by the Retail Strategy for the Greater Dublin Area 2008 – 2016. The purpose of this hierarchy is to ensure a good level of retail service provision and accessibility for residents and visitors, to safeguard the vitality and viability of each centre and to prevent inappropriate or excessive developments within one centre, adversely impacting on and eroding the vitality of another centre.

As is evident from Drawing G - County Retail, the plan area is well located in terms of access to both Major Town Centres and District Town Centres, with Dún Laoghaire, Blackrock, Cornelscourt and Stillorgan all within easy reach of Deansgrange both by car and by bus. This ensures good access to an extensive range of retail provision.

Within the plan area itself, retail provision is provided within Neighbourhood Centres. Limited retailing is also available on lands zoned for Employment and Economic Development.

6.1 Neighbourhood Centres

The 2010 – 2016 County Development Plan indicates that the land use-zoning objective for Neighbourhood Centres is: “to protect, provide for and /or improve mixed use neighbourhood centre facilities”. In addition the 2010 – 2016 CDP indicates the land uses permitted in principle and open for consideration at these locations. In general Neighbourhood Centres are focused on meeting the local day-to-day needs of surrounding residents and provide relatively small-scale retail provision, usually centred around a food store and / or discount food store.

It is important to note however that Neighbourhood Centres vary considerably in terms of size, scale, catchment area and importance of retail function. Some are located on residential streets, provide quite small-scale local retail functions and may comprise just a handful of businesses. Others are focused on village centres, can be located at important road junctions and can have significant local catchment areas which require a good level of retail and service provision.

Within the plan area, there are four separate Neighbourhood Centres: (See Drawing H – Local Retail).

- Deansgrange Neighbourhood Centre
- Baker's Corner Neighbourhood Centre
- Clonkeen Drive Neighbourhood Centre
- Abbey Road Neighbourhood Centre.

6.2 Deansgrange Neighbourhood Centre

Deansgrange Neighbourhood Centre comprises Deansgrange Village and is focused on the crossroads junction of Clonkeen Road, Deansgrange Road and Kill Lane. The village provides a good mix of both retail and community service provision and includes: convenience foodstores, a post office, a bank, beauty salons, car sales showrooms, a pub, a bicycle shop, a bathroom store and small scale office/commercial units. In addition, within the Neighbourhood Centre zoned area there is a church, a primary school and a public library. The significant presence of car sales showrooms within the village and the important retail function they provide within this general area must also be recognized. Other features of particular note with respect to the Deansgrange Neighbourhood Centre include the following:

- The significant employment uses in close proximity and the demand for retail / commercial services from employees and visitors.
- The relatively large surrounding residential catchment area and the demand for retail / commercial / community services.
- The village location at a busy intersection between important transport routes heading north – south and east – west together with the availability of QBC facilities along Kill Lane.

While it is important that the scale of retail outlets within Deansgrange reflects its position within the Retail Hierarchy of the County it is also essential that Deansgrange is allowed to provide a variety of retail outlets to cater for its catchment.

6.2.1 Retail Provision

Supermarket Shopping (generally food and household goods)

The Deansgrange Neighbourhood Centre is currently anchored by both a supermarket and a discount foodstore. The Supervalu supermarket on the Clonkeen Road shopping parade and the Lidl store on the opposite side of Clonkeen Road both provide a reasonable level of supermarket shopping provision for the local community. The future supermarket retail floor space in Deansgrange Village is not to exceed 2,200sqm. Section 6.2.3 below identifies the former Statoil site on Deansgrange Road as a potential location for future retail development within the village. Having regard to the significant residential catchment area in close proximity to the east and north east of this site, it is considered that this would be an appropriate location for any additional convenience provision within the Neighbourhood Centre area. Any planning application for additional supermarket provision would be required to demonstrate that the proposed quantum of floorspace is consistent with the 2,200sqm indicated above and also consistent with the village's Neighbourhood Centre status and the Retail Strategy for the Greater Dublin Area 2008-2016.

Comparison Shopping (generally non-food items)

The present availability of comparison shopping within the village is quite limited. While a substantial level of comparison retail provision would not be appropriate in the context of the village's Neighbourhood Centre status, the potential does however exist for an improved lower order comparison offering over that, which is currently available in order to afford a greater level of retail service for local residents. Any development proposals for comparison retailing provision should reflect an appropriate mix of outlets to meet the needs of the local

community and be of a scale, which would be consistent with the village's Neighbourhood Centre status.

6.2.2 Community

Deansgrange village is a Neighbourhood Centre with a strong community dimension. Within the Neighbourhood Centre area, there is a church, a primary school, a post office, a bank, a public library and a public house among other services. These services have an important role to play in terms of maintaining a vibrant community and ensuring good access to services for the local population. It is therefore important to ensure that these services are maintained and strengthened.

Restaurant and café provision can also have a significant community dimension. Presently within Deansgrange village, such facilities are very limited. Having regard to the village's proximity to nearby employment centres and the IADT third level college, this represents a poor level of provision for not just local residents but also for employees and visitors to the area. There is potential therefore for improved overall provision in this respect. This would afford a greater level of retail service and choice for local residents and would be consistent with the village's Neighbourhood Centre status.

6.2.3 Future Retail Development

In terms of potential future retail development, the most significant redevelopment opportunity within the village is located at the former Statoil site, located on Deansgrange Road at the edge of the Neighbourhood Centre and adjacent to Deansgrange Cemetery. The site presently comprises a collection of largely disused buildings and structures. In its current state the site is generally unattractive and does little to enhance the area, visually, socially or commercially. Given the site's prominent location at the edge of the village and its position opposite an existing parade of shops with a substantial residential catchment area to the north, it constitutes a good opportunity for improving and consolidating retail and service provision within the Deansgrange Neighbourhood Centre.

It is also recognized that over the life of this plan, other sites within the village area are likely to come up for redevelopment. This may potentially change the retail functions offered by individual sites. All village development proposals will be assessed in accordance with the relevant criteria of the current County Development Plan, the Retail Strategy for the Greater Dublin Area and in line with the provisions of this Local Area Plan. Proposals for retail developments must be commensurate with the village's Neighbourhood Centre status and must have regard to the centre's role within the retail hierarchy of the county and the need to safeguard the retail functions of nearby Major Town and District Centres.

OBJECTIVES for Deansgrange Neighbourhood Centre

OBJECTIVES:

RT1:

It is an objective of the Council to retain, strengthen and improve important village uses within Deansgrange, which have a strong community function, including Retail, Public House, Post Office, Bank and Library.

RT2:

It is an objective of the Council to seek a high quality mixed use development for the former Statoil site on Deansgrange Road to include for community services, retail services, office and commercial services and a residential element.

RT3:

It is an objective of the Council to require that any additional convenience provision within the Deansgrange Neighbourhood Centre area shall be brought forward in accordance with the details outlined in Section 6.2.1 of this Local Area Plan.

RT4:

It is an objective of the Council to seek an increase in the level of comparison retail provision and to ensure that any proposals reflect an appropriate mix of outlets to meet the needs of the local community and are of a scale, which would be consistent with the Neighbourhood Centre status of Deansgrange village.

RT5:

It is an objective of the Council to encourage and facilitate the development of quality café / restaurant dining opportunities within the Deansgrange village area.

RT6:

It is an objective of the Council to encourage and facilitate the development of a mix of uses within Deansgrange village, which benefit the local community and which may include laundry, healthcare facilities, small – scale office / business uses, small – scale start up business / enterprise unit, recreational and community uses.

The larger of the two areas is immediately to the south east of the Baker's Corner crossroads with the smaller area focused on the triangle at the junction of Pottery Road and Rochestown Avenue.

Existing retail and service provision includes a public house, an off-license, a betting office, a beauty salon, a petrol filling station and a van rental office and depot among other small-scale commercial / office uses. While this represents a reasonable mix of uses it must be recognized that the Baker's Corner retail / service function is of a substantially smaller scale than that at the Deansgrange village Neighbourhood Centre.

6.3.1 Future Retail Development

Given its immediate residential catchment area and taking into account the proximity of both the Catholic Church and the IADT third level college immediately to the east, it is considered that an improved level of convenience retail provision in the form of a "corner shop" would be appropriate. Existing provision in this regard is limited to a small shop at the petrol filling station. In terms of services with a strong community dimension, it is important to retain the public house use. Apart from the public house though, there are presently no other dining opportunities within this immediate area. There is potential therefore for improved overall retail / service provision including restaurant / café use, within this Neighbourhood Centre. This would afford a greater level of retail service and choice for local residents and visitors and would be consistent with the area's Neighbourhood Centre status. Additional uses, which would be appropriate for a Neighbourhood Centre are not however limited to retail services and can include a wide range of proposals including healthcare facilities, small – scale office / business uses, small – scale start up business / enterprise unit, recreational and community uses.

It is recognized that over the life of this plan, sites within this Neighbourhood Centre area may come up for development / redevelopment. This may potentially change the retail functions offered by individual sites. All development proposals will be assessed in accordance with the relevant criteria of the current County Development Plan, the Retail Strategy for the Greater Dublin Area and in line with the provisions of this Local Area Plan. Proposals for retail developments must be commensurate with the area's Neighbourhood Centre status and must have regard to the centre's role within the retail hierarchy of the county and the need to safeguard the retail functions of nearby Major Town and District Centres as well as other Neighbourhood Centres within the vicinity.

6.3 Baker's Corner Neighbourhood Centre

Baker's Corner Neighbourhood Centre is located between the crossroads junction of Abbey Road and Kill Lane / Kill Avenue and Rochestown Avenue and the junction between Rochestown Avenue and Pottery Road. The centre includes two distinct areas.

OBJECTIVES for Baker’s Corner Neighbourhood Centre

OBJECTIVES:

RT7:

It is an objective of the Council to retain, strengthen and improve important uses at Baker’s Corner, which have a strong neighbourhood function, including Retail / Commercial elements and the Public House.

RT8:

It is an objective of the Council to encourage and facilitate the development of quality café / restaurant dining opportunities within the Baker’s Corner Neighbourhood Centre area.

RT9:

It is an objective of the Council to encourage and facilitate the development of a mix of uses within Baker’s Corner, which benefit the local community and which may include a corner shop, laundry, fruit shop, healthcare facilities, small – scale office / business uses, small – scale start up business / enterprise unit, recreational and community uses.

6.4 Clonkeen Drive Neighbourhood Centre

The Clonkeen Drive Neighbourhood Centre is located at the south western end of Clonkeen Drive and is approximately 500m from Deansgrange crossroads. The centre comprises a terrace of 4 premises with a parking area to the front. Existing service provision is limited to a Montessori School, a hair salon and a physiotherapy clinic. There would appear to be a limited element of residential use but presently there are no retail services. While the centre is therefore quite small in scale, it does however provide useful community services. In addition, given the sizeable surrounding residential catchment area, it is considered that a level of convenience retail provision in the form of a small scale “corner shop” may be appropriate. This would improve accessibility to convenience shopping for local residents and would be consistent with the area’s Neighbourhood Centre status. Additional uses, which would be appropriate for a Neighbourhood Centre are not however limited to retail services and can include a wide range of proposals including healthcare / childcare facilities, small – scale office / business uses, small – scale start up business / enterprise unit, recreational and community uses.

OBJECTIVE for Clonkeen Drive Neighbourhood Centre

OBJECTIVE:

RT10:

It is an objective of the Council to encourage and facilitate the development of a mix of uses within Clonkeen Drive Neighbourhood Centre, which benefit the local community and which may include a corner shop, laundry, fruit shop, healthcare facilities, small – scale office / business uses, small – scale start up business / enterprise unit, recreational and community uses.

6.5 Abbey Road Neighbourhood Centre

The Abbey Road Neighbourhood Centre is located on that stretch of Abbey Road, which connects the main Abbey Road with St. Fintan’s Park and is immediately to the front of a currently disused factory site now zoned for residential development. The centre is approximately 500m from Deansgrange crossroads and just under 200m from Baker’s Corner. The centre comprises a shopping parade of 4 premises with an approximately 20m wide opening in the middle allowing access to the lands to the rear.

Existing service provision includes a fast food take away facility, a small convenience store and a barber. Until recently, there was also a pharmacy use. This has now relocated to the Pottery Road Business Park. The centre has a disused and somewhat run-down appearance with some of the premises quite often closed and not in use. Given the sizeable surrounding residential catchment area, it is considered that this centre has the potential to provide a greater level of retail and service functions for the local community. An improved level of convenience retail provision in the form of a small scale “corner shop” may be appropriate. The centre also has potential for limited additional infill retail/commercial development, which together with the potential for the redevelopment of existing premises would significantly enhance the visual, social and community amenities of this immediate area. Additional uses, which would be appropriate for a Neighbourhood Centre are not however limited to retail services and can include a wide range of proposals including healthcare / childcare facilities, small – scale office / business uses, small – scale start up business / enterprise unit, recreational and community uses.

OBJECTIVES for Abbey Road Neighbourhood Centre

OBJECTIVES:

RT11:

It is an objective of the Council to seek additional infill retail / commercial development and the redevelopment / improvement of existing premises in order to enhance the visual, social, community and retail amenities and functions of the Abbey Road Neighbourhood Centre Area.

RT12:

It is an objective of the Council to encourage and facilitate the development of a mix of uses within the Abbey Road Neighbourhood Centre Area, which benefit the local community and which may include a corner shop, laundry, fruit shop, healthcare facilities, small – scale office / business uses, small – scale start up business / enterprise unit, recreational and community uses.

6.6 Retailing on Employment Zoned Lands

Limited retailing is also available within the plan area on lands zoned for Employment and Economic Development. Within the Deansgrange Business Park there is a limited amount of retail warehousing provision, while within the Pottery Road Business Park there is a Lidl discount foodstore and a pharmacy associated with a manufacturer on site.

While this general level of retail provision is considered acceptable within the business parks, it must however be recognized that these lands are primarily zoned for employment and economic development. An excess of retail development within the business parks could compromise the employment and economic development use of these lands and encourage more private vehicle generated journeys. This would not therefore be considered appropriate. In addition, there are also other factors, which need to be considered when deciding on appropriate locations for retail development. These would include the need to have regard to the retail hierarchy of the county and the need to ensure that existing Major Town and District Centres as well as Neighbourhood Centres are not adversely impacted on.

7 Residential

7.1 Demographic Assessment

Dún Laoghaire-Rathdown County grew by 2,246 people between 2002–2006, an increase of 1.2%. This is the lowest increase of any County in the country, at a time when the national increase was 8.2%. The County population is now **194,038**, or 16% of Dublin. In the last 10 years the County has grown by just 4,039 persons, a growth rate of 2%.

Census	Population	% Increase
1991	185,410	
1996	189,999	2.4%
2002	191,792	0.9%
2006	194,038	1.2%

Dún Laoghaire-Rathdown County Population Trends. Source: CSO Census of Population

The Central Statistics Office Commentary on the 2006 census notes:

“Some Counties experienced negative net migration and relatively low natural increase in population. The factors responsible for these trends are the relatively low level of new housing and an ageing population”.

Demographics at Local Area Plan Level

The plan area includes parts of six District Electoral Divisions (D.E.Ds). The 2006 CSO National Census results indicate the following:

	2002	2006	Population Difference
Blackrock-Stradbroom:	2,383	2,360	-23
Foxrock-Deansgrange:	2,609	2,470	-139
Foxrock-Beechpark:	1,787	1,711	-76
Cabinteely-Pottery Road:	4,946	4,860	-86
Dún Laoghaire-Monkstown Farm:	2,115	1,975	-140
Dún Laoghaire-Sallynoggin West:	2,130	1,982	-148

These figures indicate that there has been a drop in population in each of these D.E.Ds over the period of the most recent

census. Figures for the previous census period show a similar trend of population decline. (Small Area Population Statistics, Central Statistics Office).

The above information indicates the following:

- At county Level the rate of population growth is the lowest in the country.
- There is an ageing population, negative net migration and a relatively low natural increase in population.
- At Local Area Plan Level, existing population levels are not being retained.

7.2 Background

The pattern of residential development within the plan area is predominately low density and largely comprises detached, semi-detached and terrace housing. The developed nature of the area and the absence of any significant Greenfield sites generally dictates that new residential development will be largely confined to infill opportunities.

The area is well served by nearby retail, educational and community services, most of which are within easy walking or cycling distance, while Clonkeen Park, St Fintan’s Park and Deansgrange Cemetery are all of significant amenity value to local residents and visitors. The area is also well serviced by public transport with direct links to nearby district and town centres as well as Dublin City Centre.

With its many advantages, Deansgrange has developed as an attractive and sought after residential area. Notwithstanding this, there is evidence from the Central Statistics Office, as outlined above, which shows declining population levels in this area of the county. Falling family sizes, an ageing population and only limited opportunities for new residential development, are the main factors behind this decline.

7.3 County Development Plan Policy

Policy RES4 of the 2010 - 2016 County Development Plan, which relates to residential development in existing built up areas, is relevant to the Deansgrange area. It indicates that it is Council policy to conserve the existing housing stock of the county, to densify existing built up areas and to retain and improve residential amenities in existing residential developments. This policy also highlights the need to retain residential services and amenities in existing built up areas, and advises that these will be seriously affected if the population in these areas continues

to decline. The policy concludes that it is therefore important to at least retain existing population levels in these areas by permitting additional residential units.

The purpose of this section of the Local Area Plan is to both examine how existing population levels can be retained in line with Policy RES4 and to assess how residential amenities can be strengthened within the plan area. This will then form the basis for identifying objectives relating to future residential development and the protection of residential amenities.

7.4 New Residential Development

An ageing population combined with decreasing household sizes is leading to a fall in population levels within the plan area. Given the area's many advantages as a high quality residential area, in close proximity to community amenities, retail and employment services as well as significant public transport infrastructure, it is important that the Planning Authority seeks to retain and increase population levels. In order to achieve this it will be necessary to permit new residential units. Given the existing built up nature of the plan area though, opportunities for new residential development, will be largely restricted to:

- a) Infill Residential Developments.
- b) Residential elements within Neighbourhood Centre sites.
- c) Limited scope for a residential element within the Deansgrange Business Park, to complement and improve surveillance within Clonkeen Park.

7.4.1 Infill Residential Development

Infill residential development usually comprises additional housing in side, corner and rear garden areas and a number of such housing opportunities have already been developed within the plan area. Where new development proposals for infill sites are brought forward, they will be assessed in accordance with the relevant development control criteria as set out in the County Development Plan.

In addition to County Development Plan criteria, there is a need for additional development control measures to protect the amenities of both Foxrock Grove and Foxrock Close. These residential cul-de-sac streets have come under significant development pressure over the past two decades for infill residential development in the side and rear garden areas of the original dwellings. This has resulted in a substantial increase in demand for on-street parking to the extent that there is now a concern that any further increase in demand for on-street parking provision, would result in serious congestion and detract from the amenities of the existing dwellings. To address this, the following is an objective of the Council:

OBJECTIVE:

R1:

It is an objective of the Council to require the following:

That any future infill residential developments within both Foxrock Grove and Foxrock Close will have to provide adequate off-street parking provision within the curtilage of the site to cater for the proposed development. Car parking spaces to be provided as follows: 1 space for a 1-2 bedroom unit, 2 spaces for 3 bedroom units or larger.

That any future infill residential developments within both Foxrock Grove and Foxrock Close shall not result in the displacement of any existing off-street parking provision for existing dwellings.

7.4.2 Larger Infill and Backland Developments

In addition to infill developments in side and rear garden areas, there is also a significant infill brownfield site off Abbey Road, which currently accommodates a partially disused factory premises (Old Factory Site located to the rear of No.s 37-40, & No.s 25-35, Abbey Road, see Area 3 on Drawing C - Potential Redevelopment Areas). Immediately to the north of this site there is a further significant land resource, comprising the rear garden areas of dwellings, which front onto Abbey Road. The land use-zoning objective for these lands as indicated in the current County Development Plan is to protect and improve residential amenity, under which additional residential development is permitted in principle.

While it is noted that a significant portion of these lands fall just outside the immediate plan area, the main point of vehicular and service access to these sites is within the plan area and the development of these lands for residential use may have an important role to play in affording housing opportunities for local people and stabilizing population levels while also assisting with the retention of residential services and amenities with the plan area and its immediate environs. Housing proposals at this location would also be within easy walking / cycling distance of nearby neighbourhood centre facilities, employment centres and QBC provision. In addition, the redevelopment of these lands would be a stimulus for the regeneration of this immediate area, where the visual amenities of the existing streetscape immediately adjacent to the entrance to the Old Factory Site, are generally poor.

OBJECTIVES:**R2:**

It is an objective of the Council to require that any redevelopment of the Old Factory Site located to the rear of Nos. 37-40, & Nos. 25-35, Abbey Road, shall facilitate a vehicular, pedestrian and cycle link along with services to the backland areas located immediately to the north of this site.

R3:

It is an objective of the Council to require any development of the backland areas located immediately to the north of the Old Factory Site located to the rear of Nos. 37-40, & Nos. 25-35, Abbey Road, (See Area 3 on Drawing C - Potential Redevelopment Areas), shall be brought forward in the context of a master plan for the overall development of this backland area.

R4:

It is an objective of the Council to require that when any resident or group of residents, wish to conduct back garden or mews development, they shall be allowed to do so on the condition that it is not done on a piece-meal basis, but on the basis of a co-ordinated approach in respect of provision of services, access etc.

7.4.3 Neighbourhood Centre Sites

Under the current County Development Plan there are four designated Neighbourhood Centres within the plan area. These are at Deansgrange Village, Baker's Corner, the southern end of Clonkeen Drive and on Abbey Road, immediately to the east of St. Fintan's Park.

Of these Neighbourhood Centres, those at Clonkeen Drive and Abbey Road are both relatively small in scale and have little potential for any increase in residential accommodation. The Neighbourhood Centres at both Baker's Corner and Deansgrange Village however have more significant potential, through the redevelopment of existing sites, to incorporate a residential element. Within both of these centres at present, there is only a limited residential presence. This can result in unsatisfactory levels of activity and passive surveillance in the evenings, after shops and businesses have closed. It is therefore desirable that redevelopment proposals within the Deansgrange Village and Baker's Corner Neighbourhood Centres should incorporate a residential element within overall development proposals to enliven the centres in the evening. This would also afford additional residential opportunities in close proximity to existing services and facilities. Any such proposals would be assessed in accordance with relevant County Development Plan guidance and the zoning objective for these locations of protecting, providing for and improving

Neighbourhood Centre facilities. Proposals for residential developments within Neighbourhood Centre areas will only be acceptable where an appropriate level of residential amenity can be provided.

OBJECTIVE:**R5:**

It is an objective of the Council to seek, that any significant development proposals within the Deansgrange Village and Baker's Corner Neighbourhood Centres, incorporate a residential element within the overall development.

7.4.4 Deansgrange Business Park

There is limited scope for the development of residential units within the Deansgrange Business Park, at the area of interface with Clonkeen Park. Residential units at this location would improve levels of passive surveillance for the adjacent park and would also afford potentially high quality residential opportunities in close proximity to existing amenities and services. However Deansgrange Business Park is zoned for the provision of economic development and employment and any residential element will be limited in accordance with the criteria as set out in Section 4.5 of this plan.

7.5 Residential Amenity

In addition to the measures outlined in this Section of the LAP, there are also a number of objectives indicated in other Sections of the plan, which will result in significant improvements to the overall amenities of the area. In relation to movement, there are objectives to improve pedestrian and cycle permeability with further measures aimed at easing traffic congestion within the plan area. Works carried out to date in connection with the Kill Lane QBC, have brought substantial improvements to pavement condition along Kill Lane and within both Deansgrange Village and Baker's Corner. In addition, it is anticipated that a range of environmental improvement works being brought forward as part of this plan, including more attractive street lighting and landscaping proposals, will bring about an improved definition of the public realm. All these measures will help to strengthen amenities for both residents and visitors to the area.

7.6 Social and Affordable Housing

It is an objective of this Local Area Plan, to fulfil the policies and objectives as set out in the Dún Laoghaire-Rathdown County Council's Housing Strategy, in accordance with Part V of the Planning and Development Act 2000 and as amended.

7.7 Needs of the Travelling Community

The 2010 - 2016 County Development Plan identifies a Traveller Accommodation Site on Pottery Road to the North West of the National Rehabilitation Hospital. Under the 2009-2013 Traveller Accommodation Programme, it is intended to construct a 5-Unit Grouped Housing Site at this location in order to accommodate the needs of the Travelling Community.

Appendix A

Summary of Pre – Draft Submissions

Residential Development:

- Affordable / low priced housing should be encouraged to accommodate young couples.
- Infill development should be encouraged subject to the requirements of planning and sustainability.
- Protection of residential amenities should be a priority.
- More information should be made available on the Traveller accommodation site.
- St Fintan's Park should be completely redeveloped with modern well designed houses and apartments.
- Parking and congestion is an increasing problem on Foxrock Close. Future applications for additional residential development in this area need careful consideration.
- Sheltered housing should be developed within Clonkeen Park, adjacent to Clonkeen Crescent.
- The potential for well-planned infill development should be given serious consideration with sites just outside the plan area also taken into account.

Traffic / Transportation / Movement:

- The crossroads should not be entirely car focussed.
- The Monkstown ring road could add to local traffic.
- Priority should be given to pedestrians and cyclists.
- Cycle lanes should be provided on Deansgrange Road, Clonkeen Road and on Kill Lane. These cycle lanes should carry straight through the traffic lights.
- Parking needs to be planned and managed.
- An additional pedestrian crossing should be put in place on Clonkeen Road, adjacent to Beech Park Road.
- Secure cycle parking should be provided in order to encourage people to cycle to the bus stop.
- Clearer signage and indication of potential cycle routes would be helpful.
- All day parking by bus users is a serious concern in the area.
- There is only very limited demand for taxi rank provision on Clonkeen Road.

- Car park at the rear of the Supervalu is inadequate. Additional parking should be provided on adjacent park area with a vehicular link onto Clonkeen Road allowing for a one-way system for traffic.
- A longer duration at traffic light crossing in Deansgrange would make shopping safer.
- Most of the traffic clogging up the Village is through traffic.
- The road infrastructure at the crossroads is over-stressed.
- Pedestrian crossings in the village should be re-designed to make them more pedestrian friendly.
- A traffic study should be carried out and a traffic-calming plan implemented.
- The pedestrian laneway between Foxrock Wood and Beech Park Avenue is in very poor repair. Surface dressing and public lighting would be very helpful. The Council should take over this laneway.
- Parking along Deansgrange regularly causes congestion.
- Turning right when exiting from Clonkeen Drive is problematic.
- Exiting from the Supervalu car park is very difficult.
- A comprehensive solution to traffic management in the business park is required.
- Parking arrangements are fragmented and ad-hoc.
- The absence of a right turn lane for the supermarket, school and business park contributes to congestion along Kill Lane.
- Resident Parking only should be introduced on Foxrock Grove.
- Parking regulations are not adequately enforced along Deansgrange Road.
- Pedestrian crossings are required on Kill Lane.
- The right turn ban onto Deansgrange Road should be lifted so facilitate traffic heading towards Blackrock.
- Garages should not be allowed to use the main road as a car park.

Employment and Economic Development:

- Development of small industry and creation of jobs for local people should be a priority.
- Noisy or polluting manufacturing practices should be discouraged.
- Workplace facilities for childminding should be encouraged.
- The quality of power supply is a key strategic factor taken into account by global companies locating in Ireland.

- The LAP should support provision for new high voltage electrical infrastructure, including high voltage transformer stations and new overhead transmission power lines.
- The potential of existing low-density employment lands should be examined with a view to increasing the employment generating capacity of the area.
- Additional lands should be re-zoned for employment / commercial use.
- Deansgrange Business Park should be integrated into the wider community with improved vehicular and pedestrian access a pre-requisite for the area to achieve its potential.
- Future development of the business area should safeguard residential amenities.
- The LAP should prohibit further development of this site until either an alternative entrance to the business park is created or a significant decrease in traffic volumes on adjacent roads has been achieved.
- The failure to resolve the access issues for the business park has resulted in vacant premises and a loss of employment within the plan area.
- With the QBC in place, the business park meets the key criteria necessary to support employment growth and high density residential development.
- The business park is an ideal location to support redevelopment as a mixed use site.
- In the absence of a proper signage policy, the front of the business park is disfigured by visual clutter.
- A second entrance to the business park should not be permitted as it would facilitate overdevelopment and lead to further traffic congestion.
- The business park is poorly laid out with inadequate internal traffic management and haphazard parking arrangements.
- Open space / green areas should have signage put in place indicating connections / links and distances within the plan area.
- Green space at the end of Foxrock Avenue should be zoned F.
- The library building and the adjacent public space should be improved and enhanced.
- Park amenities should be developed.
- The library site should be redeveloped to include a state of the art library and community hall.
- Public and pedestrian spaces at the centre of the plan area should be improved.
- Green spaces must be developed to maximise public access and improve amenities.
- Information panels are required to show the areas heritage.
- St Fintan's Church should be made more accessible and the laneway between St. Fintan's Park and Kill Abbey should be lit to discourage anti-social behaviour.
- Consideration should be given to an item of public art with local relevance at an appropriate location.
- Green areas used by QBC works should be restored.
- Deansgrange is an historic centre with a long history.
- St Fintan's Church would be an important cultural resource for the whole area.
- A Bullaun stone buried close to the Kill gives evidence of an early settlement.
- Kill Abbey House retains a distinct ecclesiastical appearance and together with the Church and Bullaun stone forms a cluster of historic items.
- An enlarged library would provide a welcome counterpoint to the Lidl structure.
- The pub is an important social amenity and an attractive landmark.
- The Village environment has been degraded by the loss of trees on the Bol site and by the thinning out of trees on the approach roads. Additional trees would be a relatively low cost means of significantly enhancing amenities.
- Important trees in the area should be protected through the LAP.
- A car park area should be considered for Clonkeen Park.

Community Facilities / Parks:

- Lack of facilities for younger and older people in the area.
- Giving the ageing population, a day care facility for older people should be provided.
- Provision should be made for childcare facilities.
- Clonkeen Park should be improved with consideration given to the provision of play facilities.
- Plant and animal life in the area should be surveyed and TPOs should be considered for any outstanding trees.
- Vehicular access to the cemetery should be restricted to hearses and those with mobility impairments.

Design / Future Village Development:

- Care should be taken to protect residential amenities and ensure that the height of new buildings is in keeping with existing developments in this area.
- Building materials with a positive impact on the environment should be encouraged.
- A model indicating existing and proposed developments should be maintained at the public library.
- Deansgrange should be developed as a village with small commercial outlets, which help to develop a strong sense of community and identity.
- A high standard of architecture and urban design is required.
- The objective of a local centre should be to provide services within a walking distance of adjacent residential areas.
- The corners of the crossroads should be developed with a distinctive high quality design.
- The pedestrian route to Clonkeen Park should be upgraded.
- Careful consideration is required for the former Statoil site to ensure an appropriate development with appropriate uses and good community gain.
- Urban design standards should be set for the Village with a view towards achieving a coherent identity for the area.
- Overdevelopment should be rejected.
- The Lidl site should be rezoned from Neighbourhood Centre to District Centre.
- The Statoil site is suitable for a mixed use development and it should be appropriate in scale with regard to traffic congestion and provide public parking
- The LAP should indicate appropriate scale, heights materials and design for new developments in the area.
- No more buildings like the Lidl structure should be allowed. It has ruined the Village atmosphere.
- New buildings should enhance the Village atmosphere.

Drainage / Water Quality:

- The Deansgrange stream may support brown trout in its lower reaches. Only clean uncontaminated water should drain into stream network.
- Policies and recommendations made under the GSDSDS including SUDS requirements should be applied in the development of a drainage strategy for the LAP.

- It is essential that sufficient treatment capacity is available both within the receiving sewerage system locally and at relevant wastewater treatment plant.
- The disturbance of riparian habitats should be minimised. A 10m buffer zone between development and river bank is recommended.
- Public drainage within the Village should be reviewed. Flooding has occurred on Clonkeen Road.

Appendix B

Building Heights

Assessment of Appropriate Benchmark Heights

For clarity and ease of reference the plan area is divided into a number of distinct areas and zones as set out in Drawing B – Building Heights. The following assessment and guidance should be read in conjunction with this drawing.

- **Area 1:** Deansgrange Road East Side and Kill Lane North Side including: The Grange Pub, offices, dwellings, car sales showrooms and a parade of shops / businesses.

Existing Heights: Generally 1 - 2 storeys.

Assessment: This area is largely developed and within the actual Neighbourhood Centre zoned area comprises a relatively narrow building footprint of approximately 12m – 14m along most of its length. Immediately to the rear of this building footprint are residential properties, many of which are single storey, with their building footprint quite tight to the boundary, which is essentially the rear building line of village properties.

Having regard to the need to protect residential amenities and taking into account Area 1's relatively narrow layout configuration, its close proximity to adjacent residential property, which is largely single storey in scale, a benchmark height of 2 storeys, consistent with the existing situation, is considered appropriate for Area 1.

The corner site within Area 1, which addresses Deansgrange crossroads, due to its location immediately adjacent to a major crossroads junction, allows scope for an increase in the benchmark height of 1 storey at this location, subject to compliance with the modifiers set out below.

Proposed Benchmark Height: 2 storeys.

Modifiers: The benchmark height may be modified up by 1 storey adjacent to Deansgrange crossroads, where it can be clearly demonstrated that the development would create urban design benefits and in particular mark this major crossroads to the advantage of the legibility, appearance and character of the area.

Note: The scale of the existing streetscape and the proximity of residential property immediately to the rear of Area 1 will require that any deviation from the benchmark height will have to clearly demonstrate that there will be no adverse impact on residential and visual amenities.

- **Area 2:** Deansgrange Road, West Side and Kill Lane North Side including: car sales show rooms, dwellings, commercial premises and the former Statoil Garage site.

Existing Heights: Generally 2 storeys.

Assessment: This area can be divided into two sections, that which is closest to Deansgrange crossroads and largely developed with modern car sales show rooms, commercial premises and residential developments and that which is closest to Deansgrange Cemetery and which comprises a number of currently vacant or underutilised premises. Immediately to the rear / west of Area 2 is the residential area of Foxrock Close. A number of residential properties at this location are single storey and relatively small in scale with their building footprints quite tight to the boundary with Area 2.

Having regard to the need to protect residential amenities and taking into account the close proximity of adjacent residential properties, a number of which are single storey, small in scale and quite tight to the boundary with Area 2, a benchmark height of 2 storeys, largely consistent with the existing situation, is considered appropriate for Area 2.

At the north eastern end of Area 2, adjacent to Deansgrange Cemetery and Deansgrange Road, there is potential for an increase in the benchmark height of 1 – 2 storeys at this location, where due to the overall size of the site and its location immediately adjacent to the cemetery and at the edge of the village, there would be little or no additional impact on its surroundings and no adverse impact on residential amenities. In addition, due to the edge of village location, there is scope for a building of high quality design, which would help define the entrance to the Neighbourhood Centre area.

At the southern corner of Area 2, which addresses Deansgrange crossroads, there is potential for an increase in the benchmark height of 1 storey, due to its location immediately adjacent to a major crossroads junction. Given the proximity of residential property at this location, it is considered that any increase in benchmark height should be limited to 1 storey and subject to adequate protection of amenities.

Any deviation from the benchmark heights is subject to compliance with the modifiers set out below.

Proposed Benchmark Height: 2 storeys.

Modifiers: The benchmark height may be modified up by 1 – 2 storeys in the north east of Area 2 adjacent to Deansgrange Cemetery and Deansgrange Road, where it can be clearly demonstrated that the development would create urban design benefits and in particular define the entrance

to the village to the advantage of the legibility, appearance and character of the area.

The benchmark height may be modified up by 1 storey adjacent to Deansgrange crossroads, where it can be clearly demonstrated that the development would create urban design benefits and in particular mark this major crossroads to the advantage of the legibility, appearance and character of the area.

Note: The proximity of residential property immediately to the rear / west of Area 2 will require that any deviation from the benchmark height will have to clearly demonstrate that there will be no adverse impact on residential and visual amenities.

- **Area 3:** Clonkeen Road, East Side and Kill Lane South Side, including the former AIB premises, Newsagents / post office, pharmacy, supermarket, fast food outlet and offices / commercial premises.

Existing Heights: Generally 2 storeys.

Assessment: This area comprises the main shopping parade of the village. To the front there is a service road with pay and display parking bays. To the rear, there is the Supervalu car park.

Having regard to the scale of the existing streetscape and the need to have regard to existing character of the area, a benchmark height of 2 storeys, largely consistent with the existing situation, is considered appropriate for Area 3.

The northern end of Area 3, which is adjacent to the crossroads, has potential due to its prominent location, immediately adjacent to a major crossroads junction, for an increase in the benchmark height of 1 storey at this location, subject to compliance with the modifiers set out below.

Proposed Benchmark Height: 2 storeys.

Modifiers: The benchmark height may be modified up by 1 storey adjacent to Deansgrange crossroads, where it can be clearly demonstrated that the development would create urban design benefits and in particular mark this major crossroads to the advantage of the legibility, appearance and character of the area.

Note: The scale of the existing streetscape will require that any deviation from the benchmark height will have to clearly demonstrate that there will be no adverse impact on visual amenities.

- **Area 4:** Clonkeen Road West Side and Kill Lane South Side, including the Lidl / Bank of Ireland site and the Public Library.

Existing Heights: Generally 1 – 2 ½ / 3 storeys (the northern end of the Lidl / Bank of Ireland building is taken to be approximately equivalent to a 2 ½ / 3 storey building).

Assessment: A significant portion of Area 4 has been recently redeveloped to incorporate a bank and a discount foodstore within the same building. As it addresses the crossroads, the height and scale of this building reads approximately as a 2 ½ / 3 storey building. To the rear / west of this building lies the public library, which is a single storey structure with public seating area and landscaping to the front and a surface car park to the rear.

Having regard to the scale of the existing streetscape within Area 4 and taking into account Area 4's prime location, adjacent to the village crossroads and also located at the edge of the Neighbourhood Centre area as it is approached along Kill Lane, a benchmark height of 3 storeys, largely consistent with the existing situation at the crossroads, is considered appropriate for Area 4.

Proposed Benchmark Height: 3 storeys.

Within Deansgrange Business Park:

- **Zone A:**

Existing Heights: 5-storeys to front, facing Kill Lane. Approximately part 1, 2, and 3 storeys to rear.

Assessment: This zone accommodates office based industry in a modern 5 storey office building, located to the front, facing Kill Lane. Immediately to the rear of this building there is an older industrial type building, which is at 1 – 1 ½ storeys for much of its length but rises to a structure approximately equivalent in height to 4 – 5 storeys. Having regard to the scale of the existing built environment and the location of Zone A within the Deansgrange Business Park, which is zoned for employment and economic development a benchmark height of 5 storeys as set by the existing office building, decreasing to 4 storeys for the remainder of Zone A is considered appropriate.

Proposed Benchmark Height: 5 storeys as set by existing office building to the front of Zone A and 4 storeys for the remainder of Zone A.

Note: The proximity of the village area, which includes the church and adjacent school grounds to Zone A will require that any proposed development within Zone A will have to clearly demonstrate that there will be no adverse impact on the character and visual amenities of adjacent property.

- **Zone B:**

Existing Heights: Equivalent to approximately 2 to 2½ storeys.

Assessment: This zone accommodates offices, commercial premises and light industrial units. Having regard to the scale of the existing buildings and the location of Zone A within the Deansgrange Business Park, which is zoned for employment and economic development and taking into account the significant fall in ground levels between Zone B and adjacent residential areas to the east, a benchmark height of 3 storeys, is considered appropriate for Zone B.

To the front of Zone B, adjacent to Kill Lane, a combination of a fall in ground levels as one moves west towards Deansgrange village and the existing streetscape context, which includes a 5 storey office building, which fronts Zone A, an increase in the benchmark height to 4 storeys, subject to the fourth storey being appropriately set back from the residential area to the east, would provide an opportunity to allow a more gradual increase in height along the streetscape addressing this section of Kill Lane and benefit the visual amenities of the area.

Proposed Benchmark Height: 3 storeys.

Modifiers: The benchmark height may be modified up by 1 storey to the front of Zone B, adjacent to Kill Lane, subject to the fourth storey being appropriately set back from the residential area to the east and where it can be clearly demonstrated that the development would create urban design benefits and in particular mark this prominent street front location, adjacent to a QBC, to the advantage of the legibility, appearance and character of the area.

Note: The proximity of residential property to Zone B will require that any development will have to clearly demonstrate that there will be no adverse impact on residential and visual amenities.

● Zone C:

Existing Heights: Structures equivalent to approximately 2 – 3 storeys.

Assessment: This zone presently includes offices, commercial premises and light industrial units, generally located within an old industrial type building. Having regard to the scale of the existing buildings and the location of Zone C within the Deansgrange Business Park, which is zoned for employment and economic development, a benchmark height of 3 storeys, is considered appropriate.

Proposed Benchmark Height: 3 storeys.

Note: The proximity of residential property to Zone C will require that any development will have to clearly demonstrate that there will be no adverse impact on residential and visual amenities.

● Zone D:

Assessment: This zone accommodates a car park, which serves adjacent light industrial units. It has a significant length of interface / boundary with the adjacent Clonkeen Park. Having regard to the location of Zone D, adjacent to Clonkeen Park and the potential for an attractive interface with the park area, and also taking into account the location of Zone D within the Deansgrange Business Park, which is zoned for employment and economic development, a benchmark height of 3 storeys, is considered appropriate for Zone D.

Given the location of Zone D adjacent to Clonkeen Park and taking into account the objective set out in Section 4 of this plan to create an attractive interface with the park at this location, an increase in the benchmark height to 4 storeys, subject to a high quality design and the protection of residential and visual amenities would be appropriate at this location.

Proposed Benchmark Height: 3 storeys.

Modifiers: The benchmark height may be modified up by 1 storey, where it can be clearly demonstrated that the development would create urban design benefits and in particular mark this potentially important and prominent interface with the adjacent Clonkeen Park to the advantage of the legibility, appearance and character of the area.

Note: The proximity of village and residential areas to Zone D will require that any development will have to clearly demonstrate that there will be no adverse impact on residential and visual amenities.

Appendix C

Strategic Environmental Assessment

Determination Report

Planning and Development Acts 2000-2004

Planning and Development (Strategic Environmental Assessment) Regulations 2004

Dún Laoghaire-Rathdown County Development Plan 2004-2010

Proposed Deansgrange Local Area Plan

Report pursuant to Article 14A of the Planning and Development (Strategic Environmental Assessment) Regulations 2004.

Determination of the need for Environmental Assessment of a Local Area Plan in terms of the provisions of Article 14A (5) of the Planning and Development (Strategic Environmental Assessment) Regulations.

Introduction

Article 14(A) of the Planning and Development (Strategic Environmental Assessment) Regulations, 2004, states that “Where a Planning Authority proposes to prepare a Local Area Plan for an area, the population of which is less than 10,000, the Planning Authority shall, prior to giving notice under Section 20 (3) of the Planning and Development Act (2000), consider whether or not the implementation of the local area plan would be likely to have significant effects on the environment, taking account of relevant criteria set out in Schedule 2A of the Amendment of Part 3 of the Planning and Development Regulations 2001, and is detailed as follows:

Criteria for determining the likely significant environmental impacts (Schedule 2 (A))

Characteristics of the Plan

The degree to which the plan sets the framework for the projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.

The Plan will establish a land use framework for the sustainable development of the area, including the location, nature, size and operating conditions. The Local Area Plan will form a statutory document, conforming to the policies and objectives set out in the 2004-2010 County Development Plan and other relevant guidelines and documents. The Plan will identify the existing character of the area and provide a framework for urban layout to create a sustainable environment and a place of vitality and viability.

The degree to which the plan influences other plans, including those in the hierarchy.

The policies and objectives of the Local Area Plan will be set within the context of the 2004-2010 County Development Plan.

The relevance of the Plan for the integration of environmental considerations in particular with a view to promoting sustainable development.

Section 10 of the Local Government (Planning and Development) Act 2000 sets out the content of development plans. It states “A Development Plan shall set out an overall strategy for the proper planning and sustainable development of the area....”. The current County Development Plan, adopted in 2004, adheres to the principles of sustainable development, in accordance with the requirements of the Act. The Local Area Plan will conform to the principles, objectives and policies of the County Development Plan and will, therefore, have a strong emphasis on promoting the sustainable development of the area.

Environmental problems relevant to the Plan

The Deansgrange area is subjected to traffic congestion. The Local Area Plan will incorporate agreed plans for bus and cycle lanes. The Plan is, therefore, anticipated to have a positive effect on the environment with regards to issues pertaining to transportation.

The Deansgrange River is a polluted river. The main cause for this pollution is domestic, as a result of foul pipes cross-connected with surface water pipes. The Council test the river every quarter for dangerous substances and every month for phosphorous. The Council is also carrying out a “misconnection survey” in order to identify specific dwellings where foul and surface water pipes are misconnected and to get the pipe connections rectified. The Environment Department in conjunction with the Parks Department plan to put a reed bed in Kilbogget Park to filter and improve the water quality of the river. The Deansgrange Local Area Plan will incorporate agreed plans for enhancing the quality of water in the Deansgrange

River. In this regard it is considered that the Local Area Plan will encourage the improvement of water quality in the River thus having a positive effect on the environment.

The Plan will aim to regenerate any run-down areas within Deansgrange. One of the main aims is to improve public realm. It aims to provide civic and open spaces for passive recreation improve footpaths and create a more attractive, accessible and safe shopping and living environment.

There are three sites of archaeological interest within the Plan area and there are four protected structures, listed previously in this document and identified on the attached map. There are also three separate groups of trees that are subject to protection as set out in the County Development Plan. These sites of archaeological interest, protected structures and trees will again be identified in the Local Area Plan and any development will be expected to respect their preservation. The Local Area Plan will also identify any other trees or buildings sites, which are deemed appropriate for protection.

It is considered, therefore, that the implementation of the Local Area Plan will have no significant negative impacts on the environment, but mainly positive ones, given that the principles of sustainable development will form the framework of the Plan and guide the future development and growth of the Deansgrange Local Plan area.

The relevance of the Plan for the implementation of European Union legislation on the environment (e.g.: plans linked to waste-management or water protection).

These plans and legislation are considered under the Dún Laoghaire Rathdown County Development Plan 2004-2010, from which the Local Area Plan will derive its context. They will not be specifically addressed within the Local Area Plan.

Characteristics of the effects and of the area likely to be affected, having regard, in particular, to

The probability, duration, frequency and reversibility of the effects.

It is considered that there will be no significant negative effects of the implementation of the Deansgrange Local Area Plan. However, with regards to positive effects, it is considered that the probability of these occurring is high. It is expected that the effects will be permanent and therefore, irreversible, until such time that any new policies and/or objectives are identified in a revised Local Area Plan and/or County Development Plan.

The cumulative nature of the effects

No cumulative negative effects are anticipated given that the Local Area Plan will focus on the principles of sustainable development and the considerations of the future, beyond the statutory 6 years of the Local Area Plan. It is anticipated that the cumulative effects on the environment will be positive and that

with every development and redevelopment, the area will be rejuvenated with an improved physical and visual environment.

The transboundary nature of the effects

The Plan will have no national, regional or inter-county transboundary effects.

The risks to human health and the environment (e.g.: due to accidents).

The implementation of the Local Area Plan will not result in any risks to human health. Any future development in the area will conform to the Local Area Plan, of which the fundamental essence is to create a healthy environment in which for people to live, work and undergo recreation.

The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)

The proposed Local Area Plan area in this submission refers to Deansgrange. The Deansgrange village is situated on the crossroads formed by Deansgrange Road, Clonkeen Road and Kill Lane, the Local Area Plan area extends 0.5 kilometre in each direction from the crossroads. The current population of this area is approximately 2,000 persons, calculated using housing counts and the average household size. Deansgrange is an established residential area and it is envisaged that residential development within the Plan area would be, by way of infill, redevelopment of brownfield sites and mixed-use developments of residential, commercial and office. It is therefore not anticipated that the resident population of the Deansgrange Local Area Plan will increase significantly relative to its' existing population.

The value and vulnerability of the area likely to be affected due to:

a) special natural characteristics or cultural heritage

There are three sites of archaeological interest within the Plan area; DU023-015 Kill Abbey, DU023-016 Kill Lane, DU023-041 a possible castle site at Foxrock Avenue. There are four protected structures within the Plan area; The Ashbury Nursing Home, Kill Lane, Kill Abbey off Kill Lane, Kill Abbey Church off Kill Lane and Fairholme, Abbey Road. There are also objectives to protect trees and woodlands at various locations within the Plan area, as identified on the attached map.

b) exceeded environmental quality standards or limit values

It is anticipated that environmental quality standards will not be exceeded and that the value of the area will not be limited as a result of the Plan implementation.

c) intensive land use

The Plan will aim to ensure that the redevelopment and development of the Deansgrange area is undertaken with

due cognisance to its surrounding environment and that any development and intensification will sustain and improve on existing amenity.

Effects on areas or landscapes, which have a recognised national, European Union or international protection status

There are no areas or landscapes within the Plan boundary, which have a recognised European or international protection status. As mentioned previously, there are three sites that are designated under the Record of National Monuments within the Plan boundary. The Plan will ensure that the value and status of these are considered and protected.

Conclusion of Screening Document:

The screening document prepared by the Planning Authority in accordance with Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI.No.436 of 2004), concluded that an SEA was not required for the Deansgrange Local Area Plan.

have been raised by the submission received from the EPA, the Planning Authority is satisfied that the proposed Deansgrange Local Area Plan is not likely to have significant effects on the environment. It is therefore considered that a Strategic Environmental Assessment is not required in respect of the proposed Deansgrange Local Area Plan.

Under Article 14A(6) of the Planning and Development (Strategic Environmental Assessment) Regulations 2004, Dún Laoghaire Rathdown County Council hereby gives notice of its determination.

Statutory Consultation

The specified environmental authorities consulted in relation to the proposed Local Area Plan were:

- The Environmental Protection Agency (EPA).
- The Department of the Environment, Heritage and Local Government (DoEHLG).
- The Department of Communications, Marine and Natural Resources (DCMNR).

In accordance with statutory requirements the Planning Authority consulted with the Environmental Authorities. To this end the screening document in respect of the Deansgrange LAP, which concluded that an SEA was not required, was forwarded to the relevant authorities.

A submission was received from the EPA on 10/7/07. This submission indicated the following:

“The Agency acknowledges the Planning Authority’s notice, dated 1/5/07 regarding the Deansgrange Local Area Plan. Your position with regard to the need for Strategic Environmental Assessment (SEA) of the LAP is noted.”

This submission also highlights a number of broad environmental issues that should be considered when preparing the plan and indicates a number of planning policy and guidance documents, which should be taken into account.

Determination:

Having regard to the reasoning and considerations as set out in the SEA Screening Document and noting that, no objections

