A photograph of a modern building with a glass facade. The building has a grid-like structure of windows and a dark, textured facade on the left side. A large tree is visible in the foreground, partially obscuring the building. The sky is visible through the glass windows. The overall scene is brightly lit, suggesting daytime.

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### Vision

**To promote the renewal and regeneration of areas based on the consolidation of the built-up area and to ensure that development in new 'greenfield' areas creates its own sense of place, is attractive and functions well.**

### Context

1. The National Spatial Strategy 2002-2020 People, Places and Potential, DOELG, November 2002.
2. Architectural Heritage Protection – Draft Guidelines for Planning Authorities, DOELG, December 2001.
3. Retail Planning - Guidelines for Planning Authorities, DOELG, December 2000.
4. Residential Density – Guidelines for Planning Authorities, DOELG, September 1999.
5. Retail Planning Strategy for the Greater Dublin Area, November 2001.
6. A Platform for Change, Strategy 2000-2016 - Final Report, Dublin Transportation Office, November 2001.
7. Strategic Planning Guidelines for the Greater Dublin Area, March 1999 and Annual Review and Update for 2000, 2001 and 2002.
8. Local Coastal Plan Booterstown to Sandycove, Dun Laoghaire-Rathdown Economic Development and Planning Department, June 2002.
9. Wicklow County Development Plan, 1999.
10. Bray Development Plan, 1999.
11. Enniskerry Local Area Plan, 2002.

### Strategy

The Planning and Development Act, 2000 states that a development plan shall include objectives for the development and renewal of areas in need of regeneration. A development plan may also indicate that specified development in a particular area will be subject to the making of a local area plan.

It is considered that many local planning issues cannot be given the detailed treatment that they deserve in such a broad ranging document as the County Development Plan.

As such it is proposed to prepare Local Area Plans for Cherrywood-Rathmichael, Bray Environs, Kiltiernan/Glenamuck, Glencullen, Deansgrange, Stillorgan, Goatstown and Barnacullia.

The major town centres of Dun Laoghaire and Dundrum contain important sites which would benefit from redevelopment or other improvement and this section includes Urban Structure Plans, the aim of which is to provide a clear and coherent vision to guide the future development of the major town centres.

The strategic vision of this Plan is to create vibrant and sustainable communities and to facilitate development to meet the growing needs of those living, working or visiting the County. To this end this chapter outlines the policies and objectives for new development areas and for the renewal of areas in need of regeneration. This will be achieved in part through the urban and village renewal programme set out in this chapter.

Good urban design is central to creating vibrant, attractive settlements in new areas as well as in the renewal of areas in need of regeneration.

### 3.1 Urban Design

Urban Design is the conscious manipulation of building form and the public realm/public spaces in order to create an attractive and efficient environment, suitable for a full range of activities – living, working, socialising and recreation. Good urban design enhances the environment and its benefits are manifold – visual, social, economic and psychological. Run-down environments can be transformed, while new greenfield development areas can be formed which function well, appear attractive and which stand the test of time.

The current pressure to provide accommodation imposes upon the Council, as custodians of that rapidly diminishing resource – urban building land – a duty to ensure that this valuable and finite resource is used to maximum advantage. This in turn, provides an historic opportunity to improve the built environment through a process of consolidation of the



## REGENERATION AND NEW DEVELOPMENT AREAS

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highly fragmented urban structure which characterised much of the County's development areas.

Of equal importance is the need to ensure that sound urban design principles are fully utilised in the design and planning of new development areas such as at Cherrywood, Kiltiernan and Shanganagh/Woodbrook.

*The objectives of urban design include:*

- *Creation of a high quality environment with a clearly defined coherent urban structure.*
- *Conservation of architectural heritage and townscape.*
- *Promotion of a high standard of design for new buildings.*
- *Encouragement of the use of natural materials.*
- *Reinforcement of local identity and sense of place.*
- *Resolution of conflict between pedestrians and traffic.*
- *Promotion of sustainable development.*
- *Stimulation of commercial investment and sustainable economic development through the creation or revitalisation of an attractive and viable urban environment.*

The principles of urban design include:

- Catering for the needs and sensibilities of those on foot, where the townscape is viewed at eye level and a rhythm is created which relates to walking pace, providing a sequence of agreeable visual experiences to be enjoyed by the pedestrian.
- Buildings enclosing the public space should have fineness of detail, vertical emphasis, a variety of texture/colour and relate to the human scale, particularly at street level.
- Creating a network of attractive public spaces – varied in character, size, and scale but with consistency in surface finishes, street furniture, lighting, planting etc.
- Public spaces should be connected, permeable, accessible, legible and diverse in character.
- Public spaces should be safe – as a result of natural surveillance – being overlooked by the maximum number of windows and doors and avoidance of 'dead' gables.

- Promoting vibrant public spaces by having lively uses at street level which may expand onto the pavement e.g. street cafes.
- The facades of buildings fronting onto public spaces should be carefully designed with good quality, robust materials that will wear well.
- High quality 'landmark' buildings should be promoted at strategic locations, i.e. junctions, within the public space network.
- Where public space is ill-defined, new buildings should be formed to reinforce sense of enclosure and sense of place.
- Promoting continuity of built form to ensure enclosure of public and private spaces and the physical separation between them.
- Visually reinforcing approaches and entrances into local centres to emphasise a sense of arrival.
- Encourage development of derelict and underutilised sites, particularly, in key areas.
- Introduce traffic management measures - traffic cells, reduction of carriageway widths, reduce speed limits, traffic calming.
- Awareness of sensitive uses such as pedestrian priority areas and outdoor cafes when locating bus stops.

### 3.1.1 Policy REG1 : Building Height and Scale

In evaluating the scale and height of proposed developments, it is Council policy to balance the strategic planning need to make the most efficient use of each site with the visual impact of the proposal and its effect on existing amenities, particularly residential amenities.

Given the underlying problem of falling population levels in the built-up area, it is crucial that the most efficient use be made of urban building land. This is particularly the case in locations close to good quality transport links and other services.

Visual impact is primarily the effect that the proposed development will have on its immediate vicinity i.e. the streetscape/townscape adjacent to and surrounding the proposed development – the object being that the proposed development is either capable of being absorbed into its physical context, or alternatively, is clearly demonstrated to

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be of such a high quality of architectural merit and design that it makes a positive visual contribution to the existing environment.

The above objectives and principles of urban design will be applied throughout the County in the assessment of development proposals, as well as in the preparation of Local Area Plans and Village and Urban Renewal Schemes.

### 3.1.2 Policy REG2: Phased Development

No development shall be permitted unless it can be demonstrated that adequate provisions for specified infrastructural requirements, including: roads; sewers; water mains; community; recreational and sporting facilities (indoor and outdoor); public transport; first and second level schools and shops are available at completion to support development.

## 3.2 Local Area Plans

### 3.2.1 Cherrywood-Rathmichael Local Area Plan

A Local Area Plan will be prepared for the Cherrywood – Rathmichael area as a matter of priority following the new legislative procedure for such local plans. The former draft Carrickmines – Cherrywood Action Area Plan was prepared under earlier legislation. The new Local Area Plan will revise the earlier local planning process under the new legislation with its specific time limits.

The Cherrywood – Rathmichael Local Area Plan will cover an area of circa 307 hectares. A Local Area Plan will be prepared for this Area, which is substantial in scale, and represents the largest major potential development area for the County. It is of strategic importance located as it is within the defined Metropolitan Area, on the proposed LUAS B1 route, immediately adjoining the N11 and the South Eastern Motorway, with links to Dun Laoghaire. A coherent and integrated land use zoning and policy framework to address the long-term development of the area will be set out in the Local Area Plan.

The potential of this development area has to be planned, taking cognisance of its regional importance and significance in providing for the needs of the County's residential, commercial and recreational requirements.

The emphasis in this new Local Area Plan will be to design places not roads, establishing a sense of place and community. The Local Area Plan will define the principles of the layout of spaces, streets, squares, and how movement relates to them. The Plan should be flexible enough to accommodate change as the development progresses, yet robust enough to ensure that these principles are implemented without changing the original framework.

The Local Area Plan will set out the overall form of development, it will create a place of distinction and will harness particular site characteristics – river valleys, high viewpoints, public transport nodes. Attention will be paid to the physical form of development – routes, spaces, the urban grain, density, mix of uses, height and massing, the public realm, landscape, etc. The Local Area Plan will contain specific objectives, including detailed zonings.

It is proposed to develop a new urban quarter or new urban extension in the Cherrywood – Rathmichael area. The development of this area is dependent on the provision of high quality light rail/bus public transport to serve the area.

The boundaries of the new Cherrywood – Rathmichael Area, which are shown on Maps 7, 9 and 10 of the Plan, will generally be as follows:

- *On the north - the Carrickmines Valley,*
- *On the east – the Cherrywood Road, into Mullinastill Road, Stonebridge Road (thereby excluding Falls Road) and along the N11,*
- *On the west – the South East Motorway*
- *On the south – the junction of the N11 and South East Motorway at Rathmichael.*



The main transportation infrastructure in the Cherrywood – Rathmichael area will consist of the improved N11, the Wyattville Interchange, the South Eastern Motorway, the Wyattville Link Road, the improved Stonebridge Road, a Spine Road, internal road layout and the LUAS B1 line with its three stations at Carrickmines, Lehaunstown and Cherrywood. A potential LUAS B2 line with its station at St Columcille’s Hospital can be provided across the Cherrywood Viaduct and can continue towards Shankill and Shanganagh/Woodbrook.

The South Eastern Motorway is nearing completion with interchanges at Carrickmines, Lehaunstown, a new bridge over the Brides Glen Road and altered road and junction arrangements in the Mullinastill/Stonebridge Road area. Design improvements will be necessary at the Lehaunstown Interchange on the SEM, with a new crossroads on the Wyattville Link.

Water and drainage improvements, in addition to those already developed, will be implemented.

*Development at Cherrywood will require the provision of the following key infrastructural works –*

- *LUAS Line B1 from Sandyford*
- *The Lehaunstown Interchange Upgrade*
- *New water supply scheme to serve Cherrywood and environs*
- *Surface water and foul drainage schemes.*

The core of the new Cherrywood – Rathmichael Area will be north of the Wyattville Link Road, with the first phase built around the Cherrywood LUAS stop. The core will contain retail development, community and cultural facilities, cinemas, commercial development, offices, leisure facilities, underground car parking, bus interchange, mixed use developments of residential use over commercial uses, health facilities, hotel, educational facilities etc. However it is important to note that this is predicated on the provision of the Cherrywood LUAS terminus.

Photo: Dun Laoghaire Harbour Company



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To the north of the core of the Cherrywood – Rathmichael area there will be extensive residential areas close to the LUAS line and stations. To the north west, parallel to the SEM, there will be employment areas and business parks. To the south there will be the science and technology park. Open spaces will be created in the river valleys, on the high ground around Tully Church, on the high ground to the west of the motorway at Ticknick and along the Brides Glen Road.

To the south of the Bride’s Glen Road there will be residential development; to the east of Cherrywood Road (outside the local area plan boundary), there will be residential development near St Columcille’s Hospital centred on a proposed LUAS B2 station.

Broad ranges in respect of the quantum of development are proposed. More detail will be presented for individual development areas in the Local Area Plan. It is important to note that there are longer-term projections beyond the year 2010.

The potential number of residential units will provide for a population of c.20,000 persons. High density residential development will be considered where development complies with the criteria as set out in Residential Density Guidelines. Net residential densities should be greater than 50 units per hectare within the 0.5 – 1km LUAS catchment area, and a higher net density of 80 units per hectare within 0 – 0.5km catchment area of LUAS stations along LUAS Line B1. Lands formerly proposed for the location of a golf course, abutting the SEM to the east, are now partly designated for residential development.

The retail function of the Cherrywood – Rathmichael Area will expand with a floor area of 35,000 sq.m. Growth of the retail element will be linked to the population and employment growth in the area, and permitted on a phased basis. The Local Area Plan will also provide for neighbourhood centres appropriate to the retail/community needs of the area.

It is envisaged that the number of employees would in the long term be c10,000 workers. It is envisaged that development will be fully integrated and create a sustainable

community that integrates living, working and leisure activities served by appropriate levels of retail use and community facilities.

Development at the proposed Town Centre will be permitted subject to the preparation of an Urban Design Master Plan. This Master Plan will provide for a unified town centre layout, integrated with the adjoining land uses.

Cherrywood – Rathmichael Local Area Plan will be developed with a strong emphasis on linking areas of public open space and development of green corridors as pedestrian and cycle routes, encouraging maximum permeability and movement throughout the area.

Development in the new Cherrywood – Rathmichael area will be subject to the following specific objectives:

- To create a linear riverside park incorporating a pedestrian route and cycleway which will link Cabinteely Park to the sea at Hackett’s land.
- To provide for an adequate open space setting for Tully Church.
- That public sports fields be provided west of Lehaunstown Lane.
- To retain the famine grave on the site adjacent to St. Columcilles Hospital.
- To provide for the Bride’s Glen as a public amenity area.
- To upgrade Lehaunstown Interchange and the Wyattville Link Road.
- To relocate the proposed golf course to the south west side of the South Eastern Motorway.
- To provide for a Retail Park.
- To prepare an urban design Master Plan to ensure co-ordinated development of the Town Centre.
- To promote upgrading in capacity of water supply/new water supply/reservoir.
- To designate neighbourhood centres to serve the community, generally located at LUAS stations.
- To identify community/recreational and educational requirements.
- To provide for pedestrian and cycleway linkages/routes linking development either side of the Wyattville Link Road to ensure maximum permeability throughout the



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plan area.

- To provide a pedestrian 'right of way' from the Brides Glen Road to the Town Centre to link Cherrywood with Rathmichael.
- To provide a LUAS/metro stop at Rathmichael to the rear of St. Columcilles Hospital with access from both sides of the LUAS line i.e. from Falls Road and the N11.(N.B., This is outside the local area plan boundary)
- To carry out a study of the biodiversity of the Brides Glen, Loughlinstown River and native forest.
- To develop landmark buildings near the Carrickmines Interchange, the junction of the South Eastern Motorway and M11 and in the Town Centre at Cherrywood.
- To provide new forms of energy efficient house types and ecological house types.

Detailed road layouts within the Cherrywood – Rathmichael area will be examined as part of the Local Area Plan process. Road layouts shown are indicative only and may be subject to amendment during the Local Area Plan process.

It is proposed that development within the Cherrywood – Rathmichael area be subject to a schedule of phasing. The purpose of phasing is to ensure infrastructure, services, facilities and amenities are provided together with residential development.

### 3.2.2 Policy REG3: Public Transport Facilities

***It is Council policy that only limited development shall take place in the Cherrywood - Rathmichael area until the light rail/bus public transport facilities which will facilitate the development of the area in a sustainable manner are advanced.***

### 3.2.3 Policy REG4: Cherrywood Town Centre

***It is Council policy that the District Centre zoning remain on the Cherrywood site until such time as it is confirmed that the area will be serviced by the LUAS line. The town centre shall not commence until such time as the LUAS contract is signed.***

### 3.2.4 Rathmichael

- (1) The Council recognises the value of the buffer zone between the non-development mountain high amenity areas and the suburban areas. It also recognises the special environment and the distinctive character of the Rathmichael, Ballycorus areas and the sense of place that derives from that character. Accordingly a low density zoning is appropriate in the buffer areas. This will ensure a graduation in housing densities up to the high amenity areas. It permits the retention of hedgerow, woodlands, flora and fauna, equestrian activities, walking and other passive recreation and access to mountains and forest trails and sites of historical and archaeological interest.
- (2) It is a further objective to seek a high level of design, the careful locating of houses and the use of extensive landscaping and planting so as to protect the existing amenities of the area.

### 3.2.5 Bray Environs Local Area Plan

There is a need to approach the future requirements of Bray in a more comprehensive way than has been previously done to ensure more sound and integrated development and to look at this area as one complete unit in planning and transportation terms. A Local Area Plan will be prepared for the Bray environs including Woodbrook and Old Conna in conjunction with residents and adjoining planning authorities.

This new Local Area Plan will emphasise the need to establish a sense of place and community. It will define the principles of the layout of spaces, streets, squares, and how movement relates to them. The Local Area Plan will set out the overall form of development, it will create a place of distinction and will harness particular site characteristics – trees, hedgerows and stone walls, public transport nodes and will retain and protect historic buildings. The intention is to create a village core in Old Conna and a new neighbourhood at Woodbrook centred on a high quality development around a new Woodbrook DART Station with bus and light rail interchange facilities.



Water and drainage improvements, in addition to those already developed, will be implemented.

The lands in the Bray environs will have the benefit of access to the DART Line and will be served by the proposed light rail line to the city centre and Dublin Airport. A new QBC is underway at the Dublin Road linking Bray to Foxrock. The M11 Motorway leading to the M50 is easily accessible from the Wilford roundabout.

Attention will be paid to the physical form of development – routes, spaces, the urban grain, density, mix of uses, height and massing, the public realm, landscape, etc. The Local Area Plan will contain specific objectives including detailed zonings.

*Development of the Bray environs is based on the following principles:*

- *The provision of retail development, community and cultural facilities, commercial development, offices, leisure facilities, bus interchange, mixed use developments of residential use over commercial uses, health facilities, educational facilities etc.*
- *To facilitate the provision of a DART station with bus and light rail interchange facilities at Woodbrook.*
- *To reinforce the importance of Bray as a Major Town Centre by facilitating its development in the Bray environs, particularly in the area close to Castle Street.*
- *To facilitate residential development to assist in achieving the housing requirements of both Dun Laoghaire-Rathdown and Bray Town Council.*

### 3.2.6 Kiltiernan/Glenamuck-Local Area Plan

This Local Area Plan will be prepared on foot of the Council objective to prepare a Local Village Plan for Kiltiernan and will have regard to the following principles:

- To protect and enhance the community infrastructure of

the Church of Ireland.

- To encourage the provision of incubator units for craft industries in Kiltiernan.
- To facilitate the provision of a pitch for Wayside Celtic Football Club.
- To provide a Neighbourhood Centre.
- To carry out road improvements on the Enniskerry Road/Kiltiernan junctions with Ballycorus Road and Bishop's Lane.

### 3.2.7 Glencullen

This Local Plan will be prepared on foot of the Council objectives to prepare a Local Village Plan for Glencullen that is in keeping with the unique rural character of Glencullen and to establish an Aquifer Protection Zone at Glencullen and accordingly to prohibit any development which would conflict with this objective.

In order to deliver a comprehensive Local Plan for Glencullen it will be based on an understanding of the existing settlement, its character, the way it functions and the needs of local people.

The detailed nature of the community-based submissions already received indicates that much relevant information is available and the Council will encourage active community participation in the preparation of the Local Plan, thus ensuring extensive public involvement and consultation.

### 3.2.8 Goatstown

A Local Area Plan will be prepared for the Goatstown area and development will only be permitted in this area as necessary infrastructure becomes available.

### 3.2.9 Stillorgan

A Local Area Plan for Stillorgan shall be prepared within a year of the new Development Plan to guide the future development within the lifetime of the County Development Plan concentrating on improvements to the public domain, encompassing a variety of zonings and sites. Good quality



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residential developments shall be encouraged and preferably incorporated into future schemes such as the overflow carpark, Leisureplex, Blakes and Hamiltons Yard.

### 3.3 Dundrum Urban Structure Plan

#### 3.3.1 Introduction

The aim of this Urban Structure Plan is to provide a clear and coherent vision to guide the future development of Dundrum.

The Plan area is defined generally as the area between the LUAS line, the Dundrum Relief Road, the Taney Road/Upper Churchtown Road junction and the Wyckham By-Pass Route. It is mainly zoned for Major Town Centre uses, but with some parts zoned residential.

This area is experiencing significant ongoing development including:-

- Dundrum By-pass
- Wyckham By-pass to Sandyford Road (Phase 1)
- Wyckham By-pass to Taney Road (Phase 2)
- Landmark LUAS Bridge
- LUAS line with two stations under construction
- Shopping centre under construction
- Apartment development

#### 3.3.2 The Framework for the Future Town Centre

The area is framed by a number of physical elements which have a strong influence on its shape, growth and extent. These are shown on the accompanying Urban Structure Map and are:

- The LUAS line with two stations on the east flank of the town centre
- The Wyckham By-pass on the southern side
- The River Slang and Dundrum By-pass on the west
- The existing Main Street/Sandyford Road which forms the heart of the town centre and
- The Ballinteer Road/Upper Kilmacud Road which forms

an important cross-roads with the Main Street, the centre of gravity, as it were, of the town centre.

#### 3.3.3 Town Centre Renewal Planning Principles

- (1) Adherence to the County Development Plan policies and objectives which have a specific objective to upgrade the Dundrum town centre by:
  - The preparation and implementation of an environmental improvement scheme for Dundrum Main Street.
  - The control of advertising and of building facades through the development control process.
  - The provision of a Bus/LUAS/Cycle interchange
  - Encouraging an undercroft development at Taney Bridge.

N.B. The redevelopment of the environs of the LUAS Bridge and LRT Station provides a significant opportunity to create a new focal point and sense of enclosure at the northern end of the Main Street. This shall include new high quality buildings set around a civic space incorporating bus interchange with setdown facilities.

- (2) The provision of a pedestrian-friendly and traffic-calmed environment along the Main Street with particular care being paid to paving materials, public lighting, seating and pedestrian priority measures.
- (3) The selection of paving materials of appropriate scale and finish to enhance and complement the historic centre of Dundrum in the vicinity of the Protected Structures and the Architectural Conservation Area, while allowing other areas to develop with a separate style.
- (4) The provision of extensive off-street underground car parking facilities accessed from by-pass routes in order to reduce parked and moving vehicles on the Main Street and to serve new uses.
- (5) To increase penetration by buses as part of the Quality Bus Network, with particular emphasis on improved orbital routes.

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- (6) The provision of cycle facilities including a cycle network and cycle parking.
- (7) The provision of a wide range of employment, leisure, entertainment, cultural and restaurant uses in the town centre.
- (8) The provision of residential uses in the town centre including 'living over the shop', stand alone schemes, schemes for the elderly and hotel uses. In this way the existing residential use in the town centre will be strengthened.
- (9) The conservation, preservation and re-use of historic and interesting buildings.
- (10) The reinstatement and strengthening of the urban fabric along the Main Street and the Sandyford Road including infilling gap sites. This applies especially to the northern part of the town centre where a strong commercial presence is required.
- (11) The trees along the edge of the shopping centre carpark at the Main Street shall be retained in any new redevelopment in order to maintain high environmental standards in the regenerated town centre.
- (12) The provision of high quality landscaped open spaces, especially to the west of the town centre.
- (13) The new shopping centre currently under construction (former PYE lands), should provide and retain a wide variety of land uses including shopping, offices, residential, cinemas, bars, supermarkets, departmental store, cultural buildings including a library, crèche, hotel, clinic, leisure uses, multi-purpose meeting rooms/theatre, post office etc. These uses shall be linked along a new main pedestrian route which will connect the two LUAS stations, pedestrian bridges, footpaths and carparks. Lateral pedestrian routes will link to the main pedestrian route providing links between the Main Street/Sandyford Road axis and internal urban squares. Such squares should be sunny, sheltered and

night-time friendly, with good supervision from surrounding buildings.

- (14) Pedestrian movement across the Ballinteer Road from the two sides of the town centre shall be safe, easy and convenient. This crossing should encourage and facilitate ease of pedestrian movement between the northern and southern parts of the town centre.
- (15) The Mill Pond and Mill House area will be the focus of one of the main public spaces with new buildings set around it in an attractive manner. The reuse of the Mill House as a Heritage Centre/Museum will be encouraged.
- (16) To produce a stronger streetscape by sensitive infilling of gaps in the urban fabric, reducing setbacks and encouraging new buildings close to the public footpath.
- (17) All new buildings shall respect the scale, materials and character of the town centre, be of attractive appearance and be visually interesting.

### 3.4 Stepside

The Stepside Action Area Plan was prepared in response to the major rezoning of some 150 hectares of primarily residential lands in the 1998 County Development Plan. Significant on-site development activity has commenced. At the end of 2002 some 400 residential units were under construction but it is anticipated that, over the next 8-10 years, some 4,000-4,500 houses and apartments will be completed in the Action Plan area.

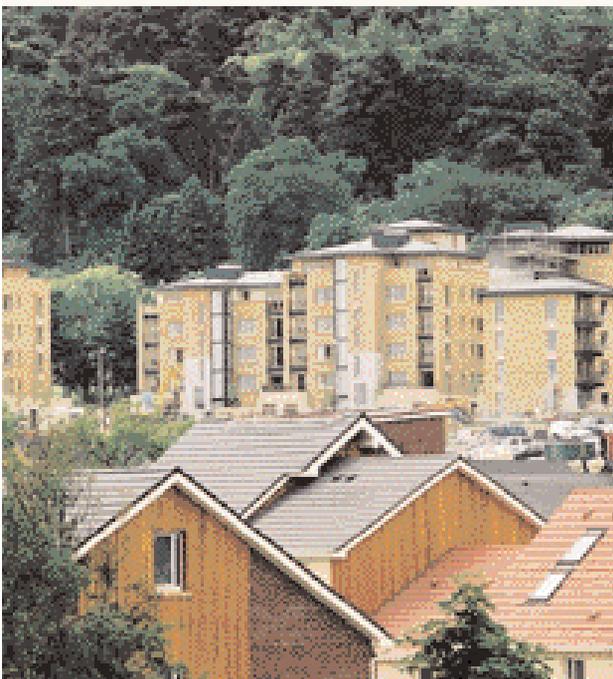
As well as providing an obvious co-ordinating mechanism to considered and timely implementation of the new development area the primary aims and objectives of the Action Plan seek to:

- Facilitate an improved urban design both in site layouts and house types. The traditional low-density suburban estate layout is being actively discouraged in favour of schemes which display individuality and distinctiveness. Wherever possible the opportunity is being taken to



create focal points and a variety of spaces and places.

- Reflect the broad principles of sustainability through the promotion of a higher density environment which facilitates and encourages a reduction in private car usage. This is being achieved by ensuring ready access, primarily by walking and cycling, to as wide a range of local facilities that a community of this size would typically demand or require – retail and community services, education provision, actively managed open space and public transport.
- Advance a mixed-use ethos into the new community by actively encouraging flexibility in the provision of employment, business and workspace accommodation.
- The enhancement of the overall level of public transport infrastructure to reduce reliance on the private car.
- The provision of a dedicated Greenway Spine traversing the Plan area that provides safe and dedicated cycling/walking linkages between the development parcels and amenities.
- To incorporate local heritage themes in the development of the Green Spineway.

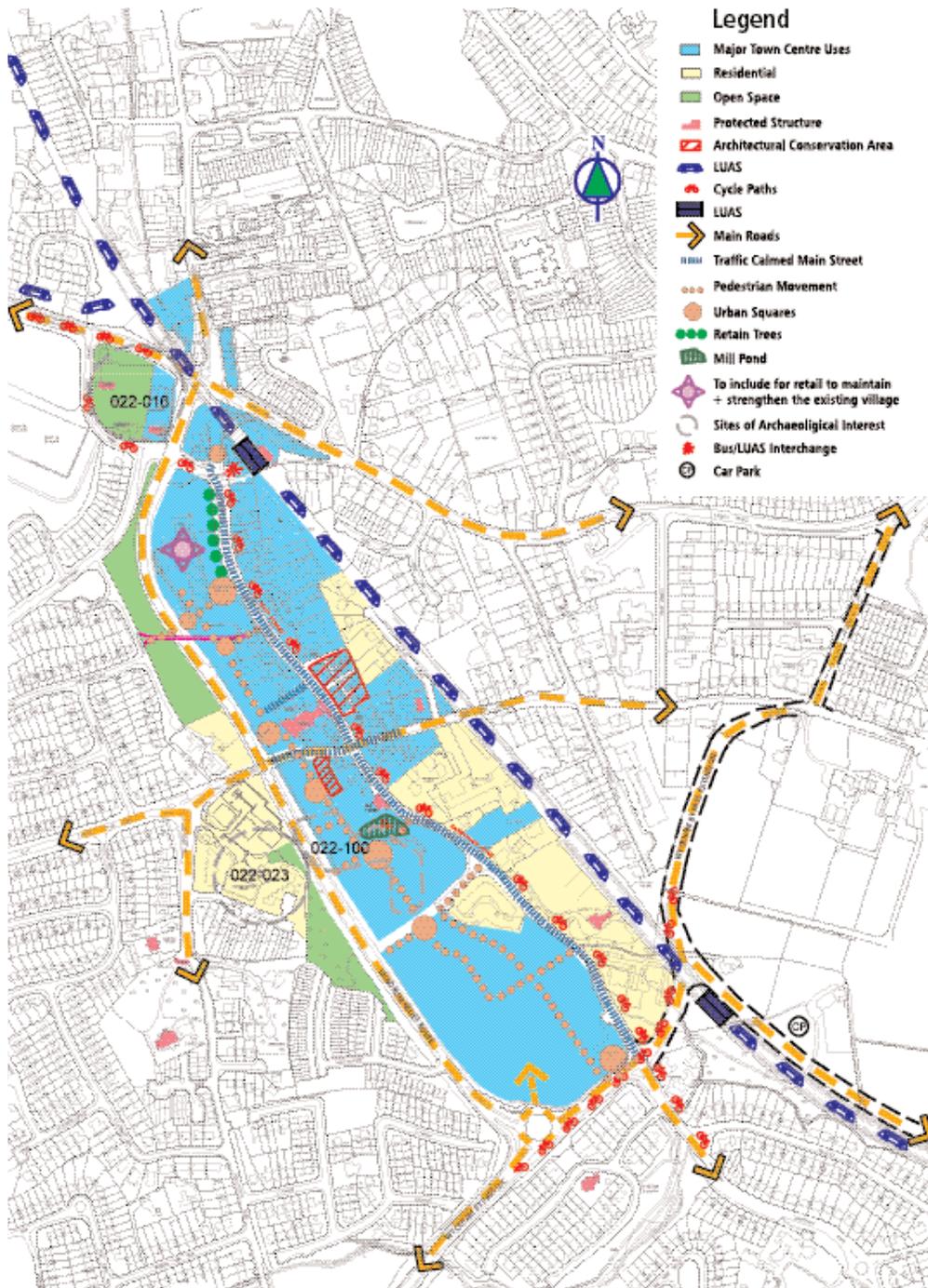


### 3.5 Town and Village Improvement Schemes

It is an objective of the Council to carry out environmental improvement schemes and streetscape plans where appropriate for the following town and village centres (both urban and rural) as resources permit. The Council may at its discretion, introduce schemes other than those listed in Table 3.1 below at any time during the life of the Development Plan. The listing does not indicate any order of priority for implementation.

**Table 3.1**

Cornelscourt
Cabinteely
Dundrum
Glencullen
Sallynoggin
Monkstown Farm
Kiltiernan
Foxrock
Stillorgan
Old Conna
Loughlinstown
Clonskeagh/Bird Avenue junction with Roebuck Road
Little Bray
Sandyford Village
Kill O'the Grange
Williamstown
Monkstown Village



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