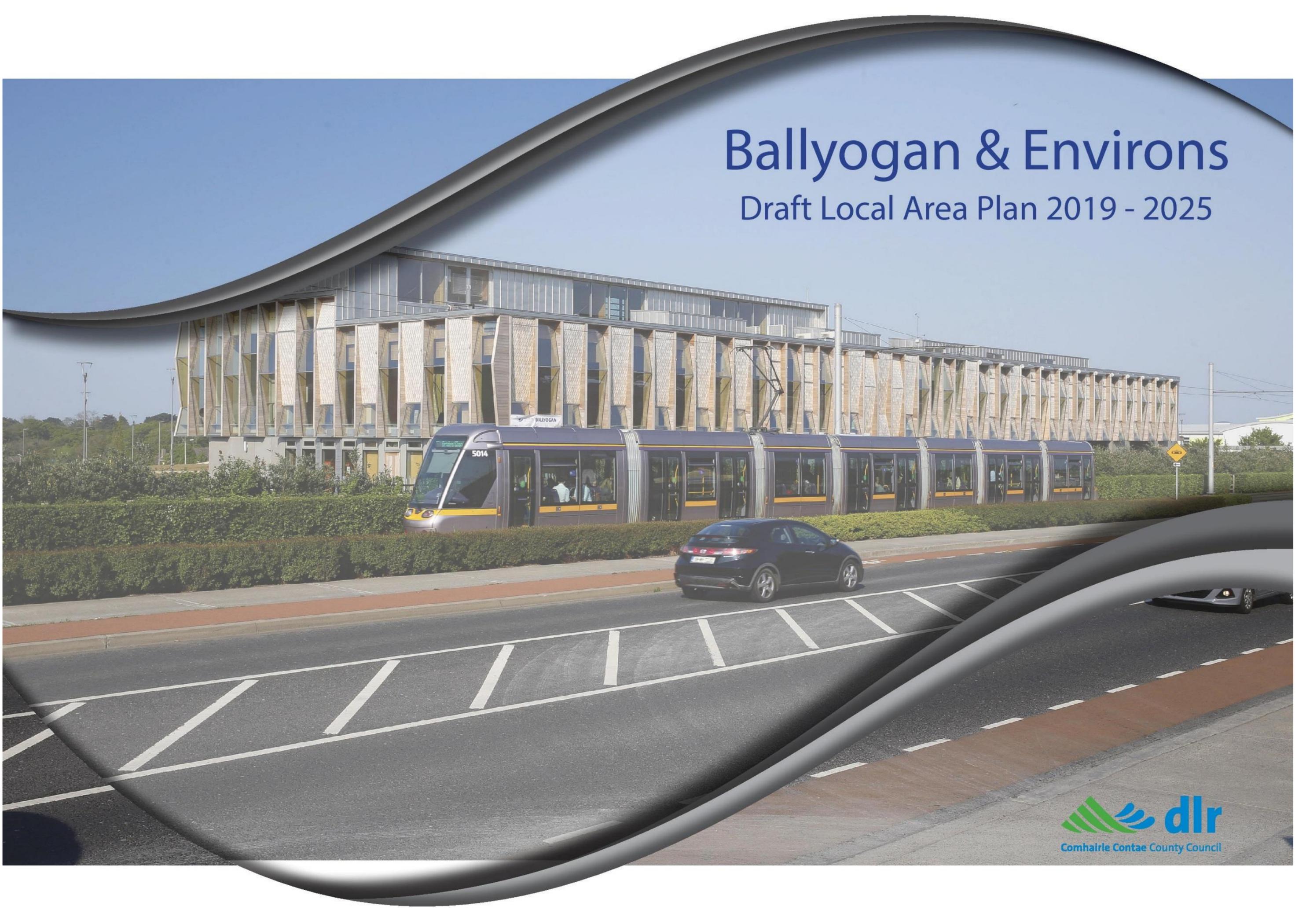


# Ballyogan & Environs

Draft Local Area Plan 2019 - 2025



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# 1. Introduction

## 1.1. What is a Local Area Plan? Why Here? Why Now?

A Local Area Plan (LAP) consists of a suite of policies and objectives for an area, intended to guide that area's development for a period of 6 years, which may be extended to a maximum of 10 years if appropriate. Like the 'County Development Plan' (CDP), which spans the entirety of Dún Laoghaire-Rathdown, a LAP is a statutory planning document, but for a smaller, more focused area, and with greater detail.

A LAP must be consistent with the CDP and cannot contradict any of its policies or objectives. Under current legislation and guidelines, a LAP may include objectives such as those relating to phasing, community facilities, amenities, and design standards.

The indicative boundary of Ballyogan and Environs is identified in the 2016-2022 CDP Maps. Specific Local Objective 135 of the Development Plan also requires a Local Area Plan to be prepared for this area.

By virtue of the significant land-bank of zoned, serviced, well located lands within the Plan area, along with the recent and likely future development proposals within the Plan area, it is considered that the preparation of a LAP is appropriate and prudent at this time.

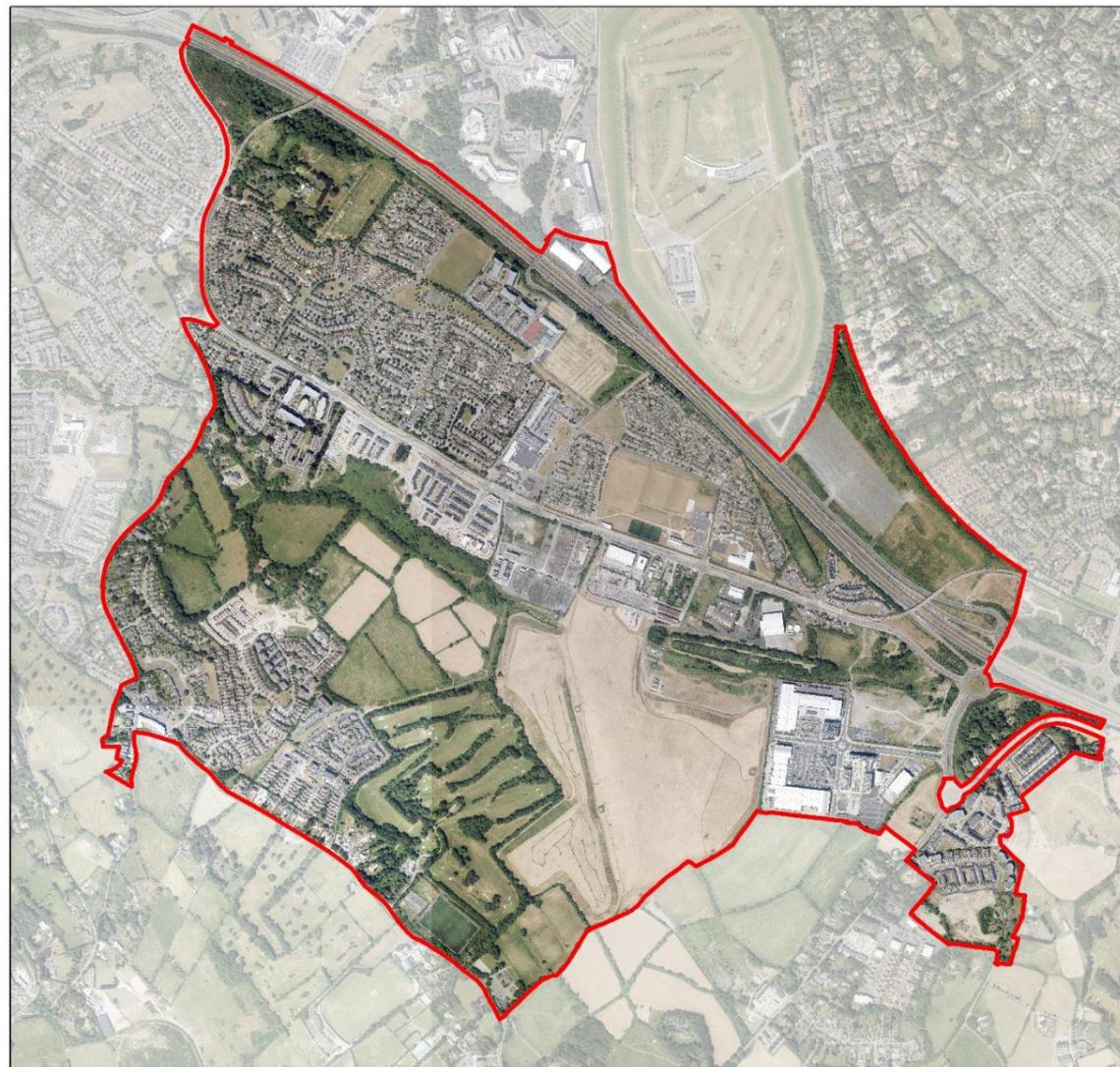


Figure 1.1 – Aerial Photography of Ballyogan and Environs

## 1.2. Ballyogan and Environs

The area to be covered by the Ballyogan and Environs Local Area Plan (BELAP) is a varied and disparate grouping of places that are largely separated from their natural hinterland by the M50 corridor. These areas include Glencairn, the central and eastern parts of Stepside, Ballyogan, The Park Carrickmines, sections of Glenamuck Road and Kilgobbin Road, the former Ballyogan landfill, and part of the Leopardstown Racecourse campus. Parts of the area are already 'built up' while others are in use for agriculture or other low-intensity uses. It is intended that the LAP will respect the variation between the different places within the BELAP boundary, while also seeking to connect these places together.



Figure 1.2 – Ballyogan Road

## 1.3. Your role in the process

Prior to the preparation of this Draft LAP, an Issues Paper was prepared and published in April 2018. This document set a context for public consultation and helped determine the planning issues that the LAP should address.

A Draft LAP is statutorily required to go on public display for a period of 6 weeks. Following this period of public consultation, a report summarising the issues raised along with the Chief Executive's recommendations will be presented to the Elected Members who will have 6 weeks to consider this report and the Draft LAP. At that point, the Elected Members will decide to make, amend, or revoke the LAP. Should any of the amendments be considered 'Material Alterations', this will trigger an additional round of public consultation.

## 1.4. LAP structure

The first 3 Chapters of this document serve as an overview of the LAP as follows:

1. Introduction
2. Context
3. Vision Statement

Chapters 4 to 10 cover the 'thematic' subject areas of the LAP as follows:

4. Transportation and Movement
5. Residential Development and Built Form
6. Retail and Employment
7. Built Heritage and Archaeology
8. Community Facilities
9. Leisure and Environment
10. Sustainable Infrastructure

The above Chapters are each structured so as to present a 'Background and Issues' section, a summary of 'Existing Policy on this Topic' before proceeding to present a more focussed suite of 'LAP Policies'.

**Chapter 11** comprises a map of the **Specific Local Objectives** (SLOs) for this LAP, which are effectively all the policies with a spatial component - other than those covered in the Transport and Movement Chapter, which are presented separately for clarity. As such, the SLO map draws from Chapters 5 to 10.

**Chapter 12** comprises two **Site Development Frameworks** (SDFs) which provide a more in-depth suite of policies for the two largest tracts of undeveloped zoned land within the BELAP area at 'Racecourse South' and 'Kilgobbin'. The SDFs contain additional policy at a finer level of detail.

A number of Appendices relate to the statutory Environmental Reports that are required to accompany a Local Area Plan.

## 1.5. Neighbourhoods and Quarters

The Draft LAP uses the concept of 'Quarters' and 'Neighbourhoods' throughout as a way to better understand the area (see Figure 1.5)

The BELAP boundary encompasses a large and diverse area, including parts that are already established residential, where it is unlikely that there will be significant change in the medium term. It also includes greenfield areas zoned for development, greenfield areas identified for recreation, employment areas and retail areas. It follows that differing policy responses will be appropriate for each of these differing areas.

In coming to an understanding of the area, to help frame discussion, and to assist in the evolution of policy for this LAP, it was considered that it would be useful to break down the overall BELAP area into a number of smaller sub-areas.

The BELAP lands have been studied from the perspective of a combination of townland boundaries, Census divisions, land use clusters, land use zoning blocks, physical barriers and sense of place. An effort has also been made to keep the subdivisions roughly similar in size and scale, where possible, although areas of more intensive use will naturally tend to be smaller.

This study indicated that the BELAP lands can be broken down into 16 'Neighbourhoods', and that these can be grouped into 5 distinct 'Quarters'. These designations have no statutory basis, and no status other than as a navigation tool for this LAP process.

The Quarter and Neighbourhood model is used throughout this LAP in discussing and assessing the various topics.



Figure 1.3 – Luas crossing the M50 at Carrickmines



Figure 1.4 – Old Gateway in grounds of Glencairn House

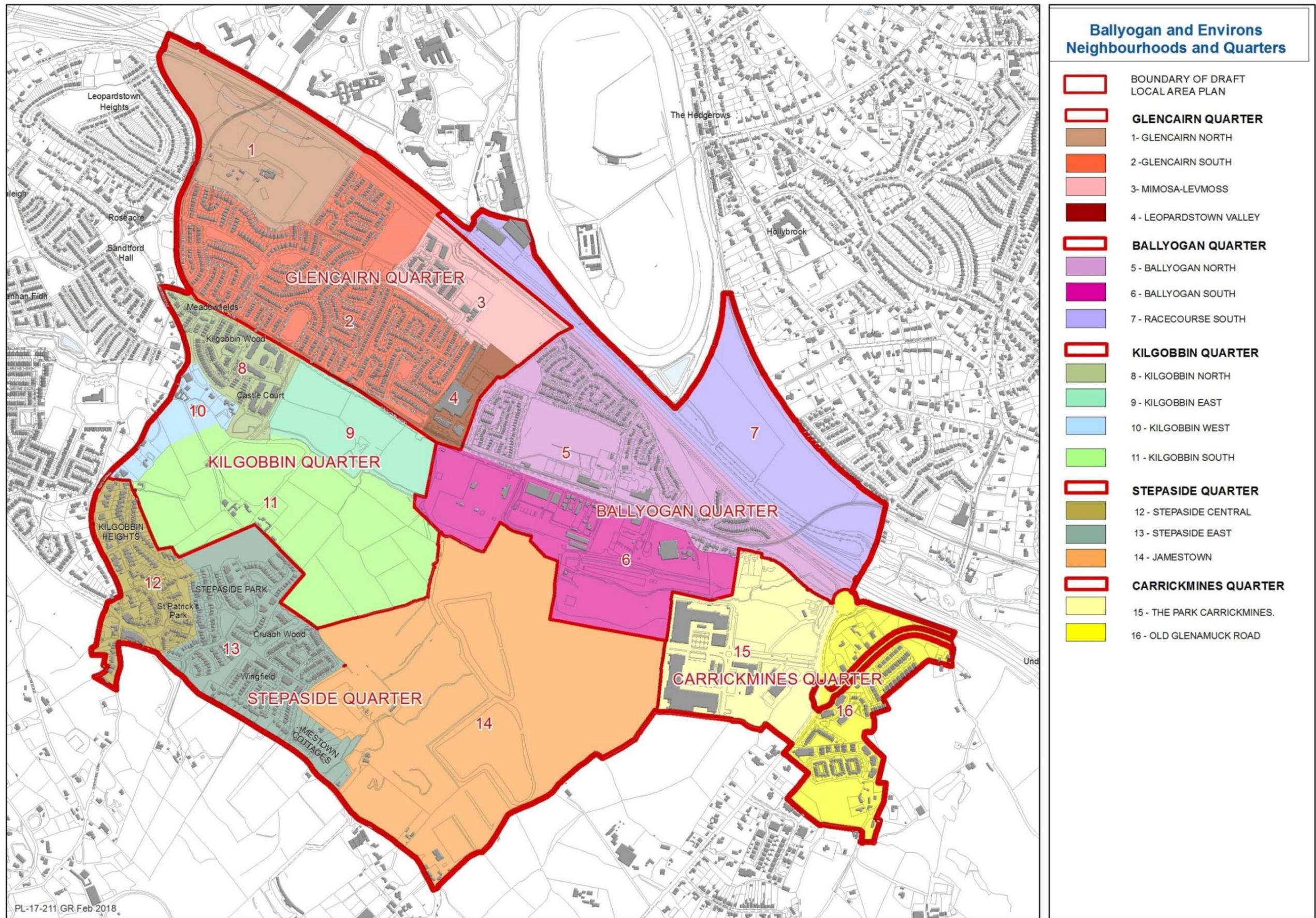


Figure 1.5 – Quarters and Neighbourhoods

## 2. Context

It is important to have an understanding of what lands the Draft LAP covers, the different characters of its constituent areas, and to explore how these lands have developed over time.

### 2.1. Location and Scale

The area covered by the Draft Ballyogan and Environs Local Area Plan (BELAP) extends to 420 hectares, which is 3.7% of the overall land area of Dún Laoghaire-Rathdown and nearly 7% - or one fifteenth - of the entire planned development area of the County - as defined by the 'zoned' lands in the current County Development Plan (CDP). By way of comparison, the BELAP lands are 40% bigger than the Cherrywood SDZ Planning Scheme - the next largest Plan area in the County. Based on the 2016 Census, the BELAP area accommodates a population of just over 9,500, which equates to 4.4% of the County's population.

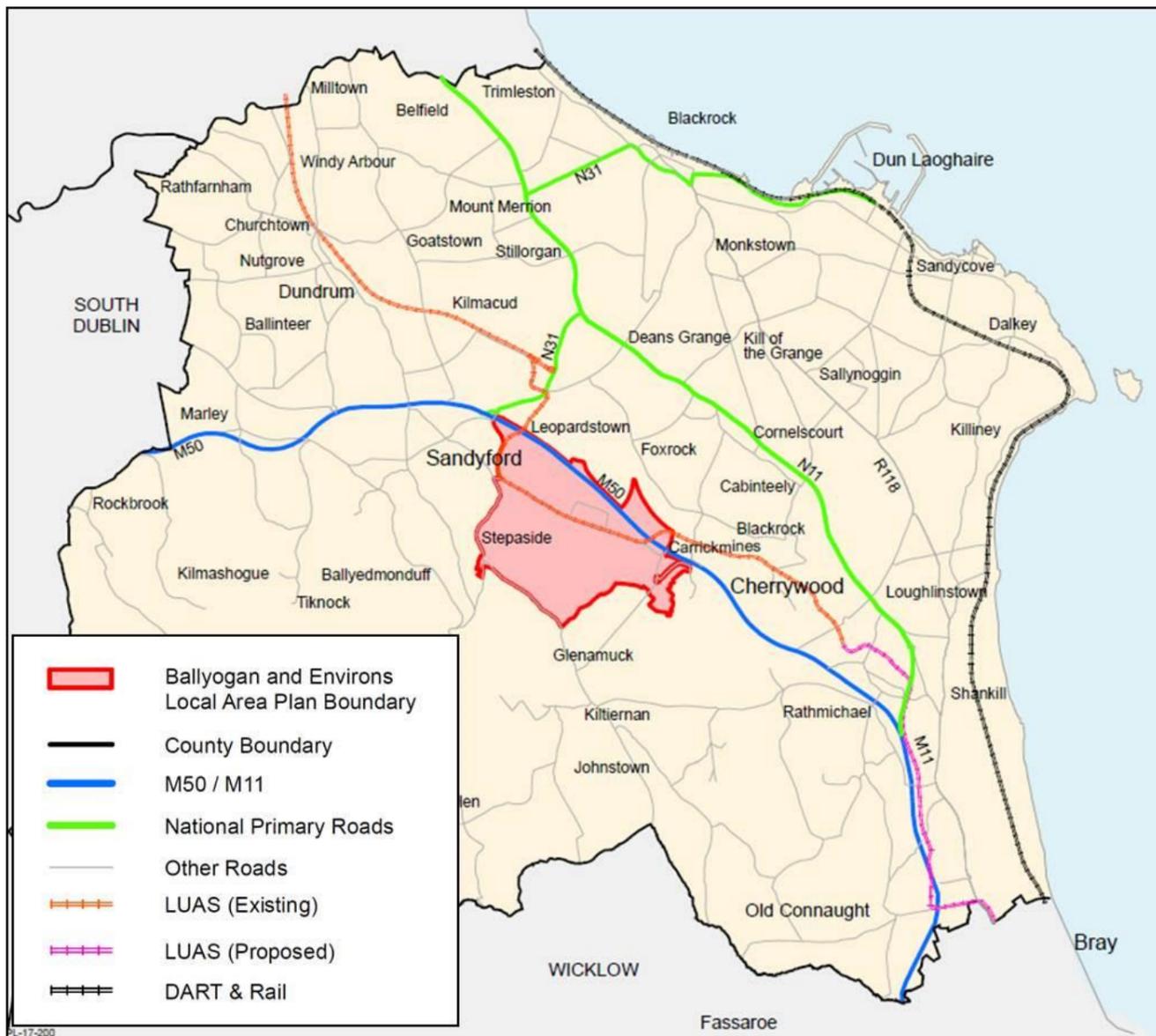


Figure 2.1 – Ballyogan and Environs LAP in County Context

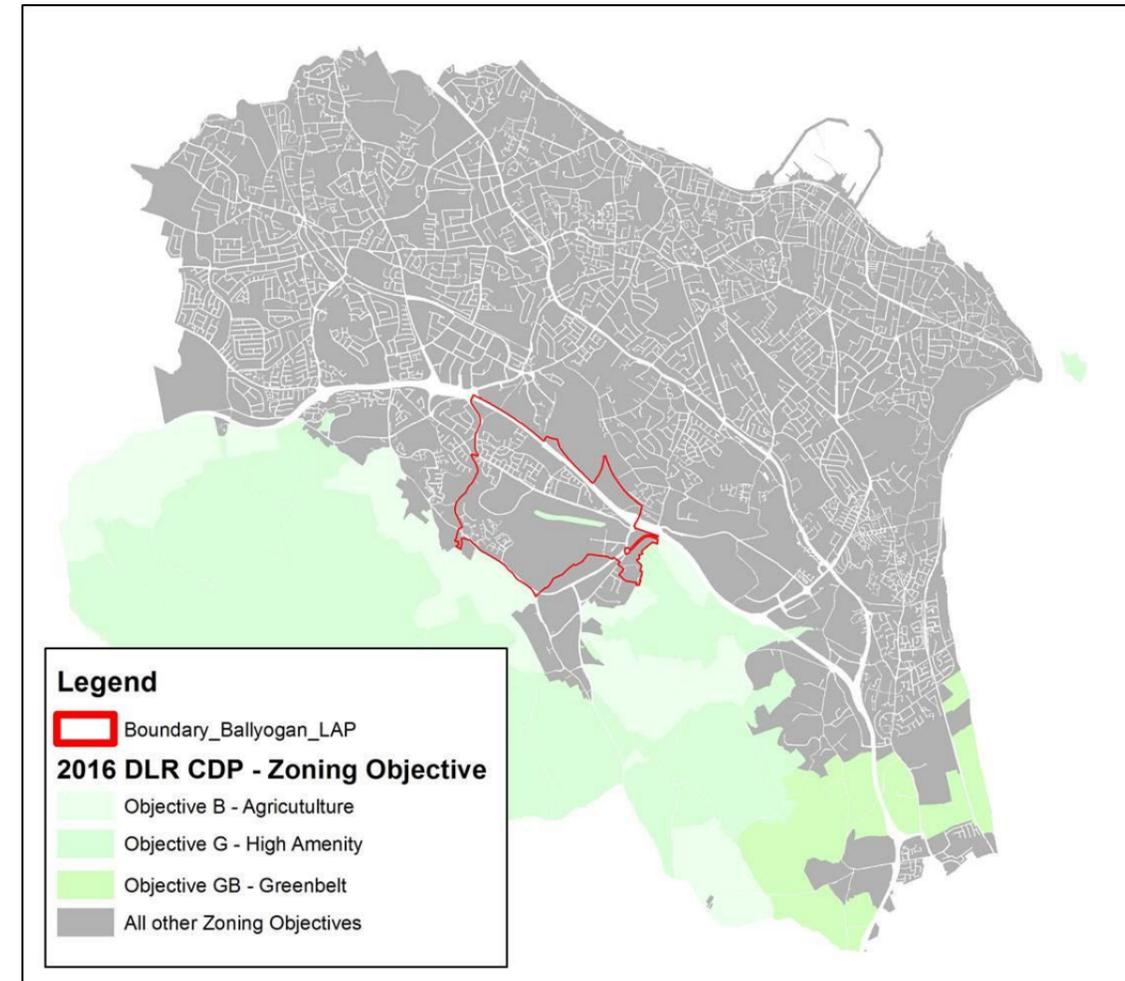


Figure 2.2 – BELAP Area compared with 'Zoned' and 'Unzoned' Land of the County Development Plan

The Plan boundary has been determined based on the following considerations:

- Eastern Boundary** Aligns with the northern boundary of the Kiltiernan-Glenamuck LAP, from Enniskerry Road to The Park Carrickmines.
- Southern Boundary** Aligns with Enniskerry Road, the County's de-facto development boundary at this location, as per the CDP zoning objectives shown above.
- Western Boundary** Aligns with Kilgobbin Road/Murphystown Way. To the west, development at Belarmine and Aiken's Village is substantially complete on foot of the Stepaside Area Action Plan (2000).
- Northern Boundary** Abuts the lands of the Sandyford Urban Framework Plan, Leopardstown Racecourse, and the residential neighbourhood of Foxrock.

To the west and northwest of the LAP lands are the recently developed areas of Stepaside - including Belarmine and Aiken's Village - and the longer established estates of Sandyford Hall and Mount Eagle. To the north is the M50 motorway corridor, beyond which is the Central Park area of the Sandyford Business District, and the Leopardstown Racecourse. To the northeast are the established residential areas of Foxrock.

To the east is the planned town of Cherrywood, currently being developed in accordance with its Strategic Development Zone (SDZ) designation and planning scheme. To the south is the village of Kiltiernan, which is also a focus for imminent future residential development in accordance with its own Local Area Plan. To the southwest are upland townlands of rural land uses and dispersed housing such as Barnacullia.

The BELAP lands are currently served by four Green Line Luas stops, two Motorway Junctions, and four bus routes. 'As the crow flies', Dundrum and Dublin City are 3km and 9km to the north respectively, Dún Laoghaire is 5km northeast, Tallaght is 11km to the west, and Bray is 9km to the south.

## 2.2. Land Use and Landscape

The BELAP area is notably diverse. It includes a wide range of land uses such as the established village of Stepside, the new shopping and office district at Carrickmines, light industry units and public utilities along Ballyogan Road, and recreational facilities along Enniskerry Road at Jamestown. There are many and various residential areas from multiple phases of development, and large tracts of undeveloped lands such as at Clay Farm in Kilgobbin and the lands between Glenamuck Road and Leopardstown Racecourse, on the north side of the M50. This wide diversity is in stark contrast to other LAP areas in the County. Particular challenges and opportunities will, however, arise from this diversity, which will be addressed in this LAP. Some land uses within the BELAP area have a more focussed local function, while others have a wider Metropolitan, and even Regional, function.

### 2.2.1. Historical Development of BELAP Lands

Until relatively recent times the BELAP area remained primarily agricultural in nature with the land area occupied by a number of large farms, the layout of which have strongly influenced the pattern of recent development.

The Ordnance Survey's 1930s mapping shows that the LAP area at the time was primarily comprised of agricultural farmland. The 'main' development node in the area was located at the crossroads of Stepside Village, while some ribbon type development flanked both the Kilgobbin and Enniskerry Roads. Stepside Village originated in the mid-18<sup>th</sup> Century, benefitting from passing trade, with its inhabitants providing services such as shops and crafts. Towards the end of the 18<sup>th</sup> Century and the beginning of the 19<sup>th</sup> Century several new roads were built in the area including Ballyogan Road and Glenamuck Road.

Figure 2.3 also illustrates the footprint of the Leopardstown Race Course to the north of the LAP area, completed in 1888.

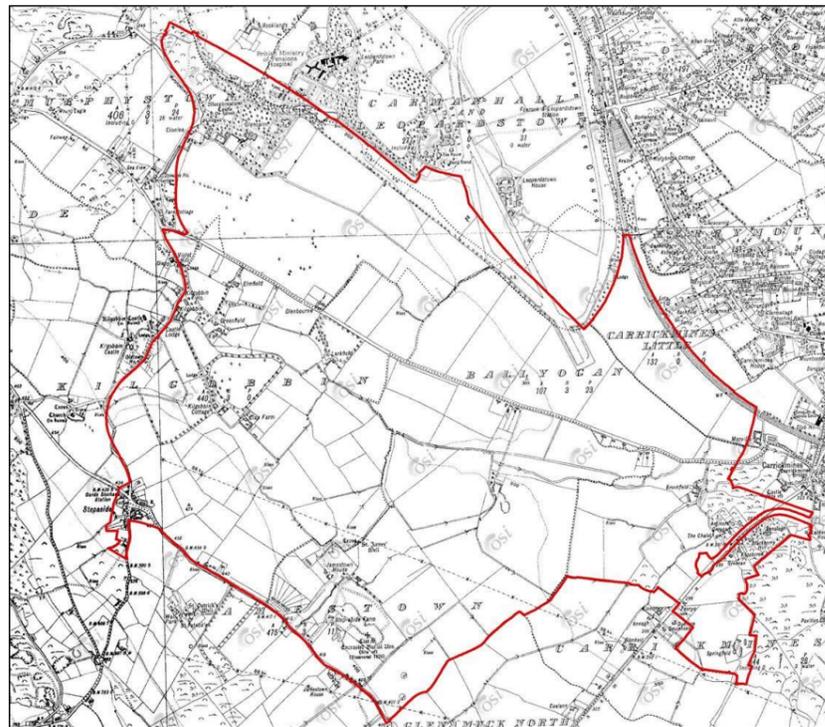


Figure 2.3- 1930s Ordnance Survey Mapping

The aerial photography image from 1966 shows very little change from the 1930s Map, with the local economy's primary focus in the agriculture sector still dominant. The most significant changes evident over this period of time relate to the establishment of the ESB electricity sub-station on Ballyogan Road and also the increasing footprint of Stepside Village through the development of St. Patrick's Park residential estate.

Low density suburban development is evident to the north at Foxrock, with dispersed 'one off' housing visible on several roads in the area, notably Glenamuck Road.



Figure 2.4 - 1966 Aerial Photography

This aerial photography image from 2005 captures a significant point in time for the evolution of the LAP area. The M50 Motorway is under construction - cutting through the former 6 furlong straight of the Leopardstown Race Course. It is also a significant year in the life cycle of the Ballyogan Landfill facility as in 2005 it ceased accepting waste after 35 years. Elsewhere significant suburban residential development is evident to the north of Ballyogan Road and adjacent to Stepside Village, and initial construction works have begun at The Park Carrickmines. While the Green Luas line from St Stephen's Green to Sandyford commenced operation in 2004 it wasn't until 2010 that the extension to Bride's Glen became operational and the BELAP lands were directly served by Luas.



Figure 2.5 - 2005 Aerial Photography

### 2.2.2. Landscape and Views

Topographically, the Plan area is notable in that it sits at the base of the foothills of the Dublin Mountains, with the land falling from the high ground at Stepside, down to the valley of the Ballyogan Stream, as detailed in Figure 2.6.

Many parts of the BELAP area enjoy views of the mountains to the southwest or views of the sea to the northeast, with some areas enjoying both. This variation in landform provides a strong sense of place, and the opportunity to incorporate topographical features into the layouts of development.

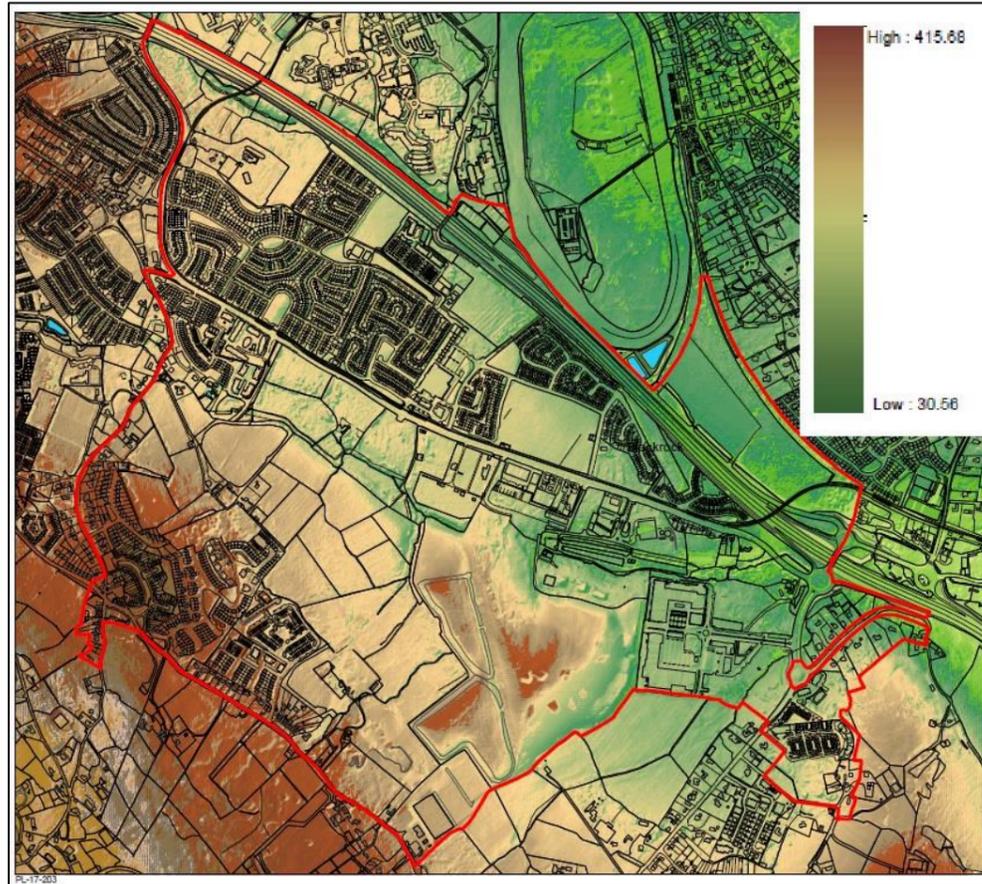


Figure 2.6 – Topography of Ballyogan and Environs

## 2.3. Demographics

Based on an analysis of the 2016 Census, the BELAP area accommodates a population of just over 9,500, which equates to 4.4% of the County’s population. The population of this area has been growing rapidly and consistently over the past 30 years, and has a very young profile, two facts that are not unrelated. This section examines these issues in detail.

### 2.3.1. Population Growth Over Time

In order to get an overview of the area’s population growth over time, it is necessary to look at a wider area than just the BELAP boundary, as the CSO’s ‘Small Areas’ only cover more recent Census periods. The BELAP lands fall within the Glencullen Electoral District (ED) which includes a wider area encompassing Belarmine/Aiken’s village, rural areas to the west, Central Park in the Sandyford Business District, and excludes the Carrickmines Quarter. Nevertheless, the Glencullen ED is considered to be broadly representative of the BELAP area in terms of profile and trends.

Looking at the ED’s population as compared with the County and State population over a 30 year horizon, and reducing all population figures to a 100% ‘baseline’ in 1996, it can be seen (Figure 2.7) that the County and State’s population has risen by 14% and 31% respectively. During this same period, Glencullen ED experienced a 176% increase in population. Since 1996, Glencullen ED has accounted for 46% of the net population increase of the County; 12,607 of 27,275.

In the context of a longer 30-year period of 1986-2016, the population of the ED has increased from 2,516 to 19,773 - a nearly eight-fold increase. It is notable that this increase has been steady during all six intercensal periods.

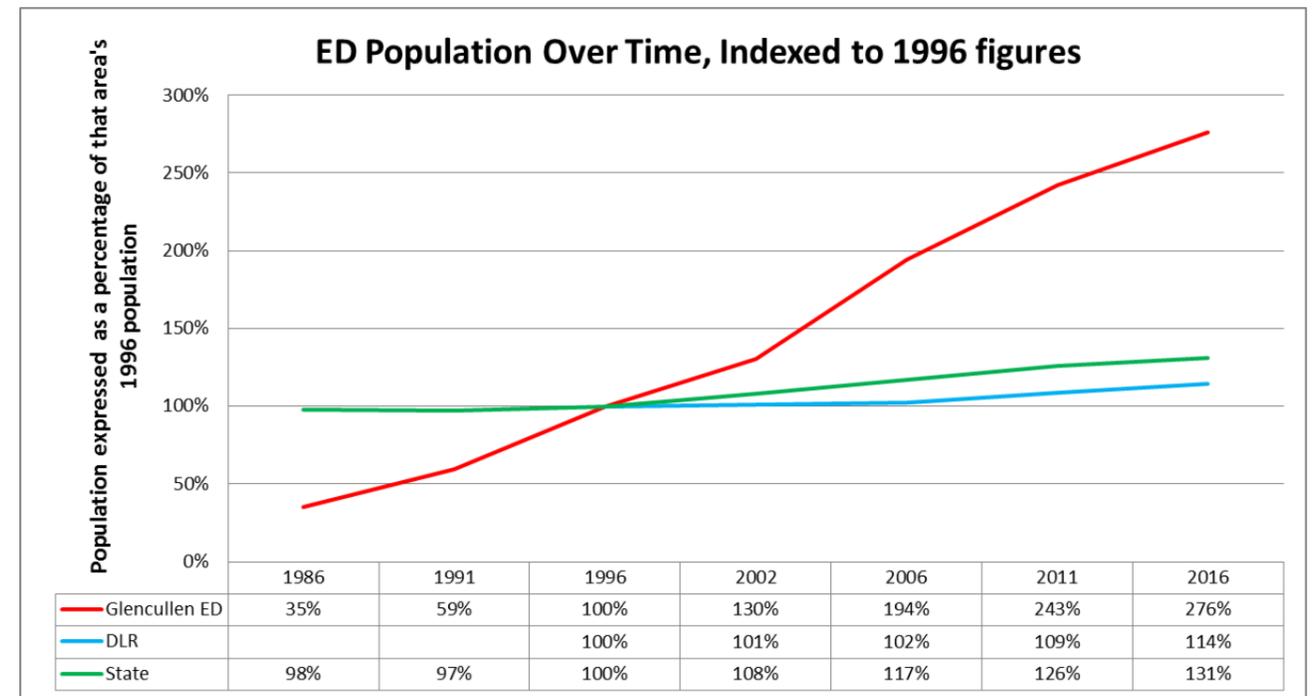


Figure 2.7 – Glencullen ED Population over Time (indexed to 1996 figures)

### 2.3.2. Population Age Profile

From a planning perspective, Age Profile can show a lot about an area’s current and future needs. The graph at Figure 2.8 shows the BELAP area’s age profile in context, based on the 2016 Census. This data is based on a ‘tighter’ geographical area than the previous section, more closely fitting the BELAP boundary.

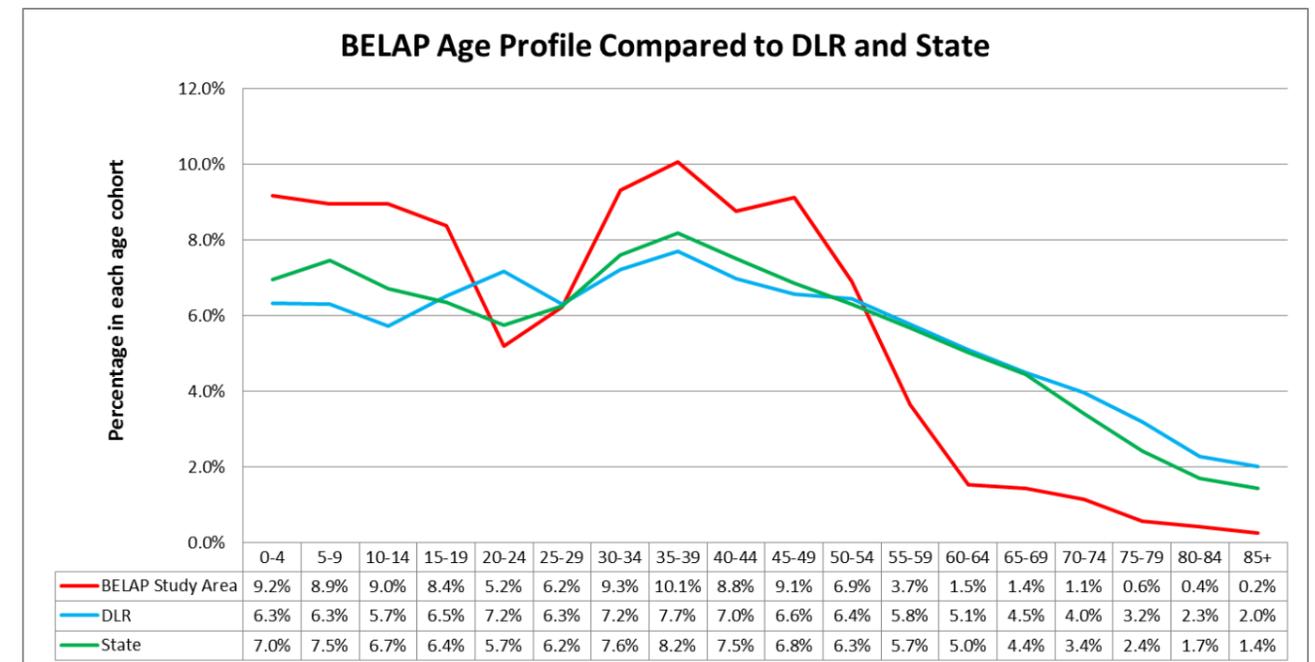


Figure 2.8 – BELAP Age Profile compared to DLR and State

For each of the areas considered - the BELAP study area, DLR County and the State - the percentage of the population at each of the age cohorts is presented. While DLR and the State have a broadly similar profile, the BELAP area is notable in that there is a significantly higher proportion of the population in the 0-20 and 30-50 years old bracket, which is offset by a dramatically lower proportion of the population above 55 years old. It would be prudent to explore the future needs of these population cohorts as they age.

This very particular age profile can be represented in map form by plotting the 2016 Census results across the County. Figure 2.9 demonstrates that, along with the Aikens Village and Belarmine areas to the west, the BELAP area represents the part of the County with arguably the greatest proportion of children.

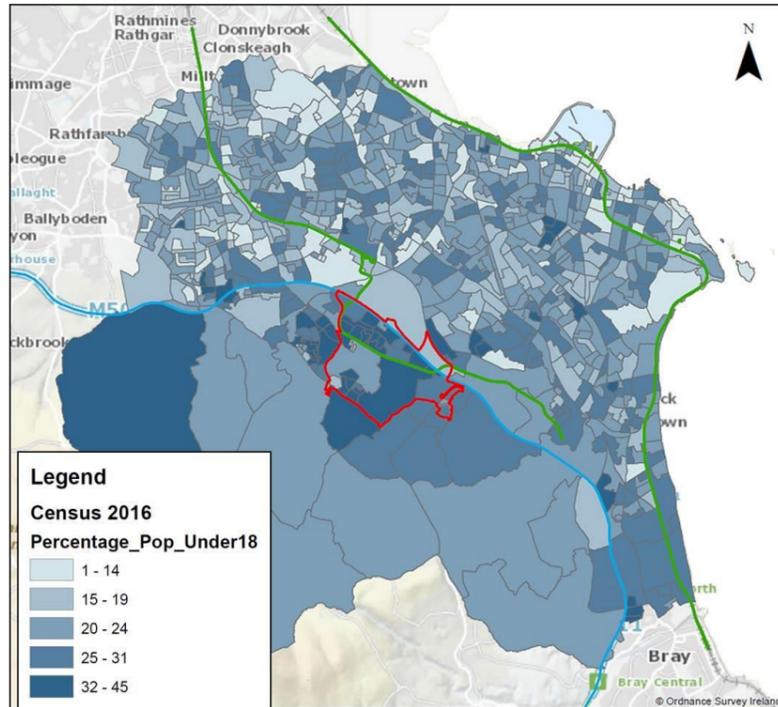


Figure 2.9 – Percentage of Population under 18 Years Old

The age profile of the BELAP area, and indeed the specific Quarters, has implications for the demand on services aimed at different age cohorts such as childcare, school places, parks, social services, nursing home beds, etc. It also affects how the people living in the area will interact with the public realm and their needs in this regard. It is also important to acknowledge and understand how these age profiles are likely to shift over time, and what the medium-term needs of the BELAP area will be.

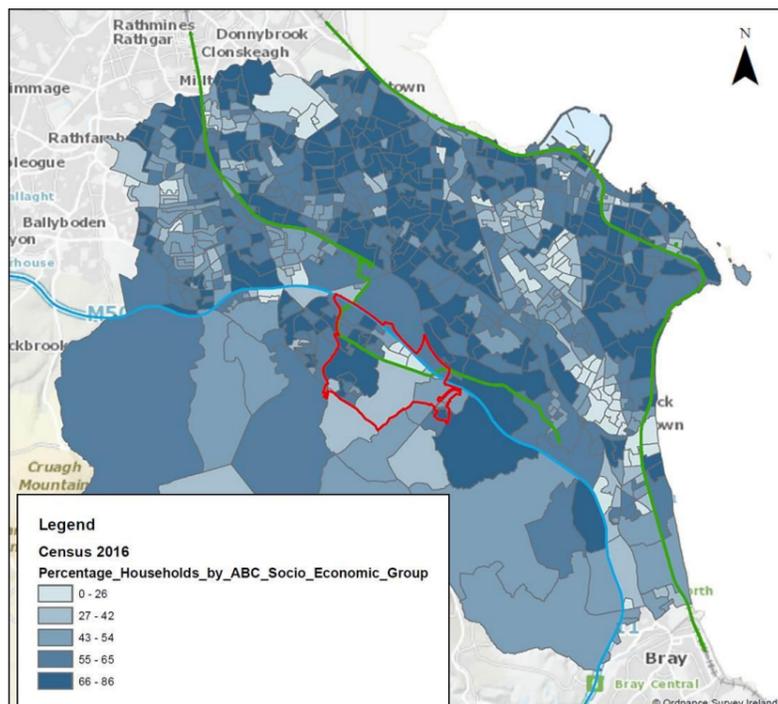
It is highly likely that there is a correlation between the predominance of young families and the age of housing stock in the BELAP area, with many homes still likely to be in their first phase of occupation by the original owners/tenants.

### 2.3.3. Socio-Economic Profile

The Census provides information on 'socio economic group' at 'Small Area' level that can be useful to consider. These groups are classified from A to J based on the person's role in employment. Grouping A, B, and C together shows the relative distribution of people that are employers, managers, and professionals, whereas grouping from D to J includes people with non-manual, manual, skilled, semi-skilled, unskilled, farmers, and agricultural workers.

Grouping by 'ABC' across the County, it can be seen that the Glencairn and Kilgobbin Quarters show a high proportion of people in this category of employment

Figure 2.10 – Percentage of Population that are classified in the 'ABC' Socio Economic Group (Employers, Managers, and Professionals)



### 2.3.4. Housing Type

A high proportion of housing stock south of Ballyogan Road and in Mimosa-Levmoss are apartments, which correlate with locations where a high proportion of higher density housing has been built since 2000. The remaining neighbourhoods north of Ballyogan Road were predominantly built in the last two decades of the 20th Century, and consist predominantly of detached / semi-detached houses.

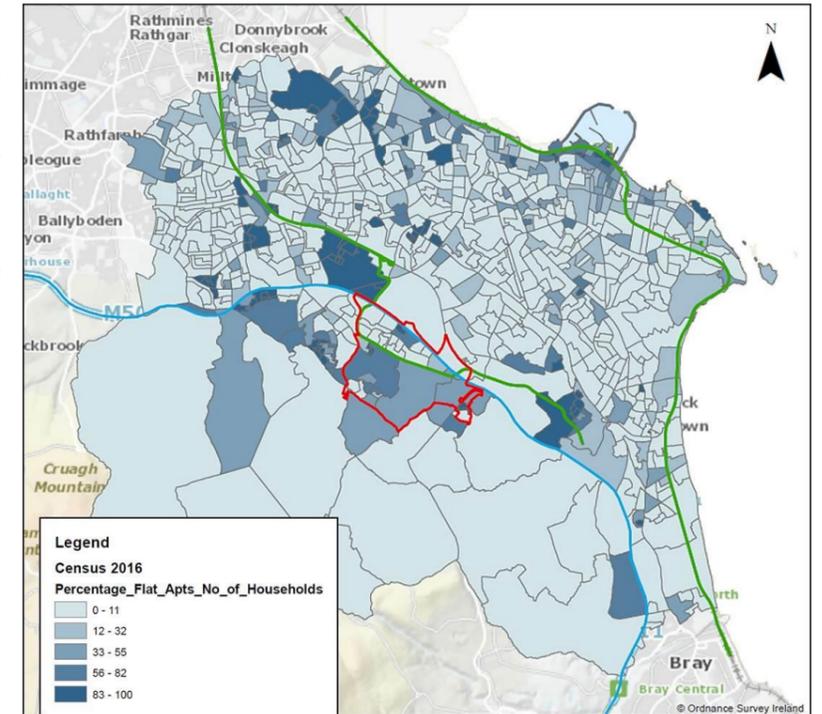


Figure 2.11 - Percentage of Households that are Apartments

### 2.3.5. Housing Tenure

Aside from the Neighbourhoods of Glencairn South and Stepside Central and Stepside East, the BELAP lands show quite a low proportion of Owner Occupied housing and, by implication, quite a high proportion of rented housing. It is likely that this is influenced by the housing mix, typology and socio-economic profile of the area. In this context, comparison of all 4 figures on this page is quite striking.

It is also likely that the age of the housing stock is likely to influence the type of tenure, with more contemporary-built housing less likely to be owner occupied, in line with emerging national trends.

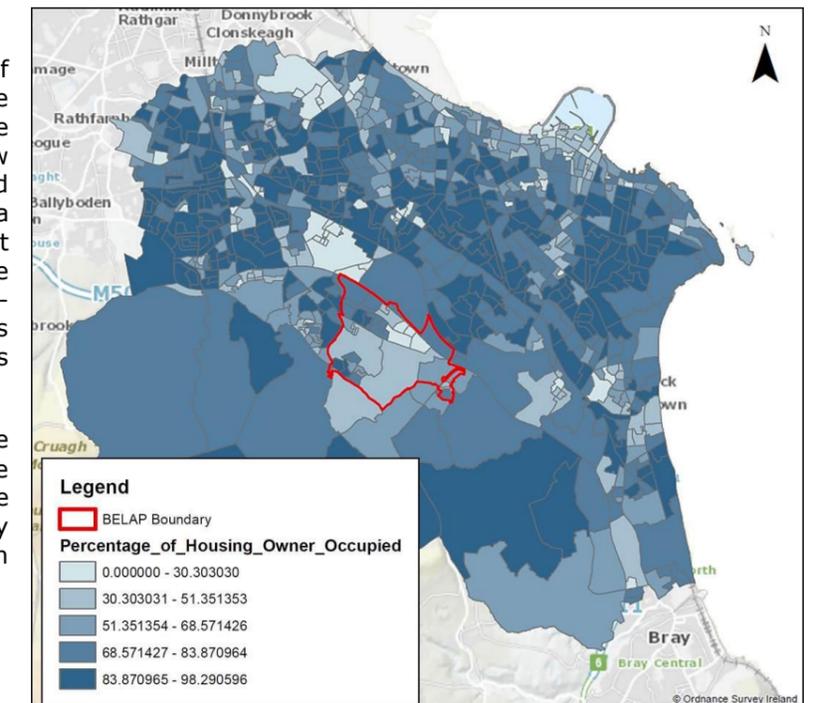


Figure 2.12 – Percentage of Households that are Owner Occupied

## 2.4. Higher-Tier Planning Policy and Adjacent Area Plans

While this LAP will ultimately set out its own policies, it is important to have an understanding of the higher tier land-use plans with which it must conform, the preceding land-use plans which have previously informed the development of the area, and the adjacent land-use plans with which the LAP will need to integrate.

It should be noted that the topic of 'Existing Policy' is revisited on a topic-by-topic basis in Chapters 4 to 10 of this LAP in greater depth. The following section is provided by way of an overview.

### 2.4.1. Preceding Area Plan - Stepside Action Area Plan (SAAP 2000)

For the best part of the past two decades, the planning context of the area has been set by the Stepside Action Area Plan (SAAP), which was adopted in 2000 following rezonings in the west and south of the AAP lands. This plan no longer has any legal standing, but had informed the 2004, 2010, and 2016 County Development Plans and related policy.

In many ways, the proposed LAP will be a successor to the eastern part of the original SAAP, but further extended to incorporate additional lands to the east and southeast.

The SAAP covered a land area of 340 hectares. At the time, the bulk of the northern portion was already largely developed. The development framework which emerged focused on two distinct development areas located either side of a central historical Kilgobbin core to be linked by a Greenway Spine running parallel to, and alongside, the Ballyogan Stream Valley. The two development areas were to be served by two separate local collector Loop Roads each providing access to various development parcels.

Since 2000 significant residential and infrastructural development has occurred in the SAAP lands. The area to the northwest of Kilgobbin Road, and to the west of the proposed LAP boundary, has been largely 'built out' and now functions as a semi-mature residential area including the developments of Aiken's Village and Belarmine. Elements of the central Greenway Spine are also in place west of Kilgobbin Road, while some limited development has taken place to the east and south-east of Kilgobbin Road at Cruagh Wood - Wingfield. These new development areas to the south-east of the Kilgobbin Road are currently accessed from Enniskerry Road as the new collector Loop Road off Ballyogan Road has still to be fully realised.

Development has also taken place at Kilgobbin Woods and Meadowfield within the western part of the BELAP lands.

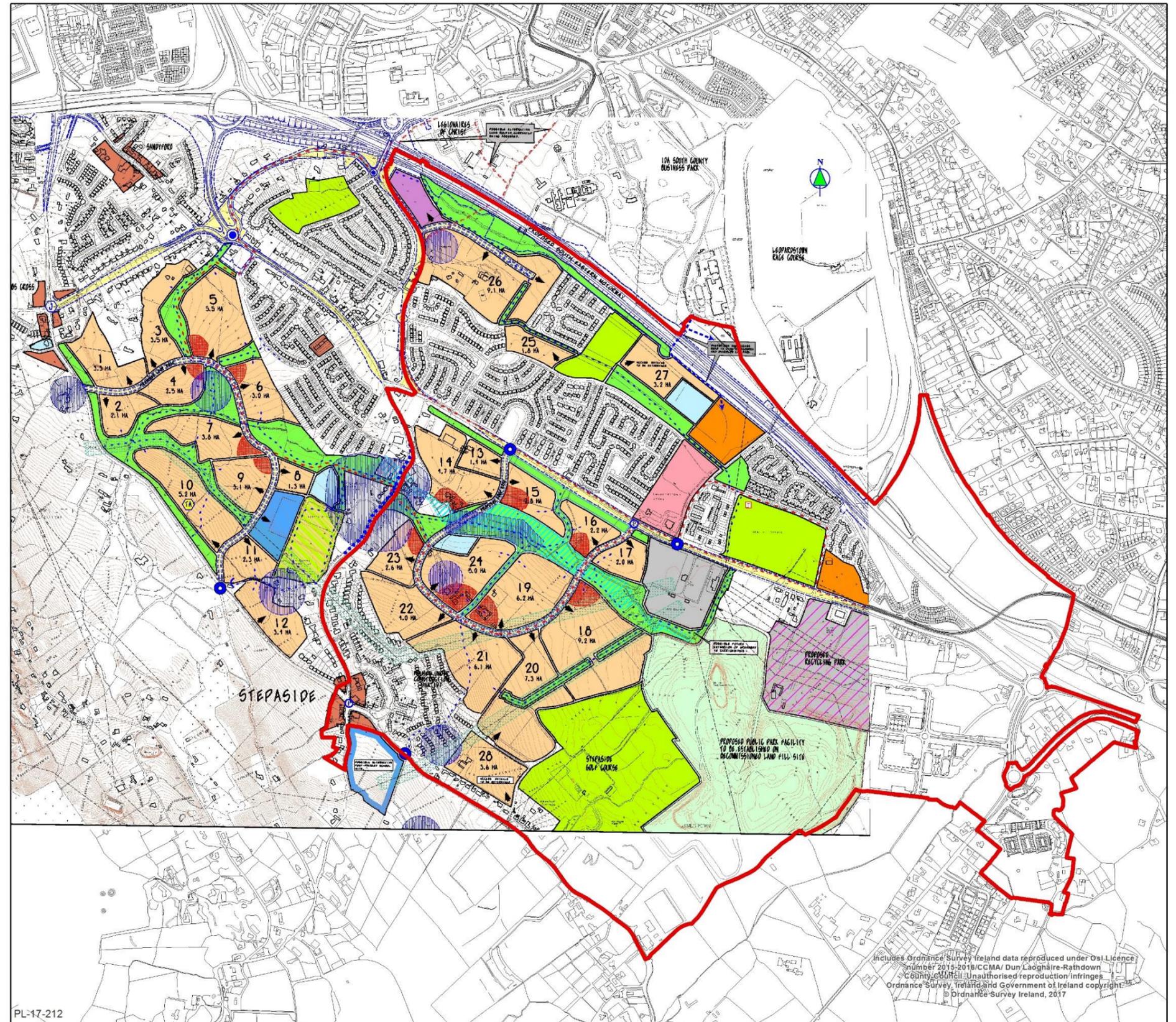


Figure 2.13 – Stepside Action Area Plan 2000 overlaid on current base mapping, with Ballyogan and Environs LAP boundary in red

### 2.4.2. Dún Laoghaire-Rathdown County Development Plan (2016)

The Core Strategy of the 2016-2022 County Development Plan (CDP) identifies Stepside-Ballyogan and Carrickmines as two of the eight 'Primary Growth Nodes' within the County, which will provide 'a significant portion of the supply of residential units' up to the 2022 horizon.

Specific Local Objective (SLO) 135, as contained in the CDP, requires the preparation of a Local Area Plan for Ballyogan and Environs, and is effectively the genesis of the BELAP process. SLO 135 is fleshed out in Section 1.3.4.9 of the CDP where it states that the Plan should address, in particular, the following:

- The provision of the second collector Loop Road off the Ballyogan Road
- The need to ensure the maintenance of higher densities in close proximity to quality public transport corridors
- Further development of the central Greenway Spine (including addressing issues of permeability and pedestrian and cycle links to the planned Jamestown Park and beyond to the employment and retail areas at The Park, Carrickmines)

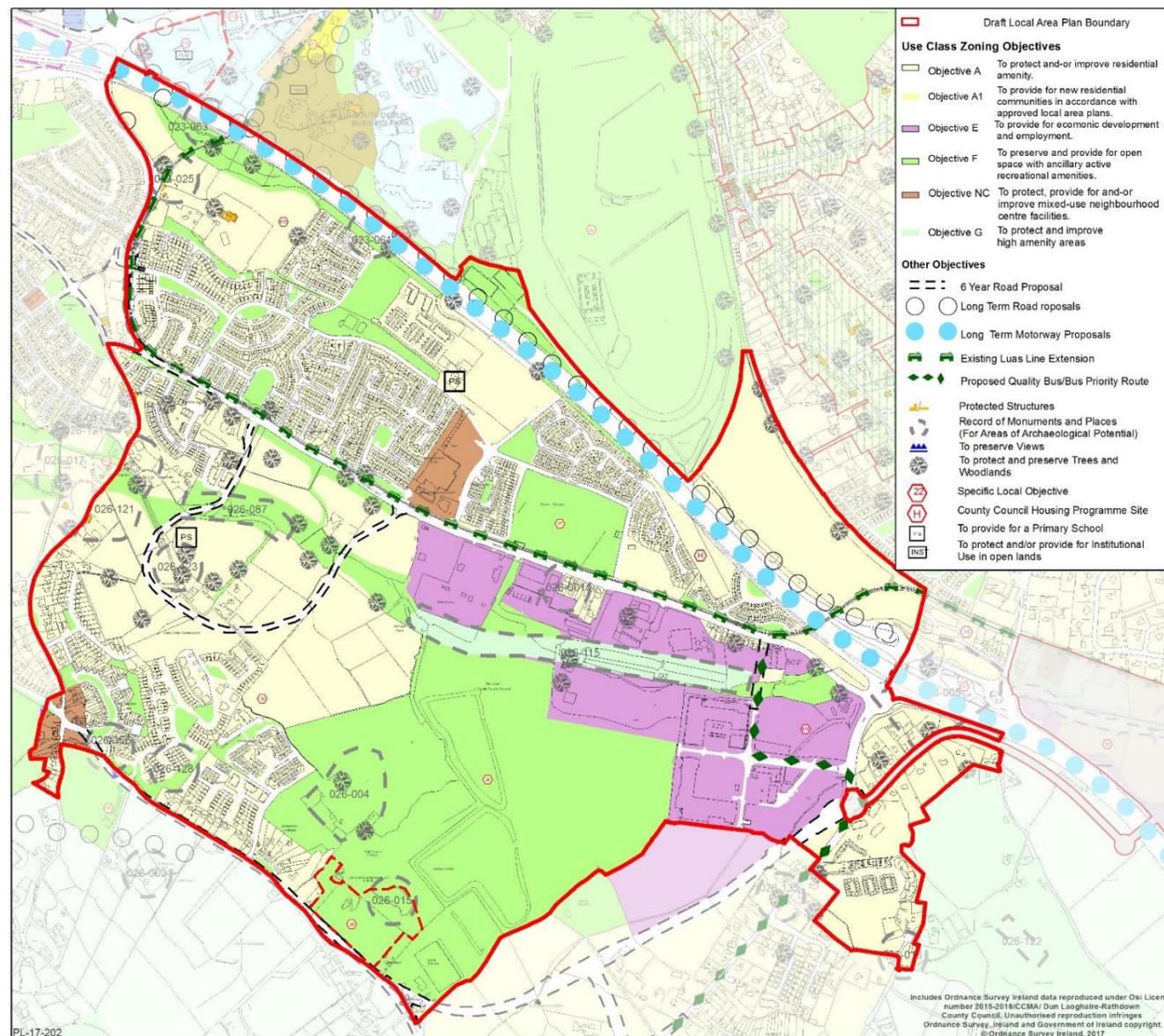


Figure 2.14 – 2016 County Development Plan Overlay

There are a number of pre-existing zonings and objectives that apply to the Plan area under the CDP which are shown in Figure 2.14 along with the proposed LAP boundary. These objectives will be discussed further on a topic-by-topic basis throughout this LAP. Planning Policy at a Regional level has been fully incorporated into the CDP, with which the BELAP must be consistent.

### 2.4.3. Current Adjacent Area Plans

While the proposed Ballyogan and Environs Local Area Plan will sit within the overall context of the County Development Plan, it will also sit immediately adjacent to lands covered by three other Area Plans, namely the Kiltiernan/Glenamuck Local Area Plan, the Sandyford Urban Framework Plan and the Cherrywood Strategic Development Zone Planning Scheme.

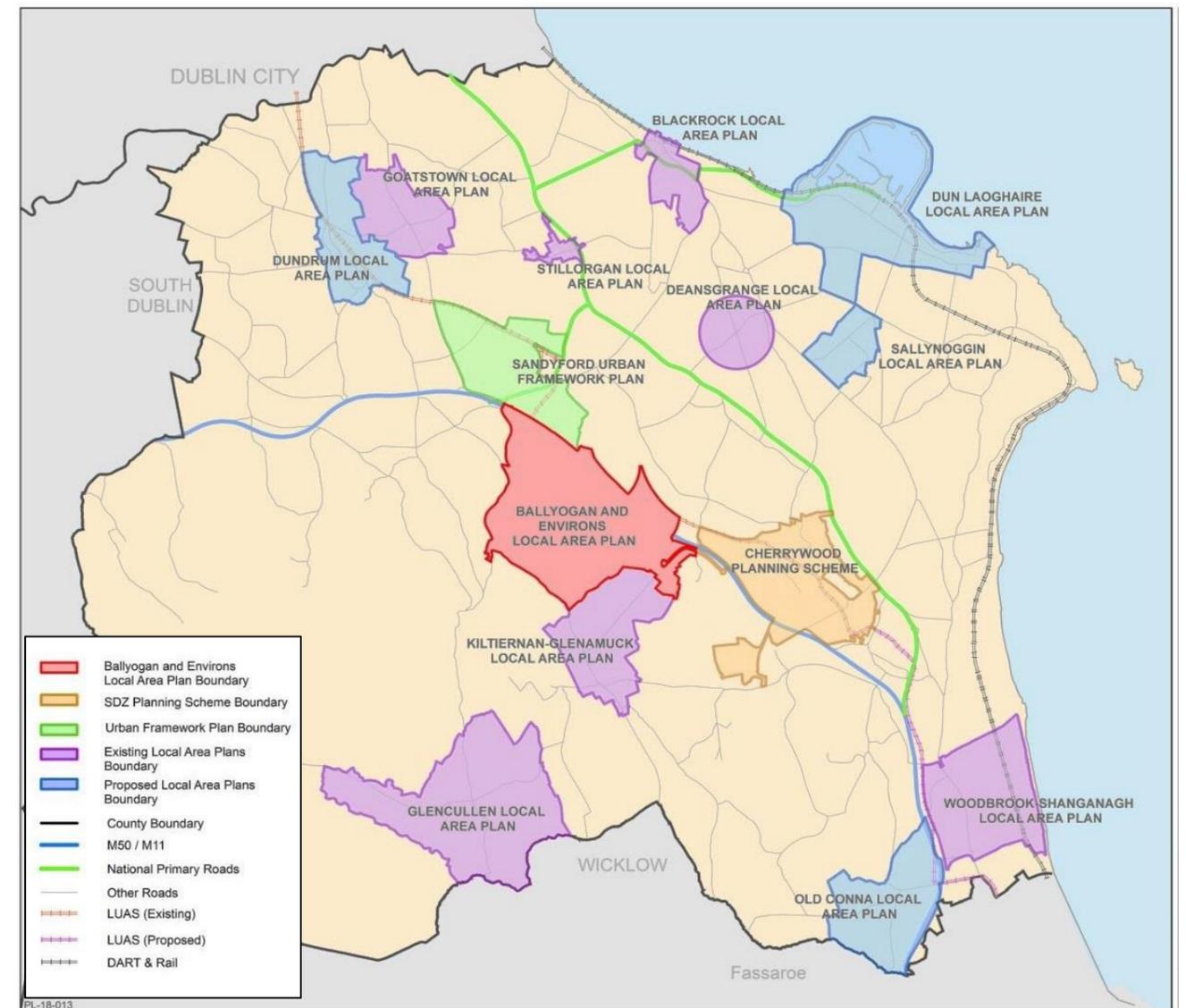


Figure 2.15 - LAPs and Area Plans in DLR

## 2.5. Area Audit - SWOC Analysis

It is important, prior to drafting and framing policy for an LAP, to identify the assets of the area and also to highlight issues that the LAP might be able to address. To that end, the figure below provides a summary of findings by way of a SWOC analysis. This is a structured planning method which evaluates an area under the headings: Strengths; Weaknesses; Opportunities; and Challenges.

### STRENGTHS

- Significant **Land Bank** of undeveloped, zoned and serviced lands
- Established **Neighbourhood Centres**
- Served by 4 stops on the **Luas** Green Line providing excellent linkages
- Majority of BELAP lands within 1km of a **Luas**
- Good **Road Access** with 2 motorway junctions to/from the M50
- Significant **Retail Diversity** at a local level
- Excellent provision of **Sports and Recreation** facilities
- Attractive **Natural Environment** at the foothills of the Dublin mountains
- **High Quality of Life** and an attractive setting for family living
- Access to **Employment** clusters such as Dublin City, Sandyford, Cherrywood
- Community facilities like **Schools** and the **Samuel Beckett Civic Centre**
- Capacity for **Water Supply and Wastewater** disposal
- Rich **Archaeological Heritage**

### WEAKNESSES

- Existing **Local Access Issues** to zoned residential land
- Weak **Public Realm** at Neighbourhood Centres and Community Facilities
- Poor **Permeability** between areas
- Lack of **Linkages to Sandyford**, a key employment area
- **Road-Focussed** movement patterns with a high car dependency rate
- Low network density of **Pedestrian/Cyclist Routes**
- **Barrier Effect** of Kilgobbin Road and the M50 corridor
- Peak period **Congestion** and capacity issues on the LUAS
- No **Secondary School**
- Lack of direct **Access to the Mountains**

### OPPORTUNITIES

- Delivery of a significant number of **Residential Units** to meet housing demand
- Scope to provide **Higher Residential Densities** near public transport
- The provision of **Appropriate Housing Mix** to meet the area's needs
- Integration of land uses through **Improved Permeability**
- A living environment that affords a **High Quality of Life** to its residents
- Increased employment and **Economic Opportunities**
- **New Neighbourhood Centre** at The Park, Carrickmines
- Delivery of **Pedestrian and Cycle** infrastructure
- Improvements in **Bus Services**
- Creation of a Greenway Spine and **Green Infrastructure Network**
- Improvements in recreation including **New Parks** at Jamestown and Fernhill

### CHALLENGES

- **Integration** of land use and transportation
- Delivery of **Road Infrastructure** required to enable development
- Delivering safe and vibrant **Communities**
- **Reconnecting of Neighbourhoods** within the Plan area
- Provision of **Social Infrastructure** in tandem with development
- Overcome the barrier effect of the **M50**
- Remediation of the former **Ballyogan Landfill Site**
- Management of development in areas at **Risk of Flooding**
- Protection of the area's **Archaeological Heritage**
- Management of the ESB Networks 220k **Substation** at Carrickmines

A SWOC analysis is a useful strategic planning tool undertaken at the initial assessment stage to help inform decisions in the actual plan-making process. In this analysis, Strengths and Weaknesses represent the helpful and unhelpful aspects evident within the Plan area today, when considering what makes a good place to live, work, or visit. Opportunities and Challenges represent the helpful and unhelpful factors in progressing toward the likely objectives of an LAP for the area.

### 3. Vision Statement

**Overarching Vision** - The primary objective of this Plan is to help the BELAP area to develop as a good quality place to live, work, and visit. It is recognised that the existing communities within the area represent around half the future population, based on the extent of zoned land. The needs of both the existing and future communities of this area will be catered for under this Plan.

Each quarter and neighbourhood will develop with unique characters that will respect their setting and assist in creating a sense of place and identity for residents and visitors. These quarters and neighbourhoods will be connected to each other and to the wider County and Region by a network of new and improved connections. Through this network there will be access to a range of services and facilities to support these new and existing communities.

A major focus of the Plan will be the need to provide new and improved linkages through the BELAP area, with a focus on sustainable modes of transport, and on linking residential areas to Neighbourhood Centres, community facilities, schools and the Luas Green Line, as well as providing recreational routes that capitalise on the area's natural heritage.

Historical challenges for the area such as shortcomings and imbalances in retail, community, and recreational facilities will be addressed, while building on the area's strengths such as heritage, sense of place, and access to good quality transport networks.

Providing new and improved ways to cross the M50 for pedestrians and cyclists and for local vehicular traffic will be important, as will providing linkages for sustainable transport modes – such as walking, cycling, and public transport - to the adjacent growth areas of Sandyford Business District and Cherrywood.

There is a focus on the significant remaining areas of zoned residential lands by way of Site Development Frameworks, along with a commitment to providing the supporting infrastructure in tandem with future development.

The BELAP area has a legacy of land uses such as utility, light industrial, landfill, retail warehousing, etc. In some instances it will be appropriate to support these uses, which serve a function at a wider Regional level. In others, it will be appropriate to support a transition to other land uses that better support the area's role within the County and Region.



**Glencairn Quarter** - The Plan will encourage and support the further development of Leopardstown Valley in its role as a Neighbourhood Centre, will integrate the proposed secondary school at Mimosa Levmoos, and will facilitate the comprehensive and sustainable development of the zoned residential lands at Glencairn North. New and improved links from this Neighbourhood to lands across the M50 at Leopardstown and Sandyford are key.

**Ballyogan Quarter** - The Plan will encourage the further development of the Samuel Beckett Civic Campus as a focus for community facilities for the whole BELAP area. New housing at Ballyogan Court will be progressed, and a framework for comprehensive and integrated development at Racecourse South will be set out by way of a Site Development Framework. A new pedestrian and cycle crossing of the M50 near Junction 15 will be critical, along with additional links to Foxrock and Cherrywood.

**Kilgobbin Quarter** - The Plan will guide the further sustainable development of Kilgobbin East and Kilgobbin South as a high quality residential area, and will seek to preserve where possible the sylvan character of Kilgobbin West, and in particular the central section of Kilgobbin Road. A Site Development Framework for the western portion of the Quarter will be prepared. Delivering pedestrian and cycle links along the Ballyogan Stream corridor and to Stepside will be a focus of the plan.

**Stepaside Quarter** - The Plan will seek to preserve and enhance the village character and function of Stepside, as well as delivering pedestrian and cycle linkages through to Ballyogan Road. The repurposing of the former Ballyogan Landfill as Jamestown Park, with linkages to surrounding areas, will be a primary focus of the plan. This project will complement the other recreational uses in this neighbourhood.

**Carrickmines Quarter** - The Plan will support the delivery of a Neighbourhood Centre for the northeast Quadrant of The Park Carrickmines, while securing the overall primary use of these lands for Employment. Pedestrian and cyclist links through this Quarter and to adjacent areas will be improved. Further infill residential development of sites within this Quarter will be facilitated while ensuring successful integration with existing development.



## 4. Transportation and Movement

Some of the BELAP area's most significant opportunities and challenges can be found within the topics of Transportation and Movement. It is an overarching policy of the County Development Plan, and indeed national policy as driven by the National Transport Authority, to increase mode share for walking, cycling and public transport, and to fully integrate land use and transportation policies - including the provision of higher density development - within walking and cycling distance of high quality public transport corridors.

### 4.1. Background and Issues

#### 4.1.1. Overview

Two of the most significant pieces of strategic infrastructure relevant to the BELAP area are the Luas and the M50. These are among the most important transport corridors in Dún Laoghaire-Rathdown and both run through the BELAP lands. There are five Luas stops (one not in operation) and two motorway junctions within or immediately adjacent to the Plan boundaries. While the M50 offers good road access, it also presents a major barrier to integration with the wider area.

The BELAP area is notable in that it is one of the few parts of the built up and/or zoned areas of the County - along with Sandyford Village, Belarmine, and Kiltiernan - that lies south of the M50. The majority of destinations are located on the far (north) side of the M50 from the BELAP lands. However, the only direct connections across

the M50 are at Junctions 14 and 15, where cyclists and pedestrians must to a greater or lesser extent, mix with vehicular traffic - including traffic coming on and off the motorway - with limited physical separation and/or junction priority. Similarly, motorists wishing to cross the M50 must do so via these junctions, impacting on strategic road movements.

The largely undeveloped central and eastern parts of the BELAP area are dominated by large land holdings in the Kilgobbin and Jamestown Quarters which are - as might be expected - currently impermeable. This LAP will seek to create new routes and connections through these lands that are attractive, direct and introduce alternative options for both new and existing communities. It seeks to increase the benefits of the existing transport and connections available both within and adjoining the LAP, with a view to supporting future public transport investment and patronage.

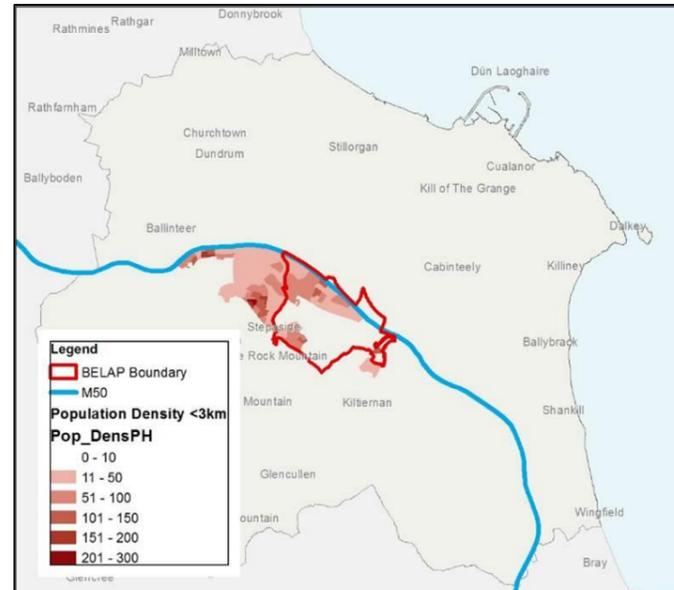


Figure 4.1 - Parts of DLR 'outside' but within 3km of the M50 with a Population Density greater than 10 persons per hectare.

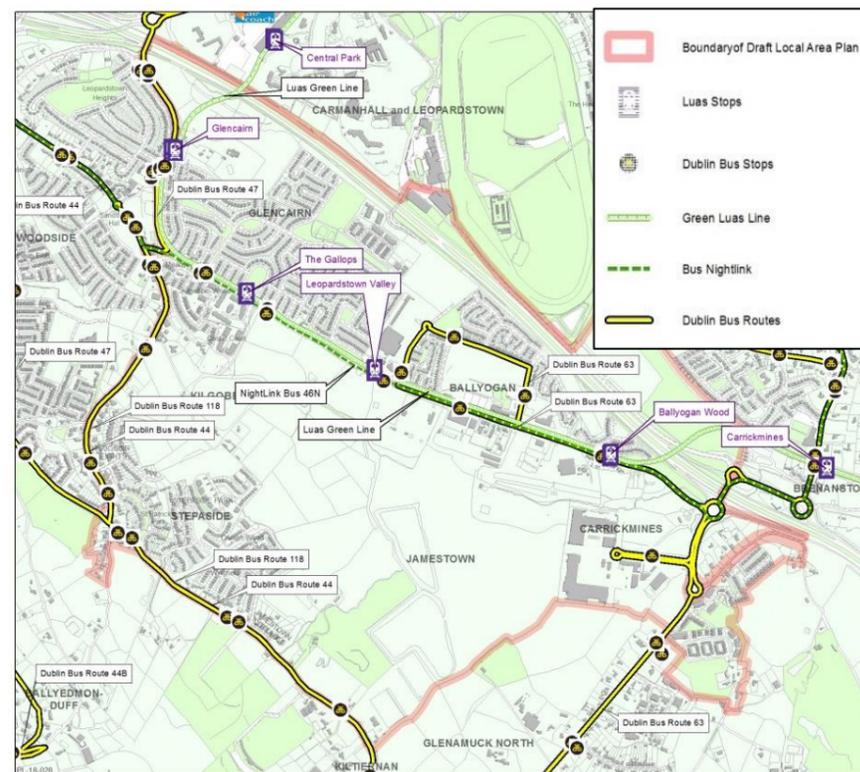


Figure 4.2 - Public Transport in BELAP area

#### 4.1.2. Public Transport

The Luas Green Line runs from Cherrywood to Stephen's Green and onwards via the recent Cross-City Extension to Broombridge. The route runs east-west through the centre of the BELAP lands and includes the following stops within the Plan area - Glencairn, The Gallops, Leopardstown Valley and Ballyogan Wood, plus the currently inoperative stop at 'Racecourse'.

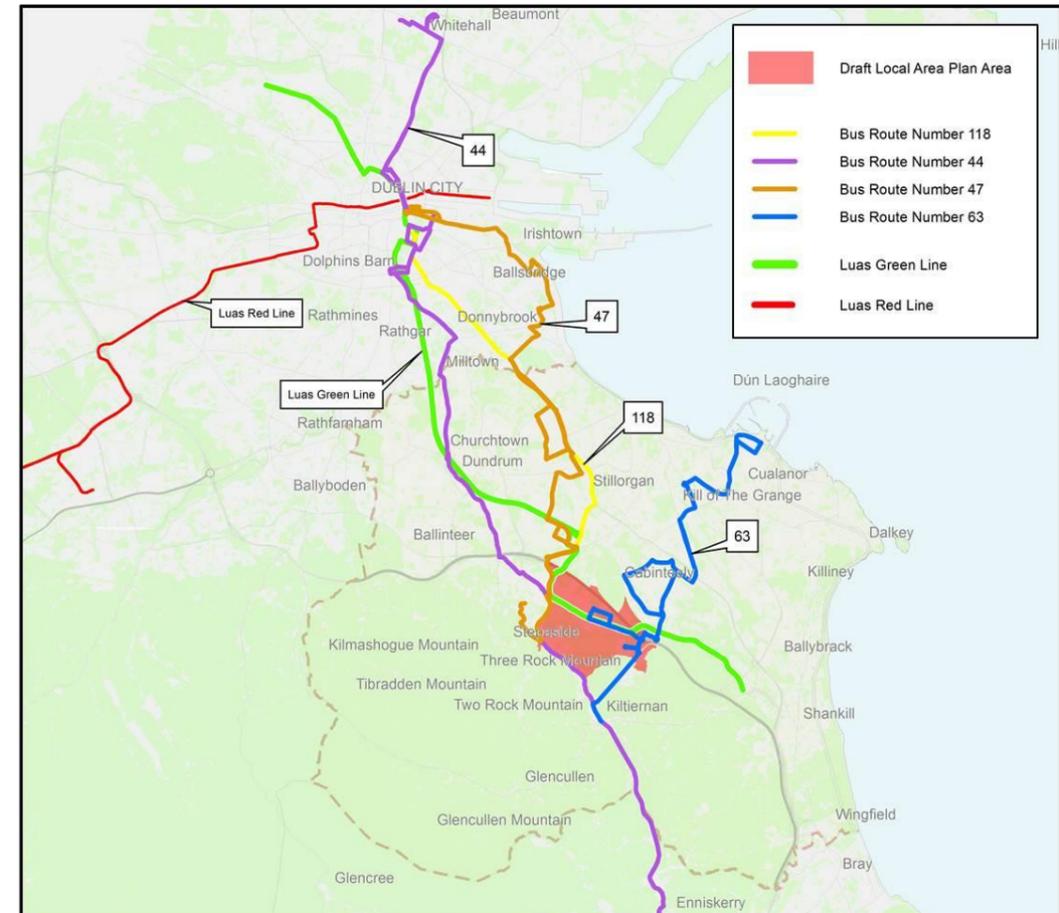


Figure 4.3 - Areas currently directly accessible from Public Transport routes serving the BELAP Area

A total of four bus routes serve the Plan Area. Most skirt the western and southern boundaries of the BELAP lands - along the radial routes of Kilgobbin Road and Enniskerry Road - providing good access to Dublin City by various paths. Route 63 is notable in that it provides an orbital service from Kiltiernan via The Park Carrickmines and Leopardstown Valley to Dún Laoghaire, with interchange opportunities at DART, Luas, and the N11 Quality Bus Corridor.



Figure 4.4 - Luas Stop at Leopardstown Valley

### 4.1.3. Road Network

While there are challenges at a local level regarding permeability and the barrier effect of the M50, the BELAP lands are well connected to the locality and wider Region by road. The R117 and R133 provide radial routes to Dublin City on the Enniskerry Road and Kilgobbin Road corridors via Dundrum and Sandyford Business District respectively. At the BELAP area's northern edge, the R113 provides an orbital route from Tallaght to the coast road at Blackrock.



Figure 4.5 – Bus and Car Traffic on Kilgobbin Road

The M50, Dublin's orbital motorway, was constructed along the BELAP's northern boundary, with this section opening in 2005. Junctions 14 and 15 sit at the BELAP's north-western and north-eastern corners respectively. The M50 provides ready access to strategic locations to the west and north such as Tallaght, Blanchardstown, and Dublin Airport and southwards to Bray and Wicklow.

### 4.1.4. Walking & Cycling

While the quality of some of the pedestrian and cycle routes are reasonable, the overall network within the BELAP lands and in the surrounding areas is limited, not least due to the status of the area still being within the 'developing' phase. The challenge is to ensure that both the internal network and onward connectivity expands and improves as the area develops, in line with good planning practice.

#### Internal Pedestrian & Cycle Routes

The Glencairn Quarter and the Ballyogan North Neighbourhood (see Figure 1.5) have reasonably permeable 'blocks'. There is an off-road cycle way running from the Glencairn Luas Stop through to Leopardstown Valley and there are also good quality cycle paths alongside Ballyogan Road.

However, the barrier of the M50 means that there is currently an elongated impermeable 'block' between Junctions 14 and 15 adjacent to the motorway corridor. The Racecourse South Neighbourhood to the north of the M50 forms part of a larger impermeable block that includes the entirety of the Leopardstown Racecourse as well as all lands to the south and west of Torquay Road / Brighton Road in Foxrock.

The Stepside and Kilgobbin Quarters, along with The Park Carrickmines and Ballyogan South Neighbourhoods effectively form part of a single 'block' that is defined by Ballyogan, Kilgobbin, Enniskerry,

and Glenamuck Roads, encompassing an area of 296 hectares. While a limited number of routes within developed Neighbourhoods are available – such as Stepside East and Kilgobbin North – this overall block is currently impermeable to cyclists and pedestrians.

Policies are in place to deliver significant new connectivity through this block and sections of these connections are already in place and/or permitted. A challenge for the LAP is to support, connect and further extend these existing and proposed linkages on a phased basis.

#### External Pedestrian & Cycle Routes

As stated in Section 4.1.1 above, the paucity of pedestrian and cycle routes northward across the M50 from the BELAP lands towards destinations such as Sandyford and Foxrock is a significant issue. Connections to the east towards the likes of Cherrywood and Cabinteely are subject to the same barrier issues. There is some segregation for pedestrians and cyclists at Junction 14, assisted by signalised crossings, but at Junction 15 facilities are discontinuous and require uncontrolled crossing of heavily trafficked routes. There is an over-bridge approximately half way between Junctions 14 and 15, but it is not currently publicly accessible, having been constructed for use solely in conjunction with Leopardstown Racecourse race meetings. It provides access between the Racecourse Grandstand and an occasional overflow parking area at Mimosa-Levmoss.

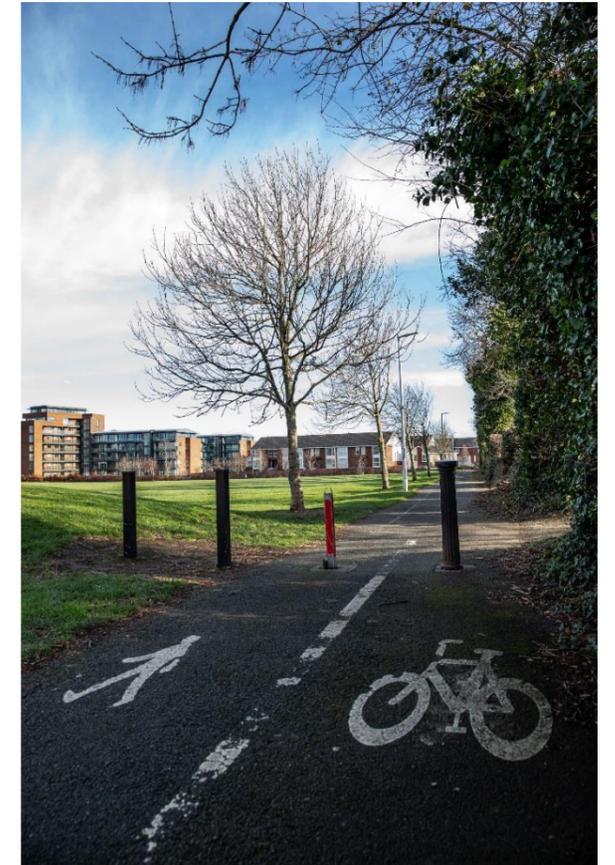


Figure 4.6 – Pedestrian and Cycle Route at Orby Park

Along the western edge of the Plan Area, there are currently no through-routes for pedestrians or cyclists off Kilgobbin Road in either direction between Stepside Village and Ballyogan Road, except for Kilgobbin Lane which runs to the west toward Belarmine Avenue. It is notable that there is currently no direct access between the BELAP area and the two primary schools in Belarmine.

Aside from Stepside Lane that runs south from Stepside village, where cyclists and pedestrians must share road space without dedicated paths, connections to the south are also notably absent. However, the character of the lands to the south is significantly different, supporting largely agricultural, forestry, and amenity activities.

### 4.1.5. Existing Travel Patterns – Employment

The POWSCAR dataset, which derives from the CSO 5-yearly Census, provides information about patterns of commuting movements between specific locations. Using data from the 2011 Census, Figure 6.9 of Chapter 6 captures all residents of the BELAP area who are in employment, and allocates their place of work to one of 19 areas.

POWSCAR demonstrates that the two largest places of work are Dublin South City and the Sandyford Business District, with other significant numbers at various centres elsewhere throughout Dun Laoghaire-Rathdown and within the BELAP boundary itself. Perhaps surprisingly, there are notably few commuting journeys to locations along the M50 Corridor.

Drilling down into the trips made from the BELAP area to Sandyford Business District (see Figure 4.7) shows that, notwithstanding the short separation distance, a very large proportion of these commuting trips are made by car; nearly 80% if driver, passenger, and van options are considered. From the very centre of the BELAP lands to the centre of the Sandyford Business District is around 3km, – a 37 minute walk time. At the closest point, Glencairn North is just 700m – an 8 minute walk time – from Central Park.

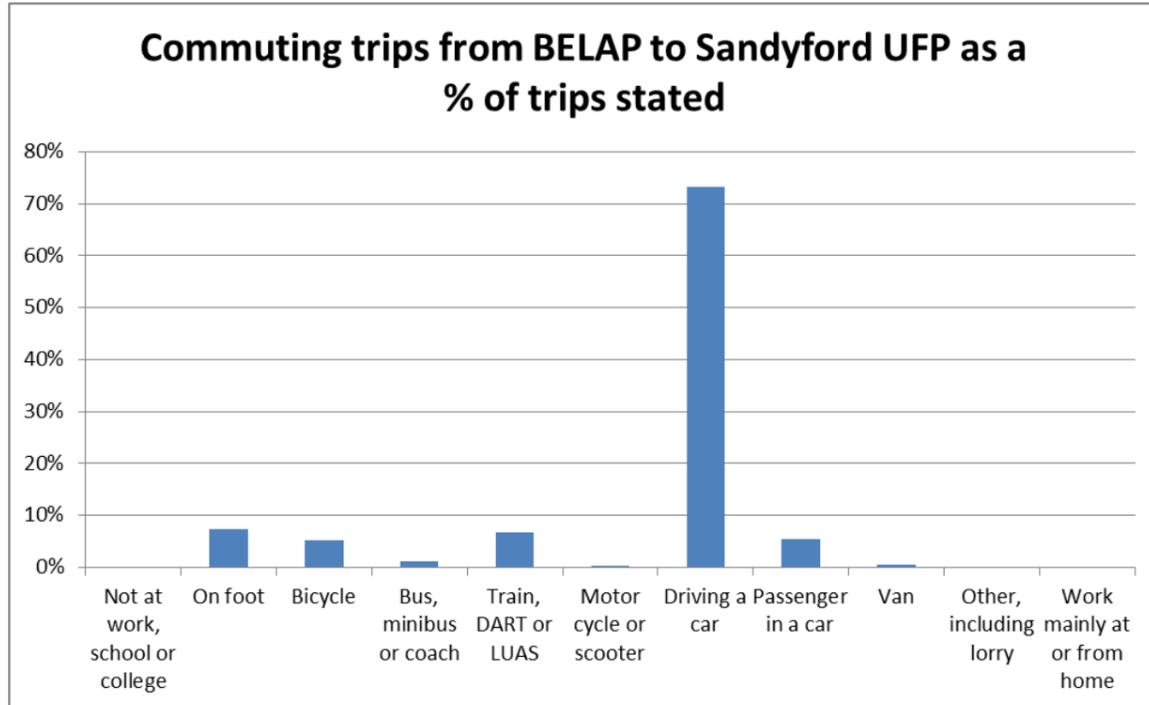


Figure 4.7 – Commuting Trips from BELAP to Sandyford Business District as a Percentage of Trips

#### 4.1.6. Future Travel Demand

As stated in Chapter 2, the quantum of undeveloped land within the BELAP area that is currently zoned residential would be indicative of an overall doubling of the area’s population from a 2018 baseline. This LAP will account for that potential increase, and seek to facilitate the resulting movements in a sustainable way.



Figure 4.8 – Luas at Murphystown Way

## 4.2. Existing Policy on this Topic

### 4.2.1. National and Regional Policy Context

Transportation policy in Dún Laoghaire-Rathdown is influenced and informed by an ever-evolving context of National and Regional policy, programmes and projects. At the time of writing, the most relevant of these could be summarised as per the tables below. In broad terms, these policies, programmes, and projects all seek to affect a fundamental shift in travel patterns away from the private car and towards more sustainable modes such as public transport, walking, and cycling.

#### Transport and Movement – Existing Policy

Greater Dublin Area Transport Strategy	National Transport Authority	2016
Smarter Travel - A Sustainable Transport Future	Department of Transport, Tourism and Sport	2009
Spatial Planning and National Roads, Guidelines for Planning Authorities	Department of Environment Community and Local Government	2012
National Cycle Policy Framework	Department of Transport, Tourism and Sport	2009
National Cycle Manual	National Transport Authority	2011
Design Manual for Urban Roads and Streets	Department of Environment Community and Local Government (+Dept of Transp, T, & S)	2013
Greater Dublin Area Cycle Network	National Transport Authority	2014
Best Practice Guide on Providing for Permeability in Existing Urban Areas	National Transport Authority	2015

Table 4.1 – Existing Policy

#### Transport and Movement – Existing Programmes and Projects

National Development Plan	Department of Public Expenditure and Reform	2018-2027
BusConnects (Network Redesign and Core Corridor improvements for Greater Dublin Area)	National Transport Authority	On-going
Luas Green Line Capacity Enhancement (Longer Trams, More Trams)	Transport Infrastructure Ireland	Imminent
MetroLink	Transport Infrastructure Ireland	By 2027 <sup>1</sup>
Luas Green Line Extension (Bride’s Glen to Bray)	Transport Infrastructure Ireland	Post 2027

Table 4.2 – Existing Programmes and Projects

### 4.2.2. County Development Plan Policy

Sustainable Travel and Transportation policy for Dun Laoghaire-Rathdown is contained within the ‘Sustainable Communities Strategy’ Chapter in the CDP 2016-2022. All policies are focussed on the overarching objectives of increasing mode share for walking and cycling, particularly for local trips to work, schools, retail, and leisure. There is a particular focus on access to the main employment zones of Sandyford, Cherrywood, and Dublin City Centre.

#### Roads Proposals

The main roads proposals from the County Development Plan within and affecting the BELAP area are shown in Figure 4.9 and summarised in Table 4.3. Some are designated as ‘6 year’ proposals – intended for completion within the lifetime of the Plan – while others are designated ‘Long Term’, and as such would be subject to more detailed review and analysis. As stated in Policy ST25, schemes may be transferred

<sup>1</sup> Source Draft Integrated Implementation Plan 2019-2024 (NTA). Note: as of March 2019, the NTA have published a revised route for the line that would mean that the City Centre to Sandyford Section would not proceed in its application to An Bord Pleanála. The line is to terminate at Charlemont

between these two categories, subject to resources. This policy also states that other supplementary schemes may be required as zoned sites are developed.

CDP 2016-2022 – ‘6 Year’ and ‘Long Term’ Road Proposals	Status
Clay Farm Loop Road	‘6 Year’
Glenamuck District Distributor Road (GDDR) and Glenamuck Link Distributor Road (GLDR)	‘6 Year’
The Park Carrickmines Northern Access	‘6 Year’
Kiltiernan Link Road (Cherrywood)	‘6 Year’
M50 Crossings and Parallel Roads	‘Long Term’
Stepaside Bypass	‘Long Term’

Table 4.3 – CDP Road Proposals

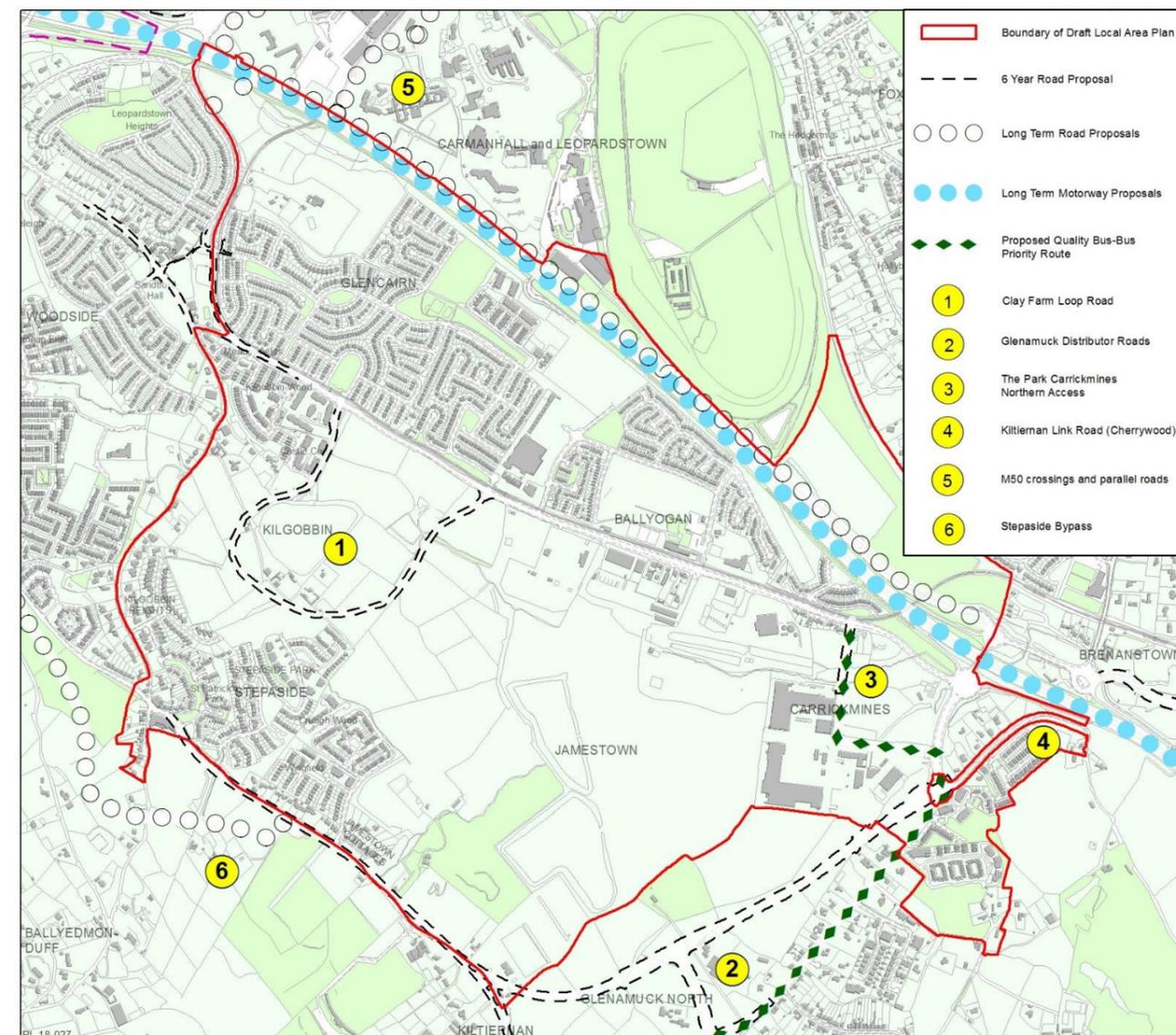


Figure 4.9 – Planned Road and Transport infrastructure from 2016-2022 County Development Plan

### Pedestrian/Cycle Footbridges over M50

Policy ST7 of the CDP 2016-2022 acknowledges the barrier effect of the M50 and M11 corridors, and seeks to provide shared cycle/pedestrian footbridges at key locations to mitigate issues of severance. Those of relevance to the Plan area are set out in Table 4.4:

CDP 2016-2020 – Pedestrian/Cycle Footbridges over M50
Sandyford Pedestrian and Cycle bridge, linking Kilgobbin Road to the Drummartin Link Road on the west side of M50 Junction 13.
Murphystown Road to Leopardstown (as part of, or separate to, Murphystown Link Road).
M50 Carrickmines Junction (east to west).

Table 4.4 – Pedestrian / Cycle Footbridges over M50

### Green Infrastructure Strategy

DLR’s Green Infrastructure Strategy makes provision for an expanded and improved network of pedestrian and cycle infrastructure across the Count

y, including both within and adjacent to the BELAP lands. This network is backed up by Policies ST5, ST6, ST7 and OSR1 of the County Development Plan. Specific Local Objective 70 specifically refers to the proposed link from Belarmine to Kilgobbin Road.

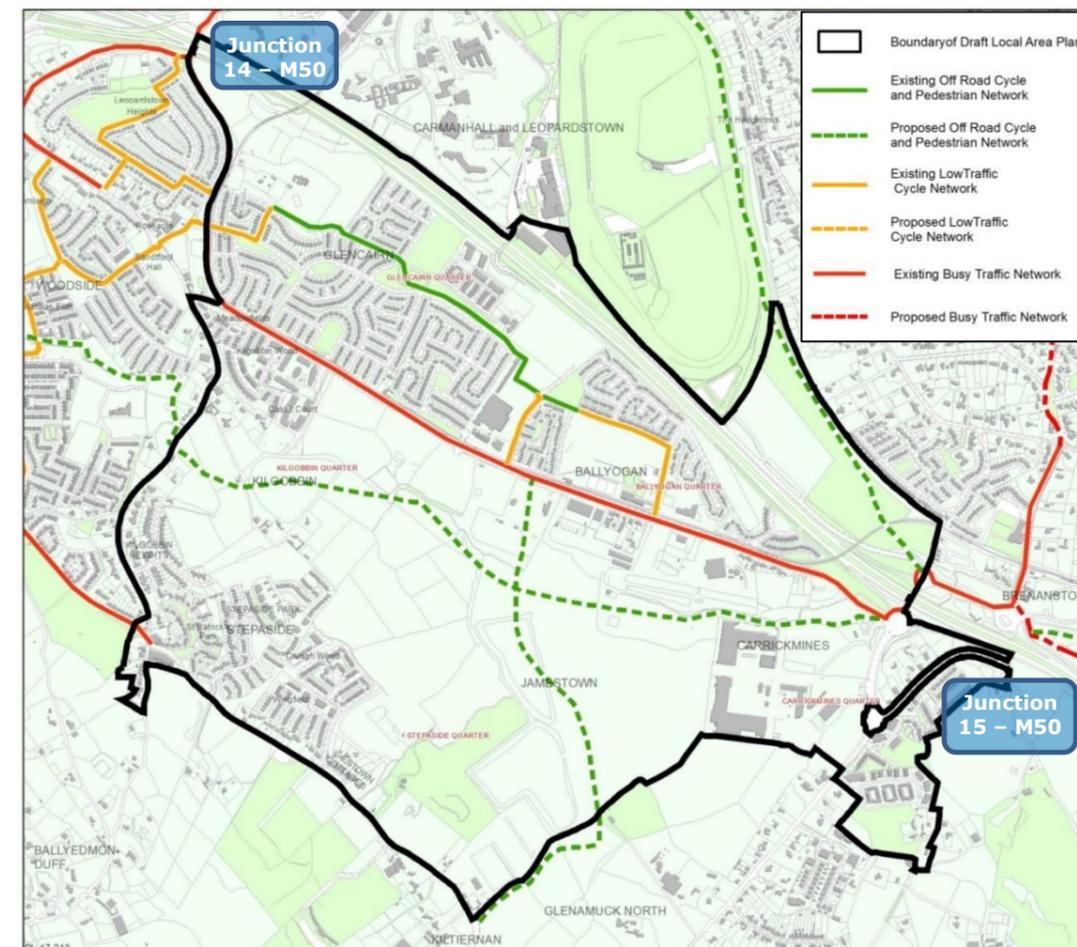


Figure 4.10 – Existing and Proposed Pedestrian and Cycle Network from Green Infrastructure Strategy

The main roads proposals from the Green Infrastructure Strategy within and affecting the BELAP area are shown in Figure 4.10 and summarised in Table 4.5.

CDP 2016-2020 – Green Infrastructure Strategy
Providing an entirely new off-road east-west spine from Belarmine, across Kilgobbin Road, through Kilgobbin West, Kilgobbin South, Jamestown, and The Park Carrickmines, linking to Glenamuck Road at the Junction 15 Roundabout (south side). This would run alongside and/or parallel to the Ballyogan Stream.
Providing an entirely new off-road north-south spine from Enniskerry Road, through Jamestown and Ballyogan South, linking to Ballyogan Road with onward connections to Leopardstown Valley.
Providing a new route along the section of the old Harcourt Street line that was not used for the Luas, passing through Racecourse South and linking to Glenamuck Road at the Junction 15 Roundabout (north side).
Further development of the central Greenway Spine (including addressing issues of permeability and pedestrian and cycle links to the Luas) to the planned Jamestown Park and beyond to the employment and retail areas at The Park, Carrickmines.

Table 4.5 - Green Infrastructure Strategy

### 4.3. LAP Policies

The overall objective of the Transportation and Movement Chapter is to ensure that the future demands for travel within, to, and from the area are met in a sustainable way. The Plan envisages the BELAP area developing as a network of interconnected Quarters where walking and cycling will be a convenient and sustainable alternative to the private car for short and medium distance journeys. The aim of the Plan is to reduce car usage by making alternative modes of access more attractive by providing a permeable, legible pedestrian and cyclist internal and external network which connects existing and proposed residential areas to destinations including public transport, employment, schools and retail.

The location, layout, mix, and amount of zoned and undeveloped land within and adjacent to the BELAP area provides a policy context for an increased number of trips from, to, and through this area. This is currently addressed by the infrastructure policies of the County Development Plan, and by the wider suite of National and Regional policies that seek to affect a positive modal shift towards sustainable transport modes.

Examining the area in closer detail under the LAP process, and in the context of an evolving suite of Government policy imperatives to generate higher densities of development in locations such as the BELAP area (see Chapter 5), it may be necessary to reassess, reprioritise, and, if appropriate, augment the Transportation and Movement policies of the County Development Plan, in accordance with the provisions of Policy ST25 of the County Development Plan.

In broad terms, it is proposed to affect positive change in the area of Transportation and Movement by way of an integrated suite of policies that address the following areas and principles.

- A refined suite of policies to deliver new and improved linkages, with a focus on pedestrian and cycle modes, permeability, crossing the M50 barrier, and local network improvements.
- The separation of local movements from the M50 junctions.
- The delivery of a movement network that provides direct links for pedestrians and cyclists, but 'filtered' networks for motorists that encourages sustainable modes.
- Laying out of neighbourhoods that are conducive to sustainable modes of transport.
- The application of development standards to planning applications that encourage sustainable modes of transport.
- Support and facilitate improved public transport services to and through the BELAP area.
- The provision of walking and cycling feeder networks to public transport nodes, particularly Luas.
- The provision of walking and cycling feeder networks to existing and proposed Neighbourhood Centres, schools, and community facilities.
- The provision and facilitating of local services (See Chapters 6 and 8) that lessen the need to make trips to more distant centres.
- A focus on funding and implementation.

It is clear from the Pre-Draft Public Consultation exercise undertaken in advance of drafting this LAP that there is strong support for the above principles, particularly the delivery of new and improved pedestrian and cycle links. Indeed, the policies of this LAP have been directly informed by the submissions made by the public under that process.

#### 4.3.1. Pedestrian and Cycle Policy

**Policy BELAP MOV1 – Pedestrian and Cycle Network:** To provide for a new high quality pedestrian and cycle network within the LAP area which will connect existing and new communities and redefine the character of the LAP area; including (i) creation of new segregated green routes within the LAP area; (ii) improvement and upgrading of existing routes; (iii) improvement and increased number of pedestrian/cycle crossings on main roads; and (iv) connect into existing and planned networks surrounding the LAP area.

**Policy BELAP MOV2 – M50 Crossings:** To facilitate the delivery of new and improved crossing opportunities of the M50 within and adjacent to the BELAP area, with particular emphasis on pedestrian and cycle routes.

**Policy BELAP MOV3 – Onward Connections:** To ensure integration between the LAP lands with initiatives such as 'Smarter Travel' and strategic cycle routes connecting Dun Laoghaire-Rathdown and Dublin City and to develop improved connectivity to surrounding communities including Sandyford, Cherrywood and Kiltiernan/Glenamuck.

**Policy BELAP MOV4 – Cycling Infrastructure:** To ensure that all new cycling infrastructure be provided in accordance with the standards set out in the National Cycle Manual (2012) published by the NTA, where practicable, recognising the challenges in retrofitting infrastructure within the existing road network.

#### 4.3.2. Public Transport Policy

**Policy BELAP MOV5 – Routes to Public Transport:** To increase permeability to existing public transport routes by providing attractive, legible and direct walking and cycling links to bus and Luas stops.

**Policy BELAP MOV6 – Racecourse Luas Stop:** To facilitate the opening of the Racecourse Luas Stop on the Green Line permanently to the public (see Figure 11.1).

**Policy BELAP MOV7 – Public Transport Improvements:** To support and promote any and all improvements to capacity and service levels on the Luas Green Line corridor, including the provision of a Metro grade service from Dublin Airport via the City Centre to Sandyford, and to support and promote any and all improvements to bus services serving the area.

#### 4.3.3. Roads Policy

**Policy BELAP MOV8 – Balance between Movement and Place:** To protect the role of the key strategic roads within the LAP area so that they continue to serve their movement function, whilst also seeking visual and environmental improvements to these routes so that they contribute to a sense of place and create a pleasant environment to spend time. Schemes shall be designed in accordance with the Design Manual for Urban Roads and Streets, or its successor policy.

**Policy BELAP MOV9 – Facilitating All Modes:** To ensure that all new routes, inclusive of those accommodating traffic, shall be designed and constructed in a manner that will facilitate the safe and easy movement of pedestrians and cyclists. Schemes shall be designed on the principle of 'filtered permeability'.

#### 4.3.4. Development Standards

**Policy BELAP MOV10 – Mobility Management:** It is an objective of the Plan to foster and support a proactive mobility management approach and a culture of sustainable travel in new and existing developments.

**Policy BELAP MOV11 – Cycling Infrastructure:** It is an objective of the Plan to provide good quality end of trip facilities to encourage walking and cycling such as secure and weather proof bike stands, lockers, showers, changing and drying rooms.

### 4.3.5. Proposed Linkages

In order to implement the objectives of this LAP, a number of new and/or improved linkages are required. Some of these have their genesis in the County Development Plan, while others have been developed in partnership with developers through the Development Management process in recent years, in a focused response to localised issues. A small number of these proposals (6) are, however, new; in response to the specific challenges that have become evident as the LAP process has evolved, including a significant number of the Pre-Draft consultation submissions.

**Policy BELAP MOV12 – New Linkages:** To provide or facilitate the delivery of the new linkages shown in Table 4.6 and Figure 4.11 – Movement Strategy

Link No.	Link Name	Link Description	Link Type	Link Origin
1	Glenamuck Road to Kilgobbin Road Greenway	Initially proposed under the Stepside Action Area Plan, this dedicated Greenway Spine traversing the Plan area from east to west, would provide safe and dedicated cycling/walking linkages through the central landholdings connecting Glenamuck Road and Kilgobbin Road and continuing on the existing Greenway in Stepside North to Enniskerry Road (See Link No. 2).	Pedestrian /Cycle Link	County Development Plan
2	Kilgobbin Road to Enniskerry Road	This Link would connect Kilgobbin Road to the existing Greenway in Stepside North.	Pedestrian /Cycle Link	County Development Plan
3	Ballyogan Road to Kilgobbin Heights	This Link would connect the established residential area of Kilgobbin Heights with Ballyogan Road, providing a direct desire line to the Luas, schools, Samuel Beckett Campus and neighbourhood centre facilities and negating the need to traverse Kilgobbin Road.	Pedestrian /Cycle Link	New Link <sup>2</sup>
4	Ballyogan Road to Stepside Park	This Link would connect the established residential area of Stepside Park with Ballyogan Road, providing a direct desire line to the Luas, schools, Samuel Beckett Campus and neighbourhood centre facilities and negating the need to traverse Enniskerry Road and Kilgobbin Road.	Road Link – All modes (existing road to south to be Cul-De-Sac'd)	Development Management. A requirement of existing planning permissions.
5	Ballyogan Road to Cruagh Manor	This Link would connect the established residential area of Cruagh Manor and adjoining streets with Ballyogan Road, providing a direct desire line to the Luas, schools, Samuel Beckett Campus and neighbourhood centre facilities and negating the need to traverse Enniskerry Road and Kilgobbin Road.	Road Link – All modes (existing road to south to be Cul-De-Sac'd)	Development Management. A requirement of existing planning permissions.
6	Ballyogan Road to Cruagh Green	This Link would connect the established residential area of Cruagh Manor and adjoining streets with Ballyogan Road, providing a less direct, but more pleasant route as compared with Link 5 above, as it would pass through parkland.	Pedestrian /Cycle Link	Development Management. A requirement of existing planning permissions.

<sup>2</sup> Pre-draft public submissions called for a link to Kilgobbin Heights from the Clay Farm Loop Road. A link toward the southern end of Kilgobbin Heights, as pursued previously by way of Development Management would be difficult to deliver. The northern route proposed would also capitalise on a feature stream and hedgerow within the Kilgobbin Quarter.

7	Ballyogan Road and the Glenamuck District Distributor Road	This Link would connect the growing community in Kiltiernan/Glenamuck with Ballyogan Road, providing a direct desire line to the Luas, schools, Samuel Beckett Campus and neighbourhood centre facilities. It would also provide key permeability through Jamestown Park.	Pedestrian /Cycle Link	County Development Plan
8	Racecourse South (Harcourt St Line) – Junction 15 to Leopardstown Road	This Link would connect the Racecourse South lands (See Racecourse South Site Development Framework) to Junction 15, providing external connectivity to Cherrywood to the east and Foxrock, Cabinteely and the N11 to the north.	Pedestrian /Cycle Link	County Development Plan
9	M50 Crossing – Junction 15	This Link would connect the Racecourse South lands and residential areas in Foxrock to Ballyogan Road, negating the need to cross at the existing Junction 15. It also provides strategic north-south (Kiltiernan-Foxrock) and east-west (BELAP – Cherrywood) connectivity. The existing Luas Bridge structure provides an opportunity for delivering this link.	Pedestrian /Cycle Link	New Link
10	Brighton Place to M50 Parallel Road	This Link would provide internal permeability through the Racecourse South lands (See Racecourse South Site Development Framework) and connect residential areas in Foxrock to the M50 Parallel Road.	Pedestrian /Cycle Link	The portion outside the LAP boundary is already requirement of existing planning permissions.
11	Racecourse South (Harcourt St Line) to M50 Parallel Road	This Link would provide permeability at the western end of the Racecourse South lands (See Racecourse South Site Development Framework) to the M50 Parallel Road.	Pedestrian /Cycle Link	New link – Internal route as informed by Site Development Framework
12	M50 Crossing – Racecourse Bridge to Leopardstown Valley	This Link and M50 Crossing – which is in place - would connect residential areas in the BELAP area to high density employment in South County Business Park and Sandyford Business District. This Link and M50 Crossing would also connect the high density residential neighbourhoods in Sandyford Urban Framework Plan area with schools, Samuel Beckett Campus and neighbourhood centre facilities in the BELAP area.	Pedestrian /Cycle Link	New link (in terms of usage – No physical infrastructure required)
13	Glencairn Drive to Ballyogan Avenue	This Link would connect residential areas in the Glencairn Quarter to the new Post-Primary School and onto Leopardstown Valley neighbourhood centre facilities. It would 'finish out' an existing greenway.	Pedestrian /Cycle Link	County Development Plan
14	Glencairn Drive to Murphystown Way	This Link would connect new and established residential areas in the Glencairn Quarter to Murphystown Way and Junction 14.	Pedestrian /Cycle Link	Development Management. A requirement of existing planning permissions.

15	Drummartin Link Road to Kilgobbin Road	This Link – to take the form of a dedicated cycle lane – would connect residential areas in the Glencairn and Kilgobbin Quarters with high density employment in Sandyford Business District.	Pedestrian /Cycle Link	County Development Plan. Currently being progressed by DLR
16	Clay Farm Loop Road	This road, which is provided for in Specific Local Objective 135 of the CDP would loop off Ballyogan Road, providing access to the undeveloped zoned lands of Kilgobbin South. It is similar to the implemented Belarmine Avenue / Village Road loop road to the west of Kilgobbin Road. This road would also assist in providing access between the Stepside Quarter and the Luas.  At the time of writing, western parts of the Clay Farm Loop Road exist along to the east of Kilgobbin North and parts of the eastern section are under construction in the eastern part of Kilgobbin East.	Road Link – All modes	County Development Plan. Is also being pursued through Development Management.
17	Glenamuck District Distributor Road	The Glenamuck District Distributor Road is part of a pair of roads in a 'T' configuration situated just outside the BELAP lands, but would have a significant impact on the southern neighbourhoods, and also on the overall distribution of traffic across the wider network.	Road Link – All modes	County Development Plan. Currently being progressed by DLR
18	Glenamuck Link Distributor Road	The Glenamuck Link Distributor Road is part of a pair of roads in a 'T' configuration situated just outside the BELAP lands, but would have a significant impact on the southern neighbourhoods, and also on the overall distribution of traffic across the wider network.	Road Link – All modes	County Development Plan. Currently being progressed by DLR
19	The Park Carrickmines to Ballyogan Road	This Link would connect the main 'crossroads' in The Park Carrickmines, across the Ballyogan Stream and to a new junction at Ballyogan Road. This would provide for a second access point to The Park Carrickmines and would also facilitate a proposed Quality Bus Priority Route contained in the CDP. This route would also provide direct pedestrian and cycle access to the Ballyogan Wood Luas stop, more than halving the walking distance from the centre of The Park Carrickmines - from 900m to 400m - and providing a much more pleasant walking environment.	Road Link – All modes	Development Management. A requirement of existing planning permissions. Also a requirement of the County Development Plan
20	The Park Carrickmines to Glenamuck Road	This Link would connect the main 'crossroads' in The Park Carrickmines to the new Glenamuck District Distributor Road, and onward to Glenamuck Road, providing a route from Kiltiernan to The Park Carrickmines.	Pedestrian /Cycle Link	New Link
21	Priorsland Green Route	This link is part of the Cherrywood SDZ scheme and would link the BELAP routes focussing at Junction 15 (Links 9, 10).	Pedestrian /Cycle Link	County Development Plan and Cherrywood SDZ

22	M50 Parallel Road	The M50 Parallel Road would run east-parallel to the M50 between Junctions 14 and 15. The eastern part of this route is already in place.	Road Link – All modes	County Development Plan (Long Term Roads Objective).
23	Leopardstown Link Road Phases 2 and 3	This Link would run at a right angle, through the 'Central Park' district to Leopardstown Road, parallel to the Luas Line. A further element would be a new M50 crossing just east of Junction 14, linking Murphystown Way to Leopardstown Road, crossing the Glencairn North Neighbourhood. In February 2013 An Bord Pleanála granted permission for Phase 1 of this scheme (signalising of Leopardstown Roundabout).	Road Link – All modes	County Development Plan (Long Term Roads Objective).
24	ESB Link Road	This Road Link would connect the Junction 14 to Fern Road and high density employment in the Sandyford Business District.	Road Link – All modes	County Development Plan. Currently being progressed by DLR
25	Kiltiernan Link Road	The Kiltiernan Link Road proposed under the Cherrywood SDZ Planning Scheme will provide a direct link from the Carrickmines Quarter to Cherrywood - and subsequently onwards to the N11 - by way of a new crossing of the M50.	Road Link – All modes	County Development Plan.
26	Clay Farm Tree Belt Link	This route follows the alignment of 'F' zoned lands which cover a belt of mature trees within Kilgobbin South. This route would provide useful permeability through this block and a pleasant route from Stepside towards Ballyogan Road.	Pedestrian /Cycle Link	County Development Plan.
27	Golf Lane Link	Would link the Ballyogan Stream greenway spine (Link 1) through to the Kiltiernan Link Road.	Pedestrian /Cycle Link	Development Management. Has been pursued through Development Management channels.
28	Clay Farm Lane Link	This link would link Stepside East and the southern parts of Kilgobbin East to onward routes to Belarmine and Sandyford along the attractive laneway that currently links Clay Farm House and Kilgobbin Cottage to Kilgobbin Road.	Pedestrian /Cycle Link	New Link

**Table 4.6 – Proposed Linkages**

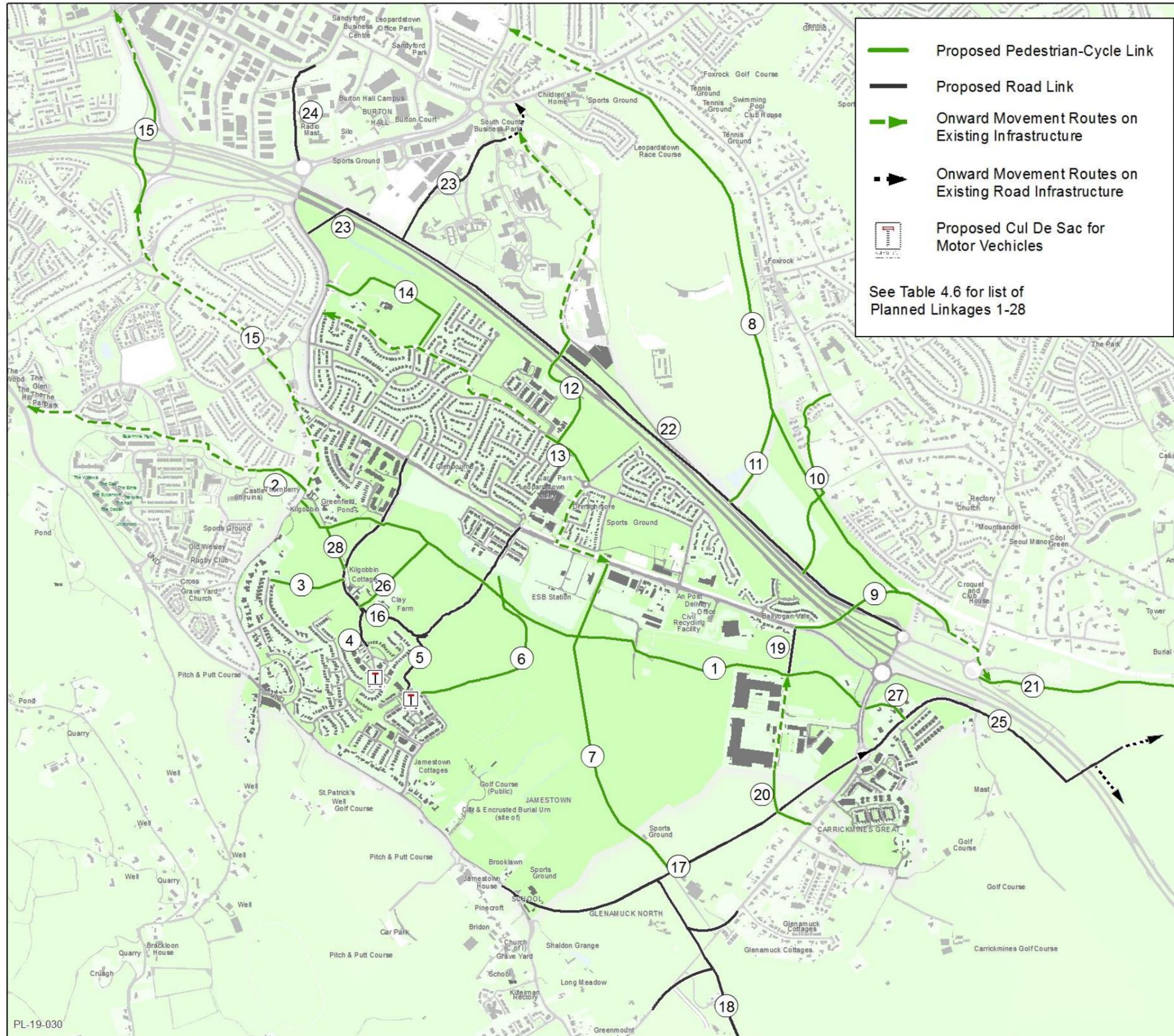


Figure 4.11: Movement Strategy –Planned Linkages

## 5. Residential Development and Built Form

The primary land use within the BELAP area is, and will continue to be, residential. Furthermore, there is a significant amount of zoned but undeveloped land available. As such, policies relating to residential development will be key to this LAP.

As these areas develop, it is vital that they do so with the necessary supporting facilities, housing mix, layout types, and connections to facilitate the growth of sustainable communities within the BELAP area.

It is important that new development within the County is built to appropriate residential densities, sufficient to support and sustain local services and transport links, and to avoid urban sprawl. This will require a fairly radical evolution of house types and layouts that will be a departure from the predominant typologies that 20th Century Ireland has, heretofore, been familiar with.

Much of the policy context for residential development is set by the County Development Plan – zoning and development standards – and by National policy. Nevertheless, there is further scope for this LAP to provide a useful and more nuanced framework for development at a ‘finer grain’ level of detail.

### 5.1. Background and Issues

#### 5.1.1. Availability of Zoned Residential Land and Population Projections

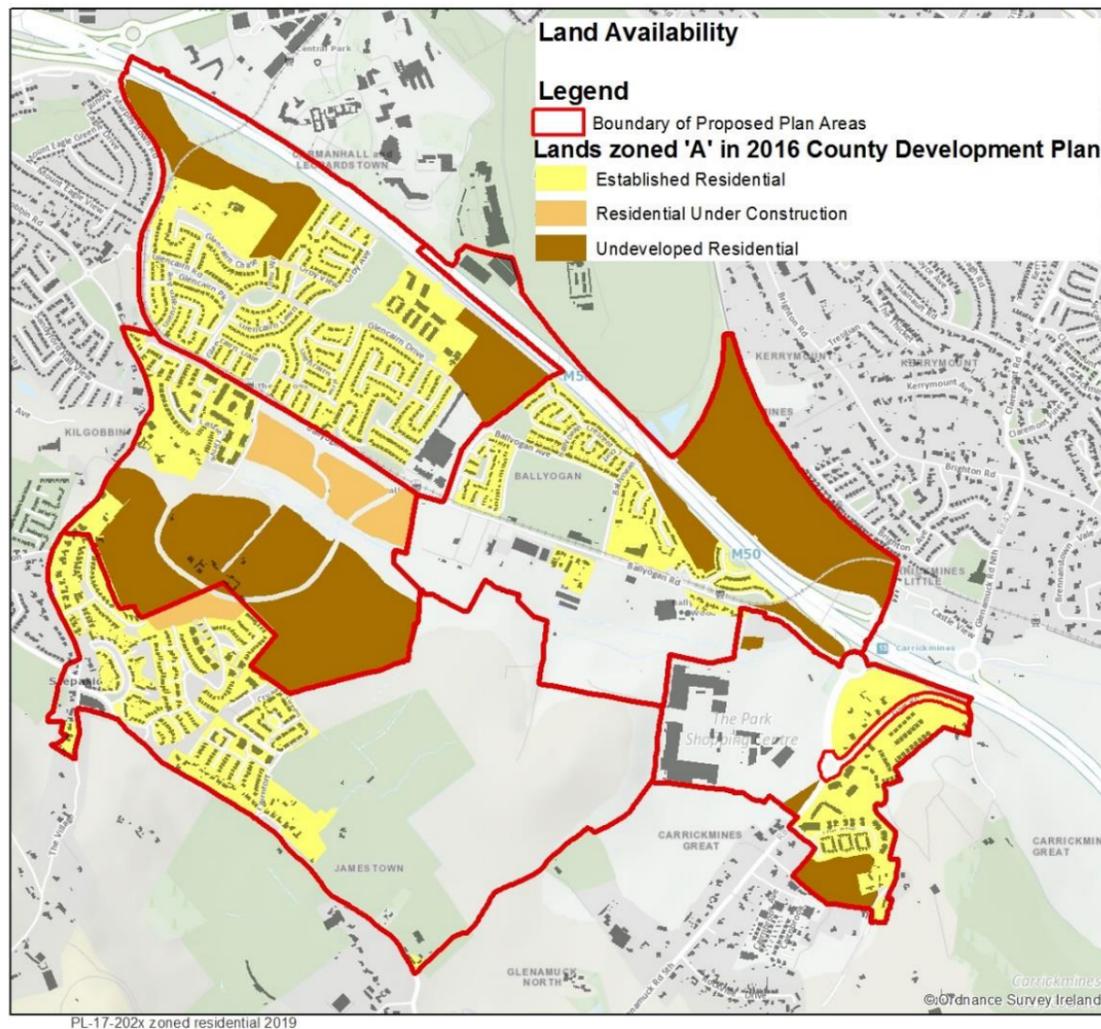


Figure 5.1 – Current Status of 'A' (Residential) Zoned Land in BELAP

Contextually, it is worth highlighting the quantum of land within the BELAP boundary that is zoned under the 2016-2022 County Development Plan for solely residential purposes. Figure 5.1 is an extract of the County Development Plan map but focussed on the 'A' – 'To protect and/or improve residential amenity' zones only. These lands amount to 185 hectares, or around 44%, of the 420 hectares total of the BELAP area.

These lands have been further subdivided on foot of survey work undertaken by the Planning Department in 2019 to categorise lands that are 'Established Residential', 'Under Construction' and lands that are 'Undeveloped Residential'. This last category is effectively land that is zoned residential, but where there are no existing buildings and no current construction activity. The aggregate areas of these lands can be summarised as follows.

	Area (Hectares)	% of 'A' zoned Land
<b>Established Residential</b>	102	54%
<b>Residential Under Construction</b>	10	5%
<b>Undeveloped Residential</b>	74	41%
<b>Total</b>	185	

Table 5.1 – Total Areas of 'A' Zoned Land in BELAP (by current status)

As can be seen, 'Undeveloped Residential' accounts for around 40% of all residentially zoned lands within the BELAP area.

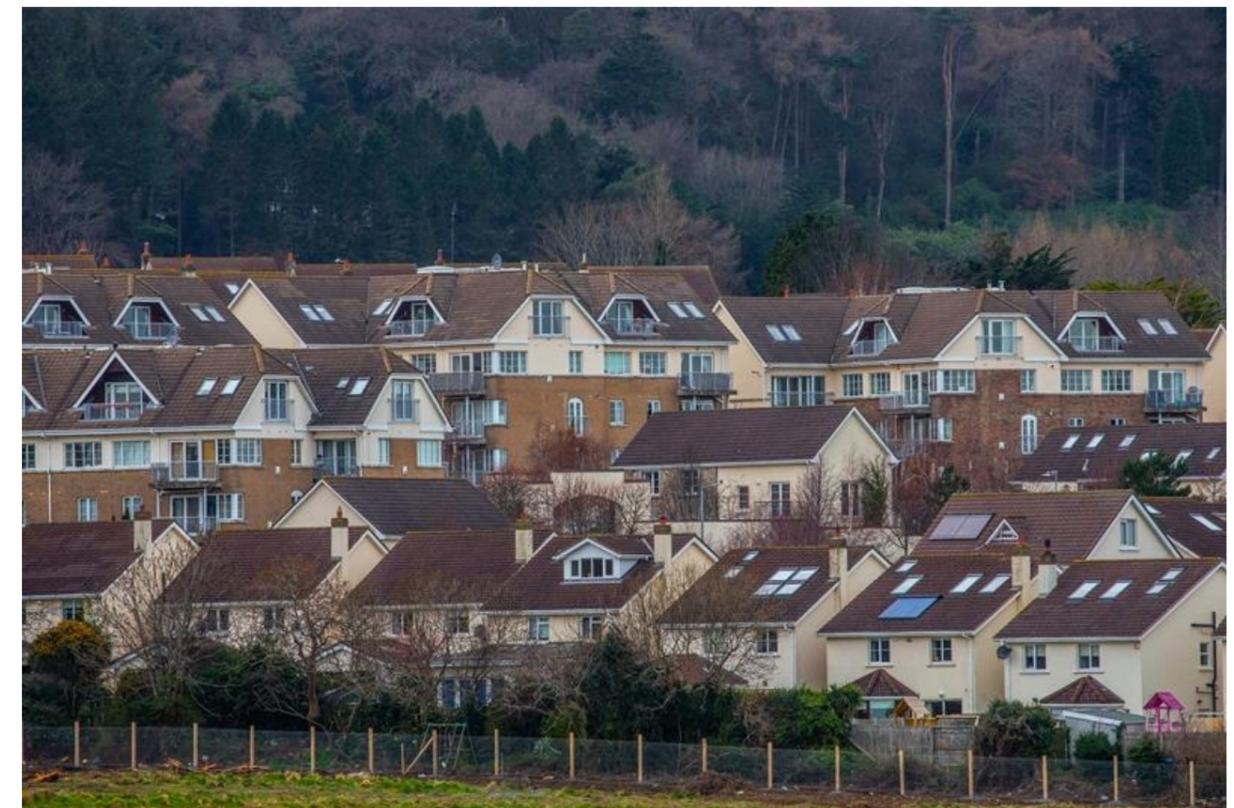


Figure 5.2 – Houses and Apartments in Stepside East

### 5.1.2. Capacity for Additional Population Growth

To determine the potential future population based on this availability of zoned lands, an objective methodology would be to take the 84 hectares of 'Undeveloped' and 'Under Construction' land within the Plan area, apply an average residential density of 50 units per hectare to the remainder in line with CDP policy and a household size equivalent to the national average.

Employing this methodology indicates a potential increase - from the 2016 (Census) baseline and allowing for an amount of development in the interim - of 4,300 new homes and 12,040 additional people. This represents a 125% increase in population from 9,526 to a potential population of around 21,500. In reality, however, due to site constraints, competing non-residential land uses, and shifting demographics within the existing housing stock, it is likely that a somewhat lower population will be achieved. Nevertheless, in broad terms it is clear that planning for an overall doubling of the existing population - a 100% increase - represents a reasonably objective scenario.

### 5.1.3. Existing Population Densities at Neighbourhood Level

The current spread of population densities across the Plan area varies considerably (see Figure 5.3). Within the BELAP lands there are perhaps 3 broad clusters of population, located in the following Neighbourhoods:

- **West** - Stepside Central and Stepside East
- **East** - Old Glenamuck Road
- **North** - Kilgobbin North, through Glencairn South and Mimosa-Levmoss to Ballyogan North

The highest population density at Neighbourhood level has been achieved at Kilgobbin North, which was developed over the course of the first 15 years of the 21<sup>st</sup> Century with a range of house types. The Castle Court and Elmfield Phase 1 schemes achieved residential densities of 151 and 97 units to the hectare.

Notably, half the Neighbourhoods (8 of 16) have 5 people per hectare or below, with a quarter (4 of 16) having no population at all. This pattern of population distribution is, of course, reflective of the 'developing' nature of this area, and the presence of large areas of non-residential uses.

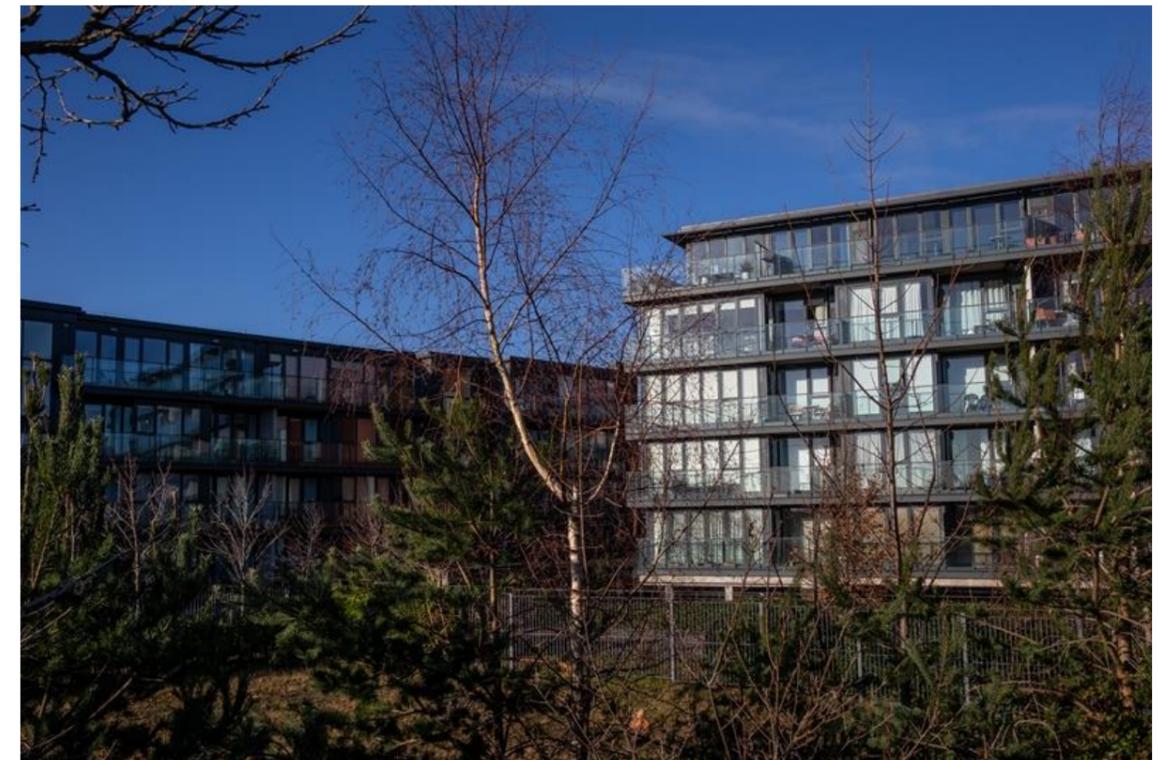


Figure 5.4 – Apartments at Mimosa-Levmoss

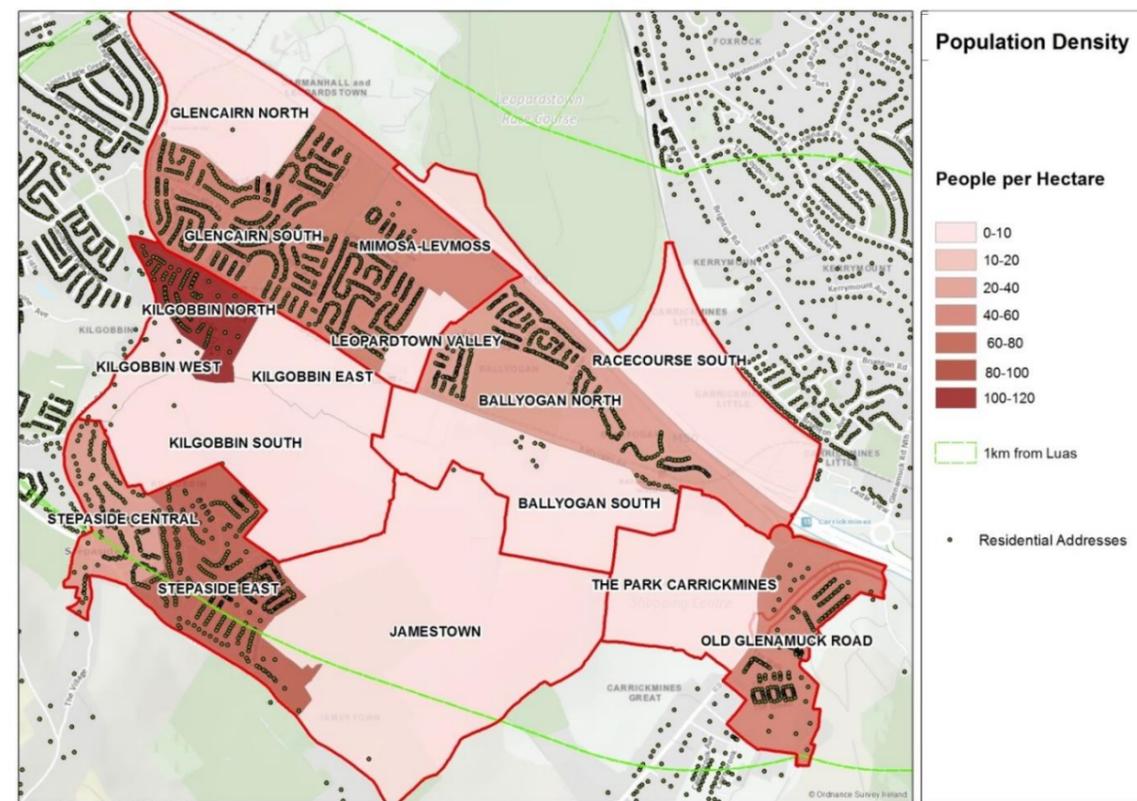


Figure 5.3 – Population Densities (People per Hectare) by Neighbourhood (2012)



Figure 5.5 – Houses at Glencairn South

## 5.2. Existing Policy on this Topic

Policy at a National, Regional, and County level is relevant to the residential development of the BELAP lands. While some policies are required to be 'considered' in formulating the policies of the LAP, others are effectively mandatory in relation to planning applications.

The summary below is very much a snapshot in time and is likely to continue to evolve over the life of the LAP. Nevertheless, it is useful to have oversight of the broader policy context in this LAP, to help guide development in a comprehensive way. The existing policy applying to the BELAP area is broken down by topic below.

### 5.2.1. Principle of Development at this Location

#### National Planning Framework (2018)

The 'National Planning Framework' includes 10 no. "National Strategic Outcomes", the first of which is "Compact Growth", which advocates the imperative of "Greater Densities of Development", particularly in urban and suburban areas. Higher residential densities are better able to support local services, lessen journey times, and are more likely to result in a more frequent use of sustainable modes of transport.

#### Eastern & Midland Regional Assembly Draft Regional Spatial & Economic Strategy (2018)

The EMRA RSES is currently in draft format. It targets a greater proportion of housing development to be accommodated within, and/or close to, existing built up urban areas; 50% in the Dublin Metropolitan Area.

It incorporates a 'Dublin Metropolitan Area Strategic Plan' (MASP) which includes the entirety of the BELAP area. The MASP specifically identifies "...emerging districts in the south County at Sandyford, Cherrywood and Ballyogan."

#### County Development Plan 2016-2022

The Core Strategy - see Figure 1.3 of the CDP - identifies the serviced and zoned land in the County for the provision of residential development, including the areas of undeveloped zoned land within the BELAP area. Chapter 2 of the CDP - Residential Development - sets out DLR's Housing Strategy.



Figure 5.6 – Residential development at Clay Farm

### 5.2.2. Density, Layout, and Housing Mix

Standards for density have evolved over the course of the past decade, as summarised below.

	Required Densities (Dwellings per Hectare)		
	Relative to LUAS	Relative to Bus	Other Locations
<b>Ministerial Guidelines - Sustainable Residential Development in Urban Areas (2009)</b>	50+ within 1km	50+ within 500m	35-50
<b>County Development Plan 2016-2022</b>	50+ within 1km	50+ within 1km (High quality service)	35+
<b>Ministerial Guidelines - Sustainable Urban Housing: Design Standards for New Apartments (2018)</b>	'Higher' density within 1km 45+ (net) between 1km-1.5km	'Higher' density within 500m 45+ (net) between 500m-1km	Less than 45

Table 5.2 – Evolution of Policy on Density

Other aspects of note on this topic from these policies are as follows.

#### Ministerial Guidelines - Sustainable Urban Housing: Design Standards for New Apartments (2018)

These Guidelines contain a number of "Specific Planning Policy Requirements" (SPPRs) that take precedence over any policies of Development Plans or LAPs - including SPPR 1 which relates to housing mix where it is stated that schemes may include up to 50% one-bedroom units and 20-25% studio units. Statutory Development Plans may specify a mix for apartment and other housing developments, but only further to an evidence-based "Housing Need and Demand Assessment" (HNDA), which has not yet been undertaken to date in DLR. The Guidelines also contain a suite of design and layout requirements for apartments and apartment schemes.

#### County Development Plan 2016-2022

Chapter 8 - Principles of Development - includes policies on topics such as urban design and permeability. Policy UD4 supports the LAP model as a way of promoting the principles of good urban design.

Section 8.2 sets out a full suite of quantitative and qualitative standards for residential development, although these now must be read in conjunction with the recently published Ministerial Guidelines relating to Design Standards for New Apartments (see above), which may now take precedence.

Policy Res 8 of the County Development Plan relates to the provision of Social Housing, with Table 2.1.1 setting out the proposed social housing sites, including Ballyogan Court, within the BELAP area, on the site of the old '6 Furlong Straight' of Leopardstown Racecourse. In February 2019, DLR County Council announced plans to develop 119 'rapid build' housing units on this site.

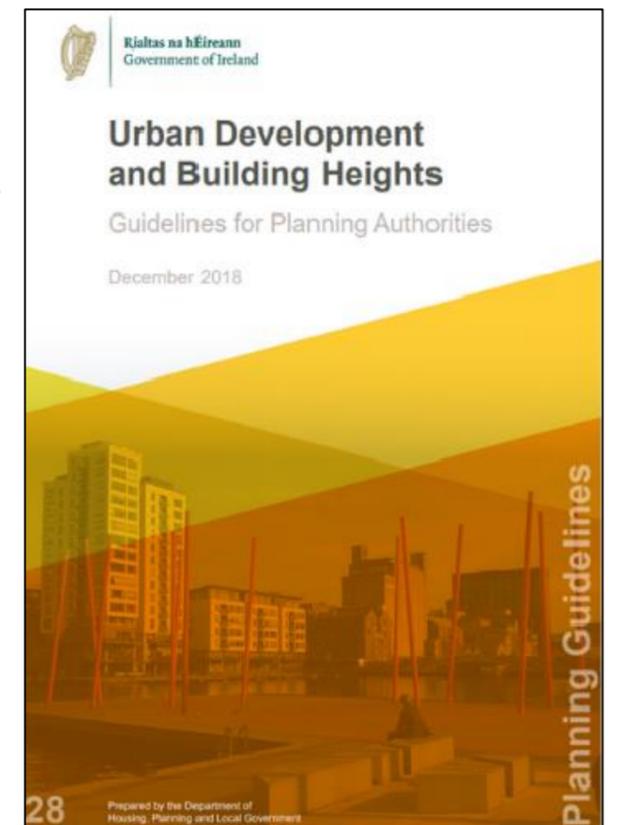


Figure 5.7 – Urban Development and Building Height Guidelines

### 5.2.3. Building Height and Architectural Heritage

#### Ministerial Guidelines - Urban Development and Building Heights (2018)

These Guidelines include a number of mandatory SPPRs including SPPR 1 and SPPR 2 which relate to statutory plans, including LAPs (emphasis added).

*SPPR 1 - In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/ city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.*

*SPPR 2 - In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.*

SPPR 3 has direct applicability to planning applications, stating that Planning Authorities and An Bord Pleanála may grant permission for developments even where the height would contravene a CDP or LAP.

SPPR 4 states that Planning Authorities must secure minimum densities as set out in Ministerial Guidelines.

#### County Development Plan 2016-2022 - Appendix 9 – Building Height Strategy

This County-wide strategy looks to LAPs to deliver more nuanced parameters for height within the specific LAP areas. Elsewhere, 3-4 storeys is recommended, subject to upward and downward 'modifiers'. These polices should be read in conjunction with the Guidelines 'Urban Development and Building Heights Guidelines' (see above), which may now take precedence.



Figure 5.8 – Apartments at Old Glenamuck Road

### 5.3. LAP Policies

#### 5.3.1. Gross and Net Residential Densities

As set out in the 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (DoEHLG 2009), gross and net densities can both be useful in understanding how residential areas work.

As per the Guidelines, "a gross density measure is best applied to estimating overall land areas required for mixed use developments or for Local Area Plans", whereas a net density "is a more refined estimate than a gross site density measure and includes only those areas which will be developed for housing and directly associated uses". The Guidelines set out what can and cannot be included under each definition. Net density is generally the measure used for site development policies in CDPs and LAPs, as explored in greater detail below.

#### 5.3.2. Permitted Net Residential Densities at Scheme level

A number of significant residential schemes have been permitted in the months/years immediately prior to the drafting of the Local Area Plan, but are either under construction or have yet to commence.

Scheme	Neighbourhood	Net Scheme Density (Dwellings/Hectare)	No. Units	Reference	Date Granted	Status
Clay Farm Phase 1	Kilgobbin East	65 <sup>1</sup>	190 Hses 220 Apts	D15A/0247 / PL06D.246601	05/09/2016	Under Construction
Clay Farm Phase 2	Kilgobbin South	55 <sup>2</sup>	355 Hses 572 Apts	PL06D.301522	02/08/2018	Not Commenced
Glencairn	Glencairn North	66 (net)	98 Hses 243 Apts	PL06D.302580	19/12/2018	Not Commenced

Table 5.3 – Permitted Schemes in BELAP

#### 5.3.3. Residential Density – LAP Policy

Taking into account the package of policies of higher-tier plans set out in Section 5.2 above, the character and constraints of each of the Neighbourhoods, and proximity to existing and proposed services and public transport, the following standards in relation to residential density shall apply.

**Policy BELAP RES1 – Density General:** To achieve residential densities within the BELAP area sufficient to generate a critical mass of population to support and sustain commercial and community services and quality public transport infrastructure. Higher densities of population should be focused on services and not transport corridors alone.

**Policy BELAP RES2 – Density by Neighbourhood:** Any residential scheme within each of the Neighbourhoods shall as a general rule have a minimum net density as set out in Table 5.4, subject to the provisions of any Site Development Frameworks, where applicable. Within the site boundary, any major and local distributor roads; primary schools, churches, local shopping etc.; open spaces serving a wider area; and significant landscape buffer strips shall be deducted from gross site area to give a figure for net site area.

<sup>1</sup> The permitted scheme at Kilgobbin East (D15A/0247 – 'Clay Farm Phase 1') is stated as achieving a net scheme density (excluding open space and other infrastructure) of 65 dwellings per ha. This density was calculated based on a developable site area of 6.54 ha which includes the removal of the area of land in flood zone A and the lands zoned 'F' to preserve and to provide for open space with ancillary active recreational amenities'.

<sup>2</sup> Excludes the land required for open space and supporting infrastructure that would serve a wider area.

Neighbourhood	Minimum Net Density (units per hectare)	Rationale
Neighbourhood 1 – Glencairn North	65	Close to high quality public transport and to Sandyford Business District.
Neighbourhood 2 – Glencairn South	50	Is predominantly established low-density housing with little opportunity for infill development.
Neighbourhood 3 – Mimosa - Levmooss	65	Character established by higher-density apartment schemes. Adjacent to public transport.
Neighbourhood 4 – Leopardstown Valley	50	A Neighbourhood Centre can accommodate high plot ratios, but other uses would moderate densities.
Neighbourhood 5 – Ballyogan North	50	Is predominantly established low-density housing with few opportunities for infill development.
Neighbourhood 6 – Ballyogan South	55	Is adjacent to the Luas but is predominantly zoned for employment use. Some pockets of residential zoning.
Neighbourhood 7 – Racecourse South	65	Is proximate to high quality public transport, and is a level, regularly shaped, and largely unencumbered site.
Neighbourhood 8 – Kilgobbin North	50	Is predominantly established mid-density housing with little opportunity for infill development.
Neighbourhood 9 – Kilgobbin East	65	Is currently being built out at a density of 65 units per hectare, which is considered appropriate. Beside Luas line.
Neighbourhood 10 – Kilgobbin West	35	Rural/Sylvan character, including a number of period buildings and archaeological features reduces density expectations.
Neighbourhood 11 – Kilgobbin South	60	Similar Neighbourhood to Kilgobbin East, but somewhat further from Luas with more challenging topography.
Neighbourhood 12 – Stepside Central	35	Is predominantly established low-density housing at a remove from high-capacity public transport.
Neighbourhood 13 – Stepside East	35	Is predominantly established mid-density housing at a remove from high-capacity public transport.
Neighbourhood 14 – Jamestown	N/A	No residentially zoned land – open space/recreation.
Neighbourhood 15 – The Park Carrickmines	55	A Neighbourhood Centre and beside Luas, but residential is only 'open for consideration' in E zone.
Neighbourhood 16 – Old Glenamuck Road	55	Close to Luas, but somewhat constrained in terms of the configuration and layout of sites within this Neighbourhood.

**Table 5.4 – Minimum Residential Densities**

### 5.3.4. Building Height

There are currently no buildings within the BELAP lands that could be considered tall by contemporary standards. The Elmfield and Castle Court apartment buildings at the west end of Ballyogan Road are 4 storeys in height, while the Carrickmines Green apartments at Old Glenamuck Road are up to 5 storeys in height. The tallest building in The Park Carrickmines is 6 storeys.

Taking into account the policies of higher-tier plans as set out in Section 5.2 above, the character and constraints of each of the Neighbourhoods, and proximity to existing and proposed services and public transport, the following standards in relation to Building Height shall apply.

**Policy BELAP RES3 – Building Height by Neighbourhood:** The building heights of residential schemes shall be informed by the considerations set out in Table 5.5, unless otherwise indicated by the detailed provisions of any Site Development Frameworks, where applicable, and subject to Policy BELAP RES4 below.

**Policy BELAP RES4 – Locations for Higher Buildings:** The locations identified as 'RES4' in Glencairn North, Kilgobbin South, Mimosa-Levmooss, Racecourse South, The Park Carrickmines, and Old Glenamuck Road are considered as suitable locations for higher buildings within the BELAP area (see Figure 11.1). It is anticipated that all of these locations would be suitable for residential buildings, consistent with the prevailing zoning objective, save for The Park Carrickmines which is subject to 'E' zoning.

Neighbourhood	Key Considerations Regarding Building Height
Neighbourhood 1 – Glencairn North	The relationship to the M50 corridor and the site's size and topography give capacity for height, subject to consideration of protected structures.
Neighbourhood 2 – Glencairn South	This Neighbourhood is characterised by established two storey housing with little opportunity for infill development of scale.
Neighbourhood 3 – Mimosa - Levmooss	Currently characterised by 3-6 storey apartment blocks with visual relief from M50.
Neighbourhood 4 – Leopardstown Valley	As a Neighbourhood Centre, could accommodate medium height buildings.
Neighbourhood 5 – Ballyogan North	This Neighbourhood is characterised by two storey housing with few opportunities for infill development of scale.
Neighbourhood 6 – Ballyogan South	Flanked by the wide Ballyogan Road corridor and Jamestown Park, there is capacity for medium height.
Neighbourhood 7 – Racecourse South	The M50 corridor, relationship to the racecourse and the site's size gives capacity for higher buildings.
Neighbourhood 8 – Kilgobbin North	This Neighbourhood has a mix of low and medium height buildings and is a robust receiving environment in visual terms.
Neighbourhood 9 – Kilgobbin East	The width of Ballyogan Road and the site's size gives capacity for medium height buildings.
Neighbourhood 10 – Kilgobbin West	Rural/Sylvan character, including a number of period buildings reduces appropriate height.
Neighbourhood 11 – Kilgobbin South	The distance to established character areas and the site's size and topography gives capacity for height.
Neighbourhood 12 – Stepside Central	The established low-rise suburban development and village character should be maintained.
Neighbourhood 13 – Stepside East	This Neighbourhood has a mix of low and medium height buildings which sets the context for additional buildings.
Neighbourhood 14 – Jamestown	The character of any municipal buildings should be low to medium height.
Neighbourhood 15 – The Park Carrickmines	A Neighbourhood Centre adjacent to Ballyogan Road and M50 corridors has capacity for high buildings.
Neighbourhood 16 – Old Glenamuck Road	The M50 corridor gives capacity for higher buildings in this Neighbourhood.

**Table 5.5 – Building Heights**

**Policy BELAP RES5 – Building Height by Scheme:** Any planning application for a scheme which proposes buildings in excess of 4 storeys shall be accompanied by an analysis of building height and positioning of buildings with reference to the following issues:

- Impacts on the immediate and surrounding environment – streetscape, historic character.
- Impacts on adjoining structures, with a focus on overlooking and impact on residential amenity.
- Relationship to open spaces and public realm.
- Views and vistas.
- Daylight and sunlight, including shadow analysis where appropriate.
- Wind and microclimate analysis
- Impacts on residential amenity of these buildings from noise sources such as motorway noise.
- Placemaking and the ability of taller buildings to assist with legibility and wayfinding within a Neighbourhood.

### 5.3.5. Housing Mix and Design

**Policy BELAP RES6 – Housing Mix:** Any planning application for new residential development within the BELAP area shall provide for a suitable mix of house types and sizes that meet the needs of a range of households and that both complement and enhance the existing residential mix. In locations where there is a dominance of any particular unit size or type, developments which contribute to a diversification of the housing stock shall be encouraged.

**Policy BELAP RES7 – Housing Design:** To promote quality innovative housing designs that respect the particular character of an area and create a sense of place. Residential schemes of greater than 30 units shall be accompanied by a design statement.

**Policy BELAP RES8 – Build to Rent:** To permit 'Build to Rent' schemes – as defined by Government Guidelines<sup>3</sup> – in parts of the BELAP area with good access to transport and services, namely Glencairn North, Kilgobbin East, Kilgobbin, South, The Park Carrickmines, Old Glenamuck Road, and Racecourse South (see Figure 11.1), subject to compliance with Policy BELAP RES6 above. In recognition of the BELAP's location at the edge of the built footprint of the Metropolitan Area, there will be a cautionary approach taken to 'Build to Rent' schemes that propose levels of car parking significantly below what might be expected from a 'traditional' apartment scheme.

**Policy BELAP RES9 – Social Housing:** To support the delivery and integration of the proposed Council housing scheme at Ballyogan Court South (see Figure 11.1), and to pursue further opportunities for social housing throughout the BELAP area in an integrated manner, through 'Part V' housing, Council own build, delivery by approved housing bodies, or otherwise, in line with the council's Housing Strategy, and to support any Affordable Housing schemes that might be introduced by the Department of Housing, Planning, and Local Government.

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<sup>3</sup> At the time of writing, "Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities" (2018) applied.

## 6. Retail and Employment

### 6.1. Background and Issues - Retail and Neighbourhood Centres

The scale and variety of retailing within the BELAP area has changed significantly in recent years. Up until the 1990s, Stepside Village offered the only shops in the area. The subsequent development of Leopardstown Valley and The Park Carrickmines has significantly broadened the retail offer. While the majority of floorspace has been in the 'convenience' category, retail uses at The Park are focussed towards bulky comparison retail warehousing, and as such have a larger trade draw compared to the other, more localised retail centres in the area. Outside the BELAP boundaries, there is small scale retail at Belarmino and Sandyford Hall to the west, and a more significant offer at Sandyford Business District to the north.

Figure 6.1 below illustrates the quantum of retail floor space across the County in each area designated as a "Major Town Centre", "District Centre" or "Neighbourhood Centre"<sup>1</sup>. The Figure illustrates the retail prominence of the two Major Town Centres in the County at Dundrum and Dún Laoghaire. The scale of Blackrock, Nutgrove and Stillorgan reflect their respective District Centre classifications, whereas the District Centre at Cornelscourt is a lot smaller in scale.

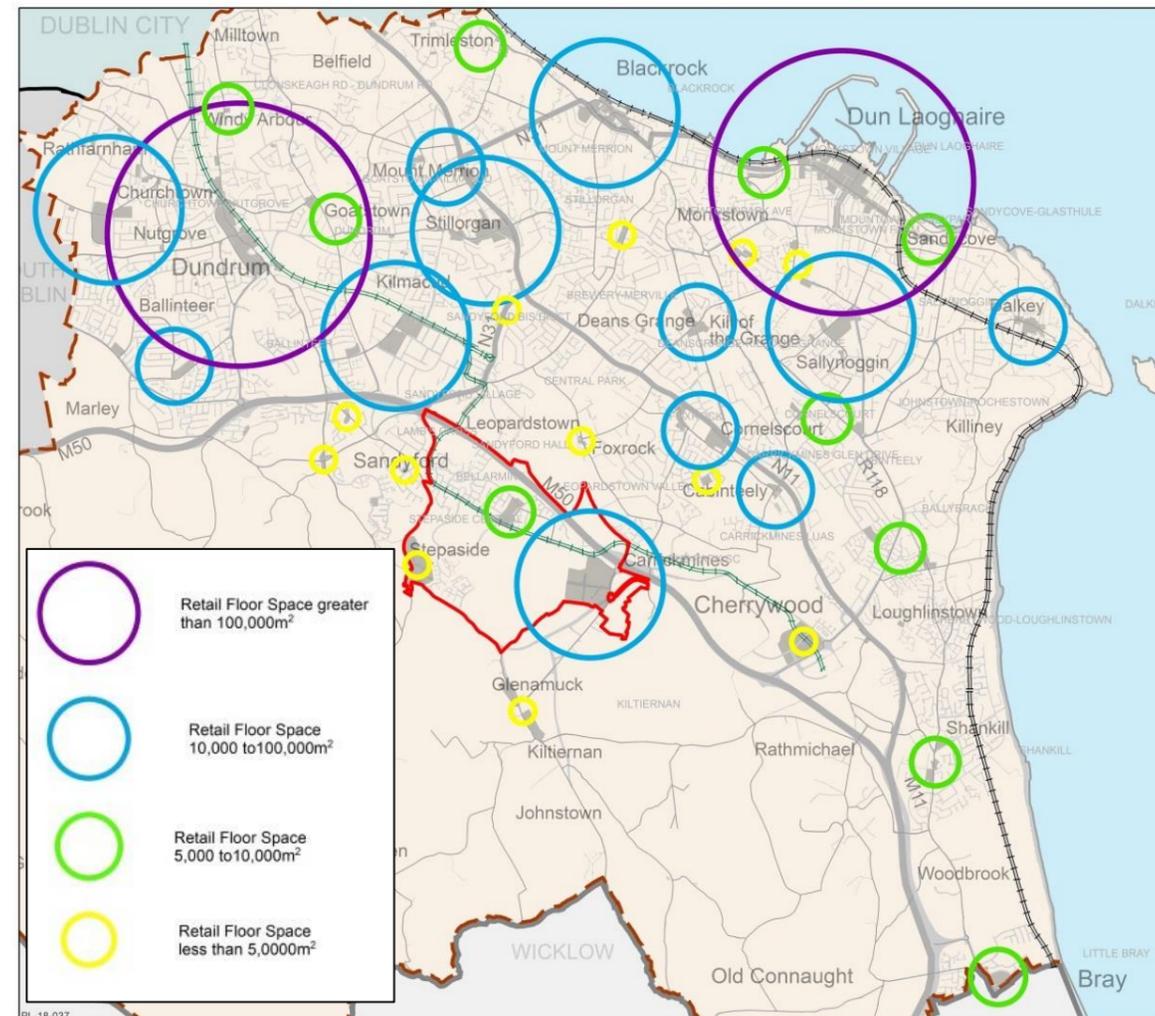


Figure 6.1 - Distribution and Breakdown of Retail in DLR County (2012)

<sup>1</sup> Floor areas are based on Valuation Office data collected in 2012 as part of survey work of all commercial properties in the County. It should be noted that the aggregation of retail floorspace includes all retail types. The relatively larger floor spaces associated with retail warehousing are likely to skew the visualisation. Some smaller Neighbourhood Centre zones and outlying shops and parades of shops have been amalgamated for clarity.

The scale of both Stepside Village and Leopardstown Valley indicates a quantum of retail floorspace that is reflective of their designation as Neighbourhood Centres and their role in meeting the local day-to-day needs of surrounding residents. The comparative scale of retail floorspace at The Park, Carrickmines, comprising largely of retail warehousing, reflects its distinct function. Detailed policies in respect of each of the BELAP area's Neighbourhood Centres are set out in Section 6.3 below.



Figure 6.2 – Stepside Village

### 6.2. Existing Policy - Retail and Neighbourhood Centres

The overarching policy framework for retail development within the County is established nationally by the 'Retail Planning Guidelines for Planning Authorities' (2012), the 'Retail Strategy for the Greater Dublin Area 2008-2016', and the relevant elements of the current CDP. The LAP must be consistent with these higher-tier planning policy frameworks.

#### 6.2.1. Retail Planning Guidelines for Planning Authorities (2012)

The national Retail Planning Guidelines seek to ensure that the planning system supports competitiveness and choice in the retail sector commensurate with promoting the vitality and viability of city and town centres. The Guidelines - and the best practice 'Retail Design Manual' that accompanies them - advocate that retail development should also positively contribute to a higher standard of urban design and the greater use of public transport.

#### 6.2.2. Retail Strategy for the Greater Dublin Area 2008-2016

At the heart of the 'Retail Strategy for the Greater Dublin Area' is a hierarchy of retail locations that form the basis for determining the quantum and location of new retail development. The retail hierarchy comprises 5 Levels of which Levels 1-3 (Metropolitan Centre, Major Town Centres and District Centres) are specifically identified. Level 4 and 5 Centres, such as those within the Plan area, are not specifically identified in the Retail Strategy but rather through the CDP process.

The 'Draft Regional Spatial & Economic Strategy' (RSES) for the Eastern and Midland Region acknowledges that the 'Retail Strategy for the Greater Dublin Area', which was prepared in a different economic climate, is now out-dated and in need of replacement. It is intended that an updated Retail Strategy / Strategies for the

Region will be prepared in accordance with both the national Retail Planning Guidelines and any retail related outputs or imperatives arising from the RSES process.

### 6.2.3. County Development Plan - Retail Hierarchy and Retail Policies

The CDP 2016-2022 sets out a Retail Hierarchy for the County (see Table 6.1 below). At the top level of the hierarchy are the two Major Town Centres of Dún Laoghaire and Dundrum while the second tier in the hierarchy includes five District Centres. The Major Town Centres and District Centres are transposed from the 'Retail Strategy for the Greater Dublin Area' with the nearest District Centres to the Plan Area at Cornelscourt and Cherrywood. The remainder of retail centres are identified in the hierarchy as either established/new Neighbourhood Centres or Key Development Areas.

Dún Laoghaire-Rathdown Retail Hierarchy	
Major Town Centre	Dún Laoghaire & Dundrum
District Centre	Blackrock, Stillorgan, Nutgrove, Cornelscourt & Cherrywood
Established Neighbourhood Centres	Various e.g. Ballybrack, Ballinteer, Sandyford
New Neighbourhood Centres	Various e.g. Stepside, Ticknock, Carrickmines
Key Development Areas	Various e.g. Woodbrook/Shanganagh, Kiltiernan/Glenamuck, Cherrywood, Old Conna

Table 6.1 - CDP 2016-2022 - Retail Hierarchy

There are two "Established Neighbourhood Centres" within the BELAP area at Stepside Village and Leopardstown Valley, and a designated "New Neighbourhood Centre" proposed at Carrickmines. The CDP broadly reflects the definition of Neighbourhood Centres as set out in the 'Retail Strategy for the Greater Dublin Area' that seeks to define the types of services expected at this level in the Retail Hierarchy:

*Neighbourhood Centres - These centres usually contain one supermarket ranging in size from 1,000-2,500 sq.m. 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.*

The overall strategy for "Established Neighbourhood Centres", as set out in the CDP is to:

*Promote mixed-use potential of neighbourhood centres as appropriate, subject to protection of local amenities. Limited incremental growth in retail floorspace in response to population levels.*

While Carrickmines, in contrast, is zoned Objective 'E' – "To provide for economic development and employment", the north-east quadrant of the site contains a Specific Local Objective (131) to provide for the development of a Neighbourhood Centre. Specific Local Objective 131 states:

*SLO 131 - To provide for the development of a Neighbourhood Centre in the north-east 'quadrant' of the Park, Carrickmines, with a net retail floorspace cap of 6000 sq.m. and a leisure facility, which will help meet the existing and future retail and leisure needs of the growth areas of Carrickmines, Stepside-Ballyogan and Kiltiernan-Glenamuck.*

The overall strategy for "New Neighbourhood Centres", as set out in the CDP is to:

*Promote mixed-use potential of new and refurbished centres to provide for local need. Expansion in line with planned population growth.*

The other CDP policy of particular relevance in the context of any future retail development within the BELAP area is RET10 which advocates a cautionary approach aimed at controlling and limiting additional retail warehousing/retail park development across the County.

It should be noted that the Cherrywood SDZ proposes a new Neighbourhood Centre at Priorsland, to the immediate east of the Carrickmines and Ballyogan Quarters.

## 6.3. LAP Policies - Retail and Neighbourhood Centres

The following Section provides an overview of each of the three designated Neighbourhood Centres within the Plan area and sets out policy objectives to assist and guide their future development.

### 6.3.1. Stepside Village

Stepside Village is the oldest Neighbourhood Centre in the BELAP area having originated in the mid-18th Century serving passing trade at the important junction of the Enniskerry Road, Kilgobbin Road and Stepside Hill. The Village retains its historical form with its retail core centred at the crossroads and its built footprint remaining relatively compact.



Figure 6.3 – Stepside Village

The Village has a range of uses reflecting economic vitality over the course of the day and night including retail, restaurants and a public house. The mix of uses at the Village provides an important retail, social and community function at the local level, in the context of both the existing and future residential population in this area. The Village is generally aesthetically pleasing, and the public realm includes busy and well-maintained shop frontages that enliven the streetscape. The Village feels vibrant and well used and there is a sense of street life with people about during the day and evening. Additional high-quality design and sympathetic shop fronts and facades have the potential to further enhance the public spaces and village feel.

While good design quality is apparent in Stepside, environmental conditions could be better. Vehicles can travel at speed through the Village on this Regional Road, and tend to dominate the crossings and main junction. The Village is a busy commuter route and it is considered that new public realm measures and interventions could be explored to better balance the objectives of 'movement' and 'place' that achieves safety for all users and mitigates high noise levels.

**Policy BELAP RET1 – Use Mix:** To encourage a broad mix of day and evening uses within Stepside Village, that contribute to the creation of a sustainable and vibrant Neighbourhood Centre that is the focus for retail, social and community interaction. New development shall be required to demonstrate how it complements or enhances the existing mix of uses.

**Policy BELAP RET2 – Public Realm:** To explore potential public realm measures that could better balance the objectives of ‘movement’ and ‘place’ that achieves safety for all users.

**Policy BELAP RET3 – Design and Shop Fronts:** To require a high quality of design and finish for new shop fronts and signage that enhances the local streetscape and public realm.

**Policy BELAP RET4 – Retail Design Manual:** To require that all new retail development is designed in accordance with the best practice principles set out in the ‘Retail Design Manual’ - companion document to the Retail Planning Guidelines 2012.

**Policy BELAP RET5 – Residential Uses:** To encourage residential use above ground floor level within this Neighbourhood Centre to maintain and improve the area’s vibrancy and vitality, providing that the Neighbourhood Centre’s prime land use objectives are complemented and not undermined.

*See Figure 11.1 for the location of these policies within the BELAP area.*

### 6.3.2. Leopardstown Valley

The Neighbourhood Centre at Leopardstown Valley has developed in a piecemeal manner over time and comprises two adjacent, yet distinct, commercial centres. The partly two-storey Leopardstown Valley Neighbourhood Centre has been in situ for approximately 25 years, while the more significant Leopardstown Shopping Centre commenced trading in 2006. The original Neighbourhood Centre comprises a number of small retail units, a public house and a medical centre while the Leopardstown Shopping Centre, located to the rear of the site, comprises a traditional shopping centre format with extensive surface car parking. The Shopping Centre is anchored by Dunnes Stores, which is the largest convenience offer in the BELAP area (c. 3,100 sq.m net sales area), and also includes a number of smaller retail units, a crèche, restaurant, HSE Primary Care Centre and a suite of own-door commercial office units.



**Figure 6.4 – Leopardstown Valley**

The planning permission granted for the Shopping Centre included a mix of uses, and while the commercial and office elements were built, additional office and leisure facilities were not completed. Planning permission was also granted for an aged care facility on part of the ‘NC’ zoned lands and this too remains undeveloped. Potential exists for the completion of the Neighbourhood Centre at Leopardstown Valley and

the delivery of a more coherent and integrated built environment and public realm. It is an objective of the Council to promote and encourage the completion and full build-out of the remaining elements of the Neighbourhood Centre lands. It will be a requirement that any future development of the lands continues to contribute to the mixed use nature of the Neighbourhood Centre, integrates with the established built environment, and delivers public realm enhancements including high quality hard and soft landscaping proposals.

Leopardstown Valley serves an important function in providing for the local day-to-day needs of surrounding residents and, in line with this role, the Council will continue to encourage a broad mix of uses that contribute to the creation of a sustainable and vibrant Neighbourhood Centre. In terms of additional retail provision, the quantum of existing convenience retail floorspace at Leopardstown Valley is considered broadly appropriate in the context of providing for its local catchment, and also in the context of its proximity to other established and designated retail centres. A cautionary approach will thus be taken to any significant increase in additional convenience retail floorspace at the Neighbourhood Centre. Potential does exist for an improved café / restaurant offer, particularly to broaden the mix of uses, increase dwell time, enliven the public realm and increase the sense of street life, and it is an objective of the Council to encourage and support the delivery of an improved café/restaurant offer where these improvements can be achieved.

While the Neighbourhood Centre provides easy and convenient vehicle access with extensive surface car parking, potential does exist to improve both internal and external pedestrian and cycle connections. In this regard any new development proposals will be required to make a positive contribution to the delivery of pedestrian and cyclist connectivity where possible. It is also considered that any new development should make a positive contribution to the public realm and incorporate high quality soft and hard landscaping proposals.

**Policy BELAP RET6 – Use Mix:** To encourage the continuation of a broad mix of day and evening uses at Leopardstown Valley that contribute to the creation of a sustainable and vibrant Neighbourhood Centre that is a focus for retail, social and community interaction. New development shall be required to demonstrate how it complements or enhances the existing mix of uses.

**Policy BELAP RET7 – Undeveloped Lands:** To support and encourage the completion and full build-out of the remaining undeveloped lands at Leopardstown Valley. Future development proposals will be required to deliver public realm enhancements including coherent visual and physical integration with adjoining uses, a positive contribution to pedestrian and cyclist connectivity, and the incorporation of high quality hard and soft landscaping proposals.

**Policy BELAP RET8 – Convenience Floorspace:** To take a cautionary position in relation to the consideration of additional convenience retail floorspace at Leopardstown Valley. Incremental growth of retail floorspace may be considered in line with population levels, and with reference to the growth of retail in other Neighbourhood Centres in the vicinity.

**Policy BELAP RET9 – Restaurants and Cafes:** To encourage and facilitate the development of sit-in café/restaurant dining opportunities at Leopardstown Valley, particularly where it adds to the mix of uses, increases dwell time and enlivens and makes a positive contribution to the public realm.

**Policy BELAP RET10 – Connection and Cohesion:** Any redevelopment of the Leopardstown Valley Neighbourhood Centre shall improve connectivity between the two phases (old and new / south and north) of retail development in order to create a more unified and cohesive Neighbourhood Centre.

**Policy BELAP RET11 – Retail Design Manual:** To require that all new retail development is designed in accordance with the best practice principles set out in the ‘Retail Design Manual’ – companion document to the Retail Planning Guidelines 2012.

**Policy BELAP RET12 – Residential Uses:** To encourage an amount of residential use above ground floor level within this Neighbourhood Centre to maintain and improve the area’s vibrancy and vitality, providing that the Neighbourhood Centre’s prime land use objectives are complemented and not undermined.

*See Figure 11.1 for the location of these policies within the BELAP area.*

### 6.3.3. The Park at Carrickmines

The Park at Carrickmines is the most significant centre within the BELAP area and is distinct from Stepside Village and Leopardstown Valley in that it serves a much wider catchment with a significantly greater geographical trade draw. This is due in part to the profile of retail uses, and in particular its retail warehousing component, which, by its nature, has a significantly larger catchment.



Figure 6.5 – The Park Carrickmines

The Retail Park as planned consists of four quadrants, split by internal north-south and east-west distributor roads. The retail element of the scheme comprises of units in the north-west and south-west quadrants, both of which are fully developed and grouped around both surface level and underground car parking. The southeast quadrant at The Park comprises primarily of offices but also contains a small element of retail including an off-license which comprises the only 'convenience' retail floorspace at The Park. The north-east quadrant of the Park is primarily undeveloped and it is an objective of the Council to support and facilitate the development of a Neighbourhood Centre at this site. It is intended that the Neighbourhood Centre at these lands will serve the needs of both the existing and future populations in the local growth areas of Carrickmines, Stepside-Ballyogan and Kiltiernan-Glenamuck. In accordance with SLO 131 of the CDP, a net retail floorspace cap of 6,000sq.m will apply. Proposals for leisure facilities will provide for local need in accordance with its role as a Neighbourhood Centre.

The Park at Carrickmines comprises one of the largest concentrations of retail warehousing in the County. In terms of any additional retail warehousing, Policy RET10 of the CDP provides that any new retail warehousing floorspace will be strictly controlled and limited. In advance of a new Retail Strategy for the Greater Dublin Area, the BELAP will take a cautionary approach and seek to limit additional new retail warehousing/retail park floorspace at both the Park, Carrickmines and adjoining 'E' zoned lands to the south, and the primary objective of these lands will be the encouragement of enterprise and creation of employment.

**Policy BELAP RET13 – Neighbourhood Centre:** To provide for the development of a Neighbourhood Centre in the north-east quadrant of the Park, Carrickmines, with a net retail floorspace cap of 6000 sq.m. and a local level leisure facility, which will help meet the existing and future retail and leisure needs of the growth areas of Carrickmines, Stepside-Ballyogan and Kiltiernan-Glenamuck.

**Policy BELAP RET14 – Retail Warehousing:** To take a cautionary approach and limit additional new retail warehousing/retail park floorspace at the Park Carrickmines in advance of a new Retail Strategy for the Greater Dublin Area.

**Policy BELAP RET15 – Retail Design Manual:** To require that all new retail development is designed in accordance with the best practice principles set out in the 'Retail Design Manual' – companion document to the Retail Planning Guidelines 2012.

**Policy BELAP RET16 – Residential Uses:** To encourage residential use above ground floor level within this Neighbourhood Centre to maintain and improve the area's vibrancy and vitality, providing that the Neighbourhood Centre's prime land use objectives are complemented and not undermined.

See Figure 11.1 for the location of these policies within the BELAP area.

### 6.4. Background and Issues - Employment

The scale and variety of employment uses within the BELAP area continues to transition from what was historically agricultural and low intensity employment to a much broader employment offer today, including high intensity employment. The range of office, industrial, and employment related uses across the BELAP area and immediate surrounds is quite diverse and largely dispersed. There are, however, three discernible employment clusters within the BELAP area at The Park Carrickmines, Ballyogan South, and Leopardstown Valley. Detailed policies in respect of each of these employment clusters are set out in Section 6.6 below. The Sandymount Business District and the evolving new town of Cherrywood have been identified as key employment nodes in the Greater Dublin Area and are located in close proximity to the BELAP area, and indeed are well connected to the BELAP area, with direct LUAS services. These areas will continue to play an important role in terms of employment provision for residents of the BELAP area.



Figure 6.6 - Offices at The Park Carrickmines



Figure 6.7 – Units at Ballyogan South



Figure 6.8 - Offices at Leopardstown Valley

#### 6.4.1. Existing Employment Patterns for Residents of the BELAP Area

The POWSCAR dataset, which derives from the CSO 5-yearly Census, provides information about patterns of work commuting between specific locations. As shown in Figure 6.9, the two largest places of work for people living in the BELAP area are Dublin South City and the Sandyford Business District, with other significant numbers of people working at centres throughout DLR and within the BELAP boundary itself. There are notably few commuting journeys to locations along the M50.

Notwithstanding the short distance to the Sandyford employment area, a very large proportion of these commuting trips are made by car; nearly 80% if driver, passenger, and van options are combined. From the centre of the BELAP lands to the centre of the Sandyford Business District is around 3km - a 37 minute walk time. At the closest point, Glencairn North is just 700m - an 8 minute walk time - from Central Park. The proportion of commuters driving between these two locations is notably high, and raises a number of questions about the quality of the pedestrian/cycle environment, the attractiveness of public transport alternatives, the road network in the area, and the availability of car parking at employment destinations. In this regard, it is an objective of the BELAP to seek improved connectivity between the BELAP area and key employment destinations, particularly in relation to the established Sandyford Business District and the nascent and evolving employment nodes being delivered in the new town of Cherrywood immediately to the east of the Plan area.

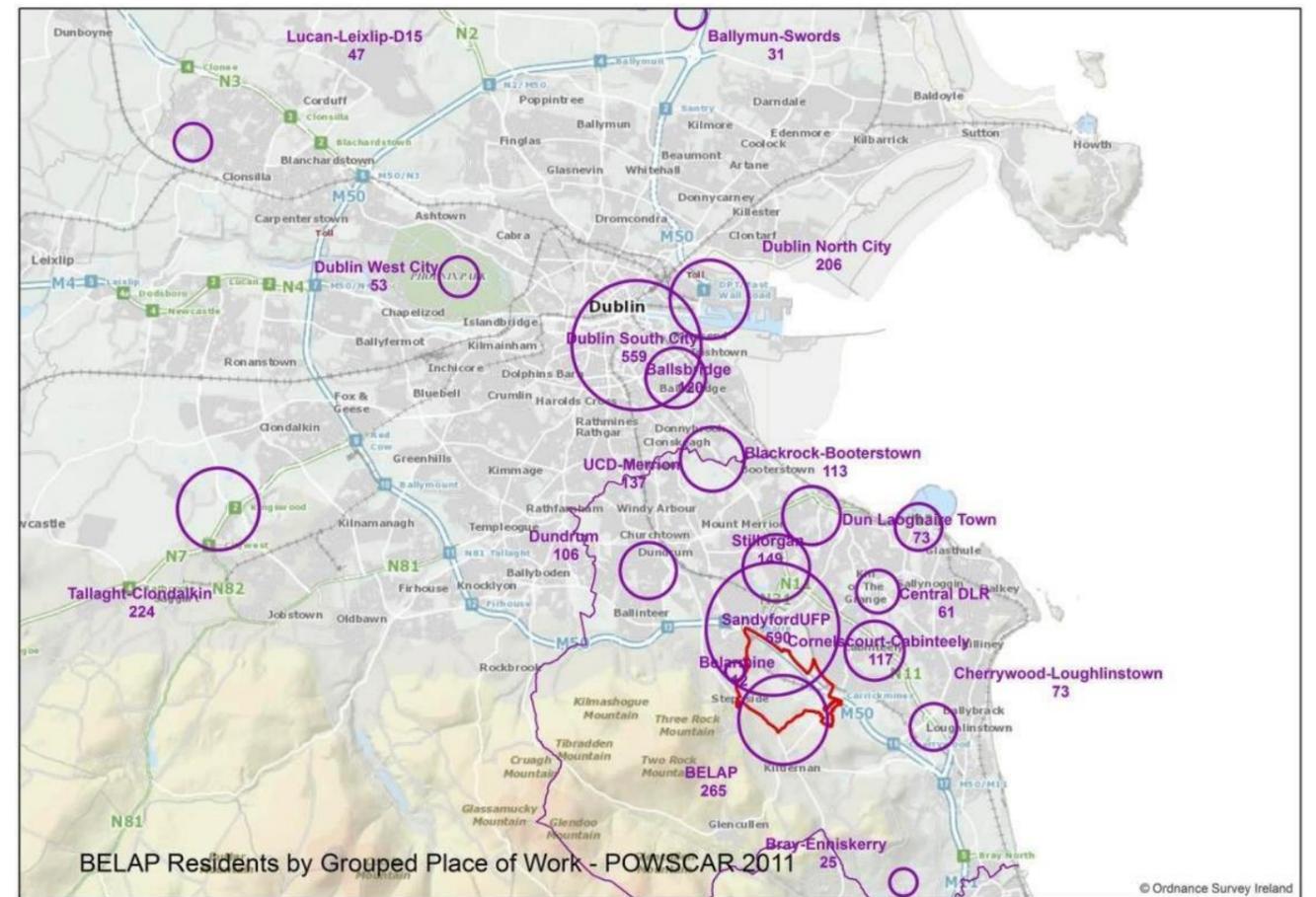


Figure 6.9 - BELAP Residents Grouped by Place of Work – POWSCAR 2011

## 6.5. Existing Policy - Employment

The CDP 2016 sets out the enterprise and employment strategy for the County. As shown in Figure 6.10, there is a significant quantum of lands zoned 'E' within the BELAP area, the Objective of which is "To provide for economic development and employment". In terms of lands zoned for employment use Policy E1 of the CDP provides that:

*Policy E1: It is Council policy to ensure that sufficient serviced lands continue to be available for employment generation.*

The Objective 'E' zoned lands at Carrickmines are identified as forming part of the "Enterprise and Employment" zoned lands that are available to facilitate continued economic development and employment growth in the County over the period of the CDP. In terms of office development, Policy E11 states:

*Policy E11: It is Council policy to facilitate significant 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.*

In terms of residential development in lands zoned for employment use, Policy E8 of the CDP provides that:

*It is Council policy to achieve a satisfactory balance with regard to the residential component of development on lands zoned Objective 'E' to ensure that such lands remain available to facilitate their primary objective for the lands which is the encouragement of enterprise and the creation of employment...* (Emphasis Added)

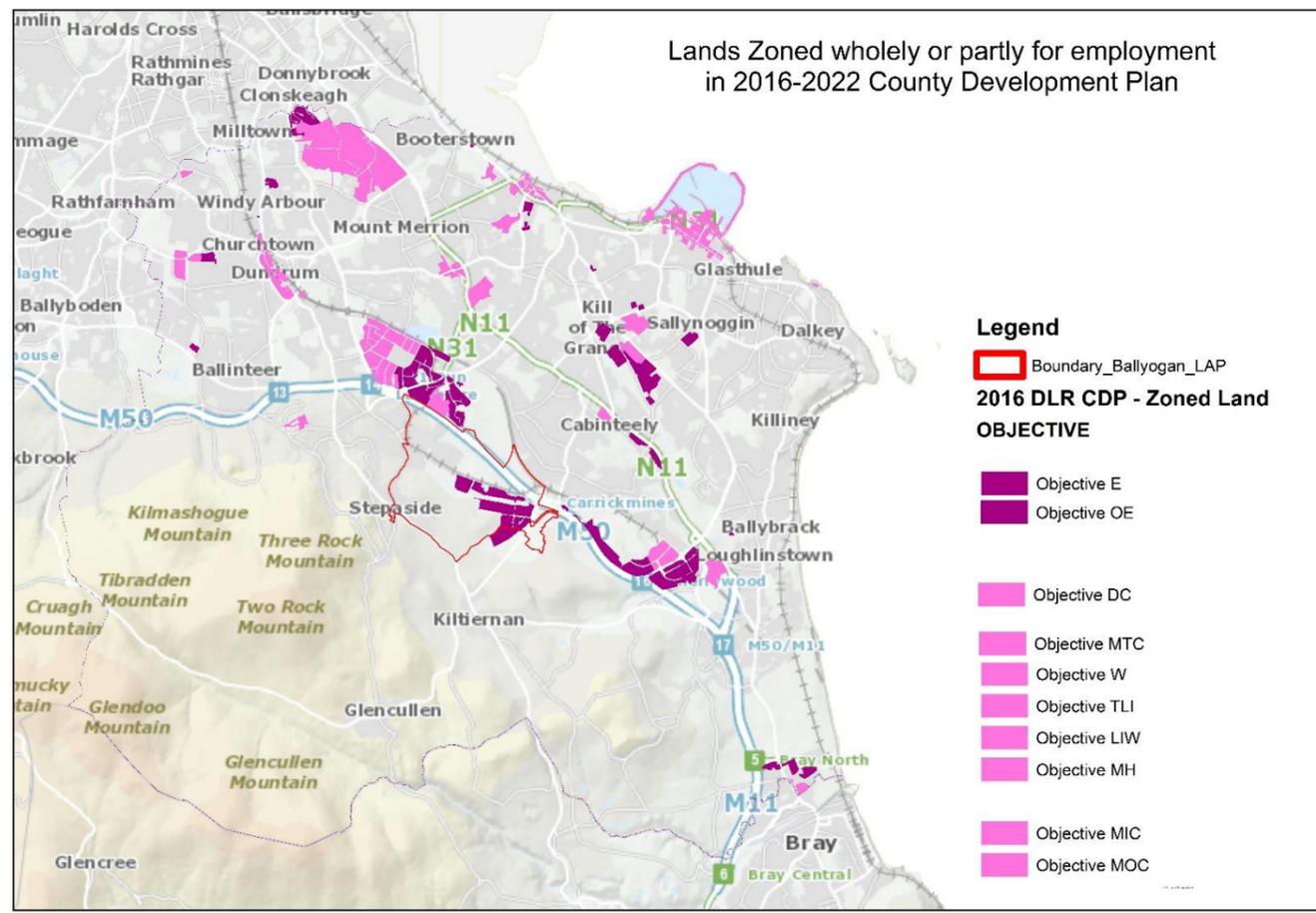


Figure 6.10 - Lands Zoned wholly or partly for Employment Use in the CDP 2016-2022

## 6.6. LAP Policies - Employment

The following Section provides an overview of each of the three employment clusters within the Plan area and sets out policy objectives with regards to their future development.

### 6.6.1. The Park at Carrickmines

The Park at Carrickmines is the primary location within the BELAP area for large scale high quality office accommodation. The Park currently comprises three modern office blocks in the southeast quadrant, namely the Hyde Building, the Herbert Building and the Hampstead Building, and also above ground floor office accommodation at the Iveagh Building in the northwest quadrant. Additional undeveloped lands zoned for employment use exist at both the southeast and northeast quadrants at The Park.

As set out in the CDP there is a limited quantum of undeveloped employment zoned lands available within the County. In this regard, 'E' zoned lands both at The Park and immediately proximate to the south, are considered suitable for significant additional office development to facilitate continued economic development and employment growth. Carrickmines is considered a key employment centre for high intensity employment and the BELAP will seek to enhance and strengthen The Park's function as an important employment node. It is an objective of the Council that future proposals at The Park will be strictly controlled with the aim of delivering high intensity employment uses, save for the delivery of a Neighbourhood Centre at the northeast quadrant, and a cautionary approach will be taken towards any supplementary uses. Proposals for residential development at the north-east quadrant at The Park will be considered in accordance with Policy E8 of the CDP.

Connectivity between The Park and surrounding areas such as Kiltiernan/Glenamuck and Ballyogan, particularly for sustainable modes of transport, will be key to facilitating further employment in this area (see Chapter 4 for more on this topic).

### 6.6.2. Ballyogan South

Ballyogan South is characterised by a range of municipal and utilities employers such as An Post, ESB Networks, and DLR County Council. There is also a range of small businesses in former residential plots/properties, as well as the Ballyogan Business Park which accommodates a range of manufacturing, light industrial, and warehousing uses. The Business Park was originally designed for large-floorplate lower rent uses, but now accommodates a broad spectrum of tenants and unit sizes.

The clustering of employment related uses at Ballyogan South has developed in a piecemeal manner over time in the absence of a coherent vision for the overall development of these employment lands. Nevertheless, the Council recognises the important function that the current cluster of municipal, communication, light industrial, and utility uses serve for both the local and wider catchment, and the fact that these uses are broadly 'good neighbours' to one another in terms of the impacts from their activities. The council will support their on-going role in this regard.

Given the nature of employment uses in situ, many of which are not compatible with being proximate to residential uses, a cautionary approach will be taken to additional residential development in this area.

Any future proposals to intensify employment at the Carrickmines Substation site through the rationalisation of the over ground electricity transmission plant will be supported.

### 6.6.3. Leopardstown Valley

The Leopardstown Valley Neighbourhood Centre incorporates a 2-storey block of 'own door' offices that provide comparatively smaller employment floor plates suitable for small-to-medium sized enterprises. The Council recognises the important role of small-to-medium sized enterprises at this location, both in the context of local job provision and also the creation of sustainable communities. As such, the Council will support any potential future proposals for the provision of additional office accommodation, suitable for small-to-medium sized enterprises, at the Leopardstown Valley Neighbourhood Centre, and indeed in the Stepaside Neighbourhood Centre.

**Policy BELAP EMP1 – Connectivity:** To seek improved connectivity between the residential neighbourhoods of the BELAP area and key employment destinations, such as the established Sandyford Business District, the nascent new town of Cherrywood immediately to the south-east of the Plan Area, and the employment locations within the BELAP area.

**Policy BELAP EMP2 – Non-Employment Uses:** To ensure that any new uses on lands zoned 'E' within the BELAP area – aside from the lands subject to CDP SLO 131 (Neighbourhood Centre) at the Park Carrickmines - shall be restricted to uses deemed 'Permitted in Principle' for this zoning objective. (See Figure 11.1)

**Policy BELAP EMP3 – The Park Carrickmines:** To encourage and facilitate proposals for high intensity employment at The Park, Carrickmines. Proposals for development at The Park will be managed with the aim of delivering high intensity employment uses, save for the delivery of a Neighbourhood Centre at the northeast quadrant, and a cautionary approach will be taken towards any supplementary uses. (See Figure 11.1)

**Policy BELAP EMP4 – Ballyogan South:** To support the existing cluster of municipal, communication, light industrial and utility uses at Ballyogan South and to encourage comparable uses within this area. (See Figure 11.1)

**Policy BELAP EMP5 – Leopardstown Valley and Stepside:** To support small scale office and employment development suitable for small-to-medium sized enterprises within the Leopardstown Valley and Stepside Neighbourhood Centres, particularly at above ground floor level. (See Figure 11.1)

**Policy BELAP EMP6 – Design:** To ensure that all development of new and existing employment areas should have a strong focus on design, both in terms of the buildings themselves and also the public realm surrounding the buildings.

## 7. Built Heritage and Archaeology

The BELAP area is notably rich in historic and archaeological remains, both above and below ground, stemming in a large part from its location at the edge of 'The Pale' in the late Middle Ages. The alignment of parts of the former 'Pale Ditch' and associated fortifications and other elements traverse the BELAP area.

In terms of built heritage, there are some isolated examples of high architectural quality, but no character areas or 'set pieces' that would require specific protection as might be found elsewhere in the County. Similarly, there are no significant areas of urban public space or publically accessible open spaces of heritage value.

The broad thrust of this LAP will be to afford due protection to the historic and archaeological heritage of the area while providing a policy platform to support the complementary development of quality built heritage and public realm.

### 7.1. Background and Issues

#### 7.1.1. Built Heritage

**Layout** - The BELAP area accommodates a wide range of suburban typologies such as the urban Village of Stepside, the mid-20<sup>th</sup> Century private and public housing developments of Kilgobbin Heights and St. Patrick's Park, the late-20<sup>th</sup> Century private and public housing developments of Glencairn/the Gallops and Ballyogan, the 21<sup>st</sup> Century apartment developments at Mimosa, Levmoos, Castle Court, Elmfield, and Old Glenamuck Road, and the almost rural character of parts of Kilgobbin Road.

**Building Stock** - Turning to the buildings themselves, aside from a few examples predating the middle of the 20<sup>th</sup> Century, most buildings in the Plan area are semi-detached houses and apartment blocks from the decades either side of the turn of the 21<sup>st</sup> Century. The retail and office buildings of Leopardstown Valley and The Park, Carrickmines have their own character. Stepside Village retains a more low-scale village feel. Two public buildings that could be considered of contemporary quality are the Samuel Beckett Civic Campus and the DLR Ballyogan Depot.



Figure 7.1 – Luas as viewed through the ruin of Murphystown Castle

#### 7.1.2. Archaeology

South East County Dublin is extremely rich in evidence of Ireland's earliest inhabitants with numerous fine examples of Neolithic structures in the general area. Quite a large amount of material dating from the Bronze Age has appeared both within and adjacent to the BELAP area strongly suggesting a significant Bronze Age presence.

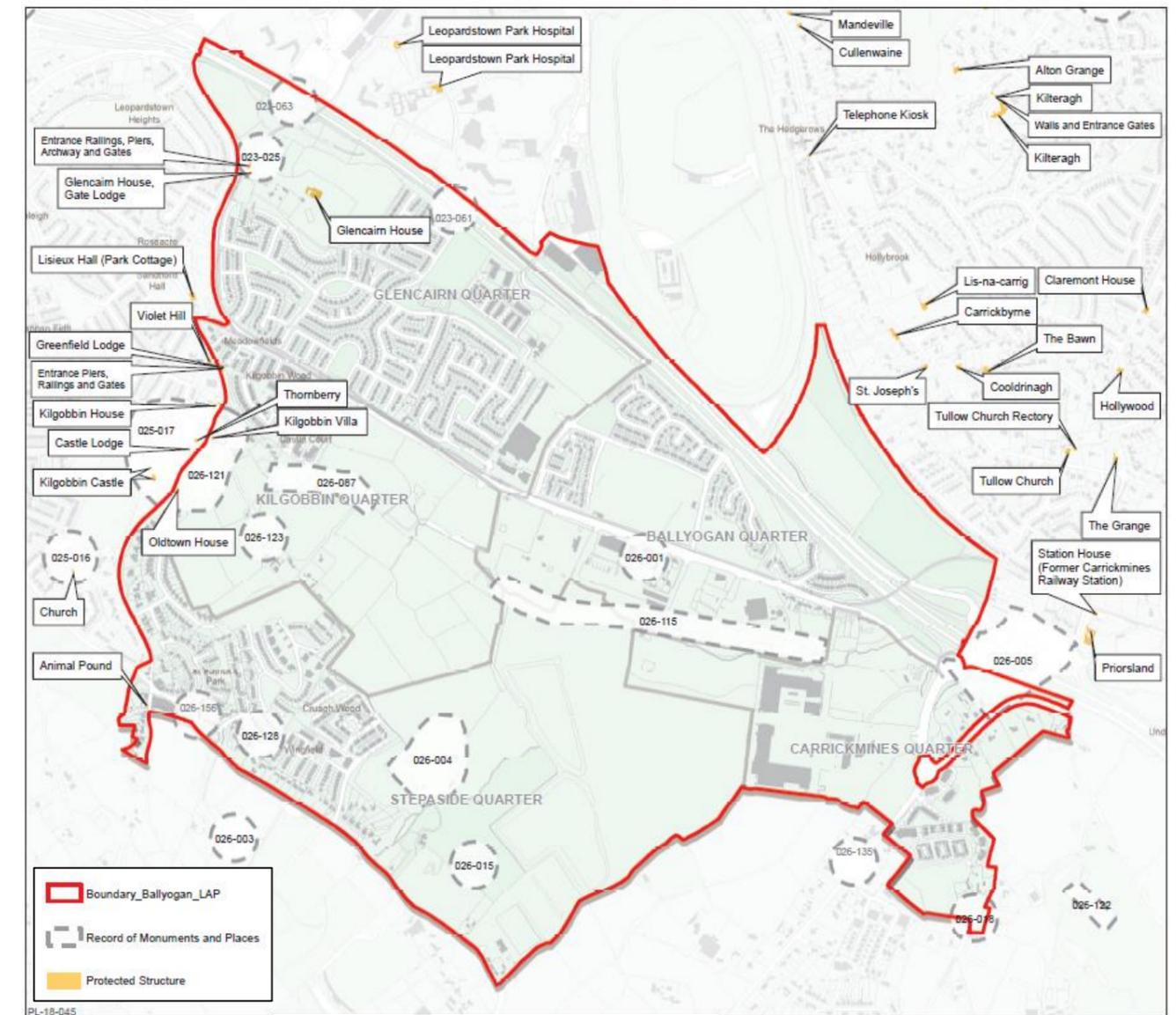


Figure 7.2– Record of Monuments and Places and Record of Protected Structures in the BELAP Area

Objects from the early ages of Christianity have been discovered at the early church sites at both Kilgobbin and Jamestown. While the church site at Jamestown has not survived, its cross along with the well and burial ground is located in the middle of Stepside Golf Course (Record of Monuments and Places / RMP No 026-004). The church of Kilgobbin, just outside the BELAP boundary was built in 1707 on an ancient pre-Norman site where once a wooden church would have stood. Beside the church stands the 10<sup>th</sup> Century Kilgobbin High Cross which was unearthed in 1800. In more recent times, large quantities of pottery called 'Belarmine' were discovered nearby, indicating the wealth and importance of the community living here at the time.

## 7.2. Existing Policy on Built Heritage, Public Realm, and Archaeology

The Record of Monuments and Places and the Record of Protected Structures are two of the primary designation mechanisms for protecting our built heritage assets. Figure 7.2 illustrates the location of these designations within the BELAP area and immediate environs

### 7.2.1. County Development Plan – Record of Monuments and Places

The most significant evidence of the Medieval period in the area can be found at the remains of Kilgobbin Castle (RMP No. 025-017001), Murphystown Castle (RMP No. 023-025), and at the former site of Carrickmines Castle (RMP No. 026-005001) which is just outside the BELAP lands. While little is known about Murphystown Castle, both Kilgobbin Castle and Carrickmines Castle formed part of the Pale defences, a series of strategic fortifications intended to form the boundary of the area around Dublin under the control of the Crown. The Pale boundary was defined by these strategic fortifications and also by stretches of palisaded earthen ramparts and ditches known as the 'Pale Ditch'. Surviving sections of the 'Pale Ditch' (RMP Nos. 026-115 & 026-087) run parallel to Ballyogan Road and it is believed that it was dug by the Walsh family to connect their castles at Kilgobbin and Carrickmines, which were some three kilometres apart. It is believed that the Pale Ditch was not constructed as a continuous structure, but rather as a 'line on the map' that was implemented sporadically by individual landowners.

RMP No.	Classification	Neighbourhood
023-063	Pit-Burial	Glencairn North
023-025	Castle - Tower House	Glencairn North
023-061	Fulacht Fia	Glencairn South
026-121	Linear Earthwork (026-121002)	Kilgobbin West
025-017	Tower House (025-017001), Inn (025-017002), Cist (025-017003)	Kilgobbin West & Kilgobbin South
026-087	Linear Earthworks	Kilgobbin North, South & East
026-123	Urn Burial	Kilgobbin South
026-001	Enclosure	Ballyogan South
026-115	Linear Earthwork	Ballyogan South and Jamestown
026-005	Castle (026-005001), Bawn (026-005002), Fortification (026-005003), Mill Unclassified (026-005004), Castle (026-005005), Rock Art (026-145)	Old Glenamuck Road (partial)
026-018	Cross	Old Glenamuck Road
026-004	Church site (026-004001), Graveyard (026-004002) Holy Well-Ritual Site (026-004003), Cross (026-004004)	Jamestown
026-015	Cist	Jamestown
026-128	Enclosure	Stepaside East
026-156	Habitation site	Stepaside Central & East

Table 7.1 – Record of Monuments and Places in the BELAP Area

### 7.2.2. County Development Plan – Record of Protected Structures

There are five Protected Structures located within the BELAP area. Each of these is located within the western part of the Plan area near the Kilgobbin Road re-affirming the historical significance and settlement pattern in this locale. It should be noted that the national building survey being undertaken for the National Inventory of Architectural Heritage (NIAH) has yet to be completed for the DLR area. The purpose of the NIAH is to identify, record, and evaluate the post-1700 architectural heritage of Ireland uniformly and consistently as an aid in the protection and conservation of the built heritage. In this regard it is Council Policy (Policy AR4) to review and update the Record of Protected Structures (RPS) on foot of any Ministerial recommendations following the completion of the NIAH for the County.



Figure 7.3 – Oldtown House in Kilgobbin West

RPS No.	Protected Structure	Description	Neighbourhood
1643	Glencairn House	House, Gate Lodge, Outbuildings and Conservatory (Note: Entrance Railings, Piers, Archway and Gates also Protected Structures)	Glencairn North
1676	Greenfield Lodge	Gate Lodge (Note: Entrance Piers, Railings and Gates also Protected Structures)	Kilgobbin North
1688	Kilgobbin Villa	House	Kilgobbin West
1700	Oldtown House	House	Kilgobbin West
1756	Animal Pound	Animal Pound	Stepaside Central

Table 7.2 – Record of Protected Structures in the BELAP Area

### 7.2.3. Ministerial Guidelines

**Sustainable Residential Development in Urban Areas** (DoEHLG, 2009) – This document gives guidance on urban design, built form, and public realm. Of particular relevance is the accompanying non-statutory 'Urban Design Manual – A Best Practice Guide'.

**Architectural Heritage Protection Guidelines** (DoAHG, 2011) – This document gives guidance on all aspects of the preservation of built heritage, particularly Protected Structures.

## 7.3. LAP Policies

### 7.3.1. Built Heritage

**Policy BELAP BH1 – Urban Design:** To promote high quality urban design with particular reference to the '12 Criteria' outlined in the 'Urban Design Manual - A Best Practice Guide' (2009).

**Policy BELAP BH2 – Protected Structures:** To ensure that new development respects the significance of the Protected Structures within the BELAP area and responds to their historic spatial context and landscape setting and the opportunity presented by these buildings to create a unique feature and setting that enhance the sense of place for new communities.

### 7.3.2. Archaeology

**Policy BELAP A1 – Archaeological Assessment:** To require Archaeological Impact Assessments, including an archaeological geophysical survey, with any Planning application for future redevelopment within lands containing, or adjoining, sites of archaeological interest, including recorded monuments.

**Policy BELAP A2 – Archaeological Features:** To incorporate historic features and archaeological remains into the design and layout of new development areas so as to link new development with its historical context and enhance the sense of unique identity. (See Figure 11.1)

## 8. Community Facilities

Local community facilities which cater for social and community needs are an essential component in designing for sustainable communities. Social and community infrastructure incorporates a wide range of uses and services including community centres, schools, childcare facilities, health centres, elder care facilities, libraries, community playgrounds and other facilities. These provide a communal resource through which the residents of an area can gain information, education, medical or welfare assistance and social contact. Other services such as post offices, banks and local shops are also considered important local facilities and amenities that contribute to the effective functioning of communities.

Local Area Plans, as outlined in the 'Local Area Plan Guidelines for Planning Authorities' (DECLG, 2013), are well placed to support the delivery of social and community infrastructure provision by containing policies, objectives and measures which implement and co-ordinate the plans and programmes of the Department of Education and Skills, the Department of Arts, Heritage and the Gaeltacht, and other service providers.

### 8.1. Background and Issues

As the BELAP area has grown over the last eighteen years, residential development has largely led the way, followed by retail, with community facilities and education provision having lagged somewhat behind. This deficit has, however, begun to be addressed in the past five years or so, with the provision of new schools and the completion of Phase 1 of the Samuel Beckett Civic Campus.

An audit of the existing community facilities in the Plan area and wider catchment was carried out during the Plan-making process. In addition to the BELAP area itself, cognisance was also taken of the immediate areas of influence i.e. Stepaside, Belarmine, Kiltiernan/Glenamuck.

#### 8.1.1. Samuel Beckett Civic Campus



Figure 8.1 – Samuel Beckett Civic Campus

At the heart of the BELAP area is the award-winning Samuel Beckett Civic Campus (Phase 1), which officially opened its doors in June 2016. This large-scale, multi-purpose facility plays a vital role in the local community and is a hub of activity. The main two-storey building fronts onto Ballyogan Road and has become a local landmark in the area. The facility comprises of meeting rooms, a community childcare facility, a leisure centre including gymnasium, dance and fitness studios and three all-weather astro sports

pitches. The Ballyogan Family Resource Centre and Ballyogan Community Childcare Service are both located on campus. The outdoor facilities also include three grass sports pitches, a children's playground and a skate park.

Work is due to commence in 2019 on Phase 2 of the Samuel Beckett Civic Campus, which will consist of a new sports building with swimming pool, an outdoor events area within the re-landscaped civic space, a park connecting the playing pitches with viewing benches and spectator areas, a change of use of the current sports and community building to a library and community building, and the provision a two-storey car park. It is anticipated that Phase 2 will be completed 2021.

#### 8.1.2. Community Facilities

Immediately to the north of the Samuel Beckett Civic Campus is The White House, home to the Ballyogan Youth Project, which provides drop-in services, educational and issue-based programmes and outings and activities for young people living in the area.

There is also a DLR-run community centre at Belarmine, to the west of the BELAP lands. This facility comprises of a large multi-purpose meeting space, smaller meeting room, a kitchen and a reception area. The Belarmine Community Centre provides a range of classes and activities for all age groups.

Stepaside Garda Station, at the junction of Enniskerry Road and Kilgobbin Road, closed in 2013 along with 139 stations nationwide, and has been disused since. There are no other Garda Stations in the BELAP area, the nearest being at Dundrum and Cabinteely. At the time of writing, the planning process for the refurbishment of this building had commenced, with an expected completion date of Q2 2019.

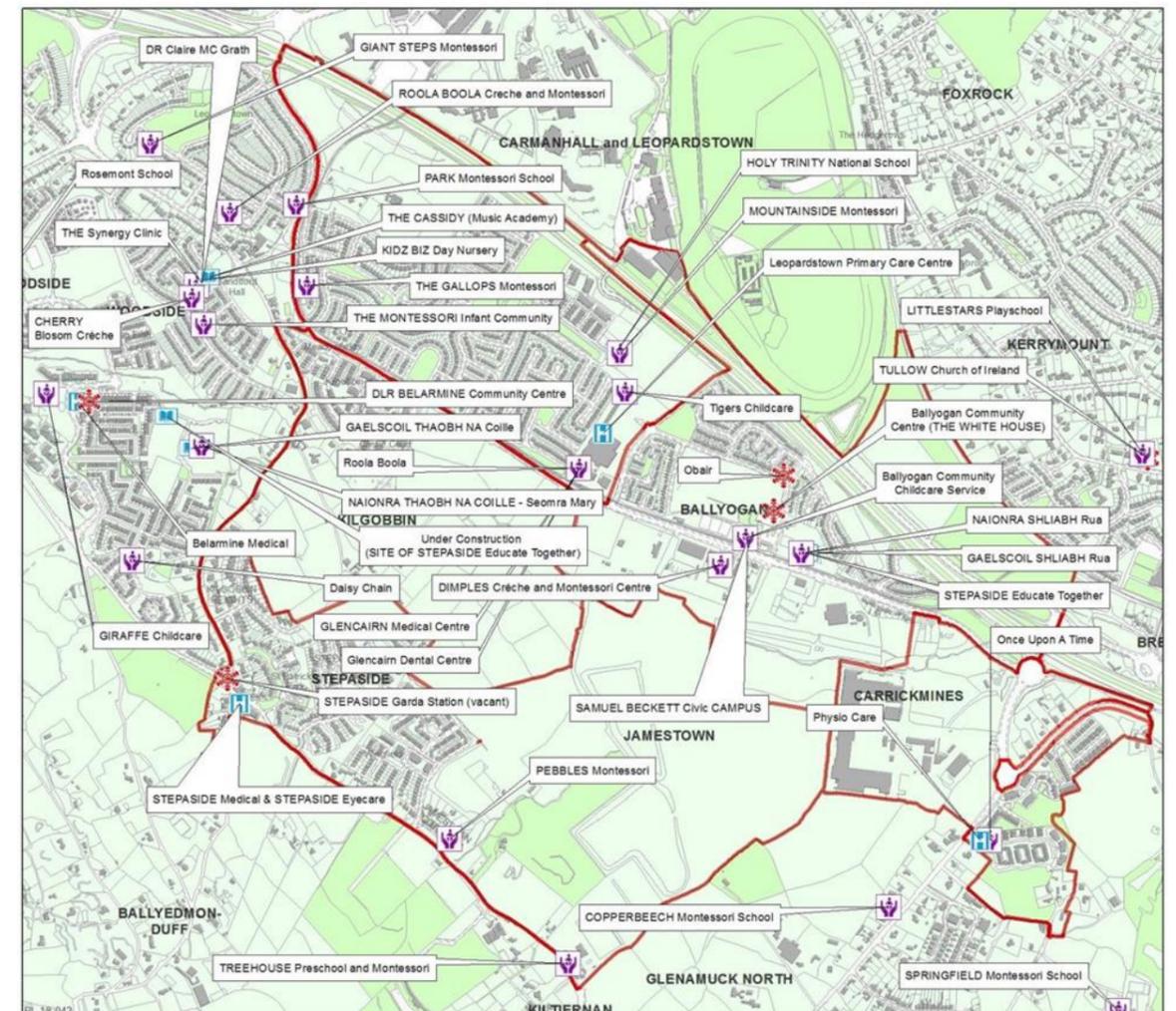


Figure 8.2 – Education and Community Uses in BELAP Lands and Immediate Surrounds

### 8.1.3. Schools

The educational requirements of school-goers in the BELAP area are serviced by the five primary schools and two post-primary schools located in the BELAP area and wider catchment. All of the five primary schools and one of the post-primary schools accommodate both boys and girls, while the Rosemont post-primary school on the Enniskerry Road is girls only. Two of the primary schools are Irish speaking – Gaelscoil Sliabh Rua and Gaelscoil Taobh na Coille – while at post-primary level there is currently no Irish-speaking provider. None of the schools are co-located. Planning permission was lodged in December 2018 for a new post-primary school in the Mimosa-Levmoss Neighbourhood adjacent to the Holy Trinity National School, which would cater for approximately one thousand students.



Figure 8.3 – Holy Trinity National School in Mimosa-Levmoss

### 8.1.4. Further & Higher Education

The Open College is located at the Leopardstown Valley Neighbourhood Centre and provides a range of Distance Learning and eLearning Courses. The completion of the Luas Cross City project in 2017 means that four of Dublin's major Third Level Institutions – UCD, Trinity College, DIT Grangegorman and DCU – are now all within walking distance of the Luas Green line, which traverses the BELAP area.

### 8.1.5. Childcare Facilities

The BELAP area is well served by a range of established childcare and pre-school facilities. The audit of community facilities identified ten childcare facilities within the BELAP area and immediate environs providing a range of services, including full-time, sessional and after-school. Four of the childcare providers are co-located with other community facilities including Ballyogan Community Childcare Service at the Samuel Beckett Civic Campus; Mountainside Montessori at Holy Trinity National School; Naíonra Shliabh Rua at Gaelscoil Shliabh Rua and Naíonra Thaobh na Choille at Gaelscoil Thaobh na Coille. It is noted that there is no childcare provision presently at The Park Carrickmines – the primary employment zone within the BELAP area.

### 8.1.6. Healthcare

There are a number of clinics and private practitioners throughout the Plan area. Leopardstown Primary Care Centre and Glencairn Medical/Dental Centre are both located in Leopardstown Valley. Belarmine Medical Centre is located outside the Plan area to the west. Stepside Medical Centre is located in Stepside Central.

### 8.1.7. Care of Older Persons

The BELAP area is notable in that the proportion of the population in the 0-20 and 30-50 year old bracket is significantly higher than County and State levels. This is offset by a dramatically lower proportion of the population above 55 years old. This very particular age profile can be explained by the rapid growth in population within the Glencullen Electoral District – which includes the BELAP area – where the population grew by 176% in ten years.

As more people live longer lives, they will want to stay healthy and independent and live in their own homes and communities for as long as possible. A challenge of this Plan is to provide for a more seamless and appropriate continuum of housing choices in the BELAP area with appropriate supports for older people and a built environment that is attractive, accessible and safe for all users.

At present, however, there are no nursing home facilities in the BELAP area. In close proximity to the Plan area is Glebe House Nursing Home in Kiltiernan and Foxrock Nursing Home in Cairn Hill, Foxrock. In 2016 permission was granted for a part four/part five storey Aged Care Facility with 224 no. bedrooms adjacent to Leopardstown Valley Shopping Centre in BELAP area. This permission has yet to be implemented on site. However, works have commenced on a new 144 no. bedroom nursing home facility near Foxrock Village in close proximity to the BELAP area.

### 8.1.8. Public Realm

Aside from a number of parks located within residential neighbourhoods throughout the BELAP area, there are few areas of quality public realm. This is noticeable in particular within the three Neighbourhood Centres. The open space around the Samuel Beckett Civic Campus offers a higher quality of public realm with scope to further improve these facilities on foot of the pending delivery of Phase 2 of the Civic Centre.

## 8.2. Existing Policy on this Topic

### 8.2.1. National and Regional Planning Policy

An objective of the 'National Planning Framework' (National Policy Objective 30) is that local planning, housing, transport/accessibility and leisure policies be developed with a focus on meeting the needs and opportunities of an ageing population, supported by clear proposals in respect of ageing communities as part of the Core Strategy of City and County Development Plans.

These principles are expanded upon in the 'Draft Regional Spatial & Economic Strategy' for the Eastern and Midlands Regional Authority (2018), which puts a specific focus on shared use and co-location of facilities, and urges Local Authorities to work collaboratively with service providers and stakeholders. The creation of Age Friendly Communities is also a focus.

Other national policies of note in this area, which have been consulted in the preparation of this LAP are the 'Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities' (DoEHLG 2009) and 'The Provision of Schools and the Planning System - A Code of Practice' (DES/DoEHLG 2008). Also of relevance is 'Building for Everyone: A Universal Design Approach' by the National Disability Authority (NDA) which develops and promotes the principle of Universal Design. This refers to the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people, regardless of their age, size, ability or disability, and in the most independent and natural manner possible, without the need for adaptations or specialised solutions.

### 8.2.2. County Development Plan 2016-2022

The County Development Plan includes a Community Strategy which furthers the principles discussed above. The CDP 2016-2022 also makes provision for educational facilities through the identification and reservation of potential school sites. A Primary School (PS) symbol is indicated within Kilgobbin South. There is a PS

symbol on the site of the Holy Trinity National School in Mimosa-Levmoss. There is also a PS symbol to the south of the BELAP lands within the Kiltiernan/Glenamuck Local Area Plan boundary.

Specific Local Objective 37 of the County Development Plan is

*To provide a multi-purpose Community/Sports/Recreation Facility ('Samuel Beckett Civic Campus') to include a regional library, swimming pool plus other community/sports facilities on Council Lands at Ballyogan Road.*

### 8.2.3. Age Friendly Strategy 2016-2020

The Age Friendly Strategy 2016-2020, adopted and published by DLR in 2016, has an overarching vision for:

*DLR to be renowned as a great place to live in and grow old in, where people enjoy a good quality of life, in an age-friendly accessible environment, and people have the opportunity to play an active role and contribute to the economic, social and cultural life of their community right throughout their lives.*

## 8.3. LAP Policies

The overall objective of the LAP from the perspective of Community Facilities is to promote the development of balanced and sustainable communities within the BELAP area, where the needs of the community are properly catered for in terms of the provision of necessary services and facilities which are readily accessible.

The Council has a long established and on-going commitment to the delivery and facilitating of additional social and community infrastructure throughout the County - funded through a combination of its own financial resources, in conjunction with developers, and in partnership with State providers.

In terms of policy, the focus is on optimising the use, and sharing, of existing social and community infrastructure, together with the provision of new facilities, as appropriate. In addition, the promotion of Universal Design in all new proposals for development is considered key to ensuring that all buildings and associated areas of public realm can be used to the greatest extent possible by all people, regardless of age, ability or disability.

### 8.3.1. Community Facilities Policy

**Policy BELAP COM1 – Samuel Beckett Civic Campus:** To support the implementation of Phase 2 of the Samuel Beckett Civic Campus development which will provide additional community facilities including, inter alia, a library and swimming pool for the growing community in the BELAP area. (See Figure 11.1)

**Policy BELAP COM2 – Co-location of Community Facilities:** To promote optimum use of community and social infrastructure facilities and encourage the co-location of existing and future facilities including community centres, schools, childcare facilities, healthcare services, playgrounds and amenity spaces. Shared facilities such as car and cycle parking shall be explored in such layouts.

**Policy BELAP COM3 – Integration:** To require the provision of community facilities such as multi-purpose community rooms as part of any residential development applications of greater than 50 units unless it can be shown that there is sufficient provision of such facilities in close proximity.

### 8.3.2. Education Policy

As part of the preparation of the Draft LAP, the Planning and Building Unit of the Department of Education and Skills (DES) was consulted on any existing or anticipated capacity issues in respect of school place provision at both primary and post-primary level within the BELAP area and immediate areas of influence. The Department advised that in addition to the current schools provision and the post-primary school for which permission has been sought, and on the basis of the population projections provided by DLR, that one additional post-primary school and potentially up to three additional primary schools would be needed.

It is proposed to identify three sites within the BELAP area, but not to specify whether they be primary or post-primary schools at this time. It is proposed to work in conjunction with developers and the DES to ascertain the most suitable location of these site for a second post-primary school, and to further work to bring forward a fourth site if needed and considered appropriate.

On the basis of existing CDP policy, proximity to residential growth areas and existing population centres, access to sustainable transport links, opportunities for co-location with compatible uses such as open space, the sites selected for schools within the BELAP lands are at Kilgobbin South, Glencairn North, and Racecourse South.

**Policy BELAP COM4 – School Provision:** To continue to work with the Department of Education and Skills to ensure the timely delivery of Primary and Post-Primary schools in the BELAP area. Three schools sites have been identified within the BELAP area at Kilgobbin South, Glencairn North, and Racecourse South as shown on Figure 11.1.

**Policy BELAP COM5 – School Facilities:** To promote and support the use and access to school facilities including assembly halls, sporting and recreation facilities within school grounds after school teaching hours, at weekends and during school holidays by the wider community in order to augment the level of meeting space and sporting and recreational facilities available within the BELAP area and potentially provide additional revenue to schools.

**Policy BELAP COM6 – Lifelong Learning:** To promote and facilitate lifelong learning through the optimum use of educational buildings in the BELAP area in the evenings and during school holidays.

### 8.3.3. Childcare Facilities Policy

**Policy BELAP COM7 – Childcare Facilities:** That all planning applications for larger residential developments to be required to provide one childcare facility (equivalent to a minimum of 20 child places) for every 75 dwelling units unless it can be satisfactorily demonstrated that there is already adequate childcare provision in the area. The provision of childcare facilities within the Plan area shall be carried out in accordance with the provisions set out in Section 8.2.4.11 'Childcare Facilities – Parking/Access' and Section 8.2.12.1 'Childcare' of the County Development Plan 2016-2022 and the provisions of the DoEHLG 'Childcare Facilities Guidelines for Planning Authorities' (2001).

**Policy BELAP COM8 – The Park Carrickmines:** To encourage the provision of childcare facilities within The Park, Carrickmines, a major employment area within the BELAP area. (See Figure 11.1)

**Policy BELAP COM9 – Co-location of Childcare Facilities:** To continue to support and facilitate the co-location of childcare provision with schools and other community facilities in the BELAP area.

### 8.3.4. Care of Older People Policy

**Policy BELAP COM10 – Healthcare:** To support and facilitate the provision of healthcare facilities including the provision of community-based primary care facilities in appropriate locations, and in particular within Neighbourhood Centres. The co-location of these services with other community facilities will be encouraged. (See Figure 11.1)

**Policy BELAP COM11 – Housing for All:** To facilitate the provision of independent and/or assisted living for older people and people with disabilities/mental health issues by supporting the provision of purpose-built accommodation, or adaptation of existing properties, and promoting the development of residential schemes capable of adapting to changing household needs in line with the principles of 'Lifetime Homes', or providing opportunities for older people to 'downsize' within their community by ensuring that a wide variety of housing and apartment types, sizes and tenures is provided within the BELAP area. (See also BELAP COM13 – Universal Design). It is accepted that the provision of such housing types may reduce residential densities within schemes. Developments proposed as purpose-built accommodation for a specific group must demonstrate how this objective can be secured long-term.

**Policy BELAP COM12 – Nursing Home Facilities:** To encourage and support the provision of nursing homes and assisted living accommodation within the BELAP area and to require that such developments meet the standards set out in Section 8.2.3.4 (xiii) 'Nursing Homes for the Elderly/Assisted Living Accommodation' of the County Development Plan 2016-2022 and the 'National Standards for Residential Care Settings for Older People in Ireland' (HIQA 2016).

### 8.3.6. Universal Design and Public Realm Policy

**Policy BELAP COM13 – Universal Design:** That all proposals for development have regard to the provisions of the 'Building for Everyone: A Universal Design Approach' series of booklets by the National Disability Authority and Centre of Excellence in Universal Design in order to ensure that all buildings and associated areas of public realm can be used to the greatest extent possible by all people, regardless of age, ability or disability.

**Policy BELAP COM14 – Public Realm:** To facilitate the delivery of improvements to the public realm, with particular focus on Stepside Village Centre, Leopardstown Valley, The Park Carrickmines, and in the vicinity of the Samuel Beckett Civic Campus. (See Figure 11.1)

## 9. Leisure and Environment

As the population of the area has risen, the leisure and amenity needs of the area have both increased proportionally and matured. As the area further develops, there will be a need for additional leisure and amenity facilities to be provided, both by DLR and integrated within residential schemes. It will also be necessary to link these facilities. Protection and enhancement of the environment will also be a priority.

### 9.1. Background and Issues

#### 9.1.1. Active Recreation

The term 'Active Recreation' refers to facilities where sports and similar activities are undertaken, whereas 'Passive Recreation' refers to areas of open space from formal to semi-wild, where less intensive activities occur. Figure 9.1 shows the location and dispersal of Leisure and Amenity uses across the Plan Area. It derives from a range of available datasets, as verified and updated by site visits in late 2017.

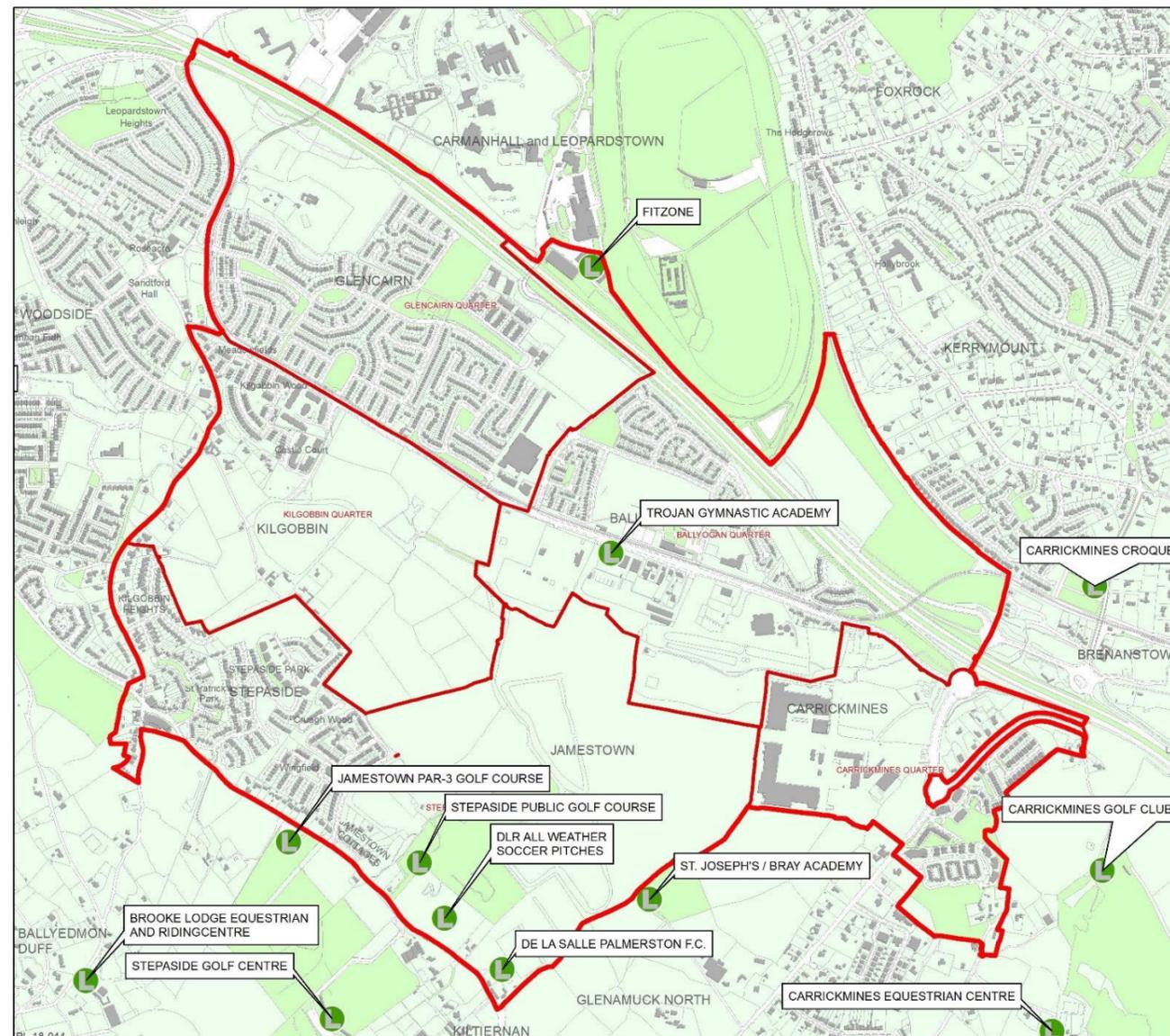


Figure 9.1 –Leisure and Amenity Uses in BELAP Lands and Immediate Surrounds

There is a distinct cluster of active recreation uses to the south of the BELAP lands, either side of Enniskerry Road, and, to an extent, along Glenamuck Road. This cluster lies both inside (Jamestown) and outside the Plan Area. Sports such as soccer, rugby, tennis, golf and horse-riding are all represented across both private and public lands. Stepside Golf Club occupies the western portion of the Jamestown Neighbourhood.

The DLR Samuel Beckett Civic Campus within Ballyogan North includes a gym, with membership and 'pay as you go' options, as well as a number of traditional and all-weather pitches and a skate park. A private West Wood gym just to the north of the Racecourse South Neighbourhood is located within the Leopardstown Racecourse campus, adjacent to the Grandstand.



Figure 9.2 – Stepside Golf Course (Public) with the former Ballyogan Landfill in background.

#### 9.1.2. Passive Recreation

Publicly accessible parkland within the area can be found in a series of pocket parks in Glencairn South, Stepside Central, Stepside East, Kilgobbin North, and Ballyogan North (see Figure 9.7). The area north of Samuel Beckett Campus provides a more substantial facility.

#### 9.1.3. Fernhill

Providing both active and passive recreational uses, Fernhill Park and Gardens, while located outside the BELAP lands, is less than 350m from Stepside Central at its closest point and is a significant recreational addition to this part of the County. Recently acquired by DLR, Fernhill is a former substantial family residence with ancillary buildings on 34 hectares of land, including gardens, parkland, woodland and agricultural land. Public consultation in relation to this project was undertaken in early 2017. The Park opened to the public in January 2018 on a phased basis and will continue to be developed incrementally over the coming years.

#### 9.1.4. Samuel Beckett Civic Campus

Works are due to commence on the second phase of the Samuel Beckett Civic Campus in 2019 which will include, *inter alia*, a swimming pool, library and sports hall, to complement the existing gym and outdoor recreational facilities already in operation.

#### 9.1.5. Clay Farm Ecopark

The development of Clay Farm, as provided for under the Phase 1 permission in Kilgobbin East, is to incorporate an 'Eco Park' along the alignment of the Ballyogan Stream. This aligns with the zoning objective for this site and also the DLR Green Infrastructure Strategy, which envisages an east-west link from Glenamuck Road to Kilgobbin Road, of which the permitted Ecopark would form a part. (See also Chapter 4 – Transportation and Movement)

#### 9.1.6. Jamestown Park

The former Ballyogan landfill - now decommissioned – is located in the northern and eastern parts of the Jamestown Neighbourhood. The major municipal landfill facility at this site was in operation for approximately 30 years before ceasing in 2005. Initial remediation works, comprising of a covering of topsoil and grass, have largely been completed and the intention is to convert and develop this significant landholding of 62 hectares into a parkland amenity.



Figure 9.3 & 9.4 – View across Golf Course at Jamestown and View across former Landfill at Jamestown to the Sugarloaf

#### 9.1.7. Natural Heritage

Three streams flow through the BELAP lands; the Racecourse Stream, the Ballyogan Stream and the Golf Stream. They all converge near the eastern tip of the BELAP lands to become the Carrickmines River before joining with St. Bride's Stream to then form the Loughlinstown River which flows to the sea at Shanganagh. There are pockets of semi-wild areas throughout the Plan area and a long-established pattern of hedgerows/tree belts. The area is rich in flora and fauna, and deer can often be spotted throughout the BELAP area, south of Ballyogan Road.

There are no Special Areas of Conservation or Special Protection Areas within the BELAP lands, nor in the immediate vicinity. Strategic Environmental Assessment (SEA) has been prepared for the LAP, and for Appropriate Assessment (AA) under the Habitats Directive. (See Appendices)

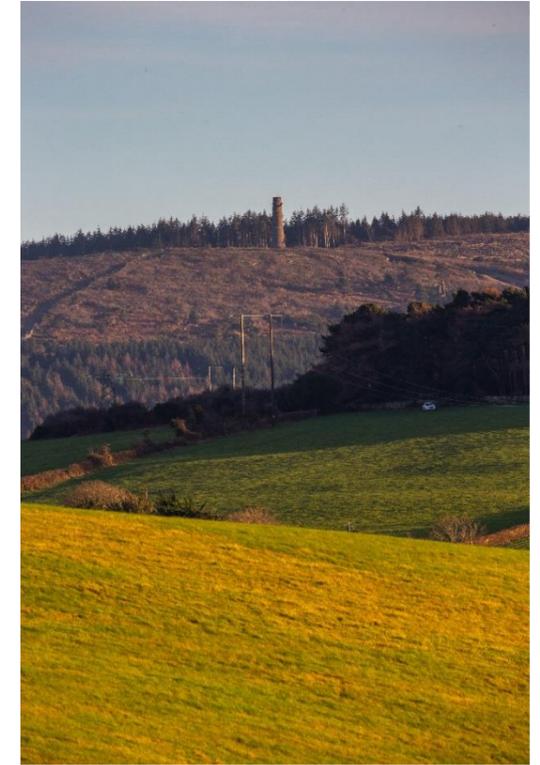


Figure 9.5 – View across former Landfill to Leadmines



Figure 9.6 – Deer in Kilgobbin South

## 9.2. Existing Policy on this Topic

### 9.2.1. National and Regional Planning Policy

The 'Draft Regional Spatial & Economic Strategy' has identified a number of key "Regional Strategic Outcomes" which include; the need to conserve and enhance the biodiversity of our protected habitats and species including landscape and heritage protection; to identify, protect and enhance our Green Infrastructure; to ensure the sustainable management of our natural resources; to build climate resilience; to support the transition to a low carbon economy by 2050; and the protection of the healthy natural environment to ensure clean air and water for all.

In terms of Ministerial Guidelines, the 'Design Standards for New Apartments – Guidelines for Planning Authorities', updated in 2018, introduced minimum private and communal amenity space standards within apartment schemes, with flexibility for Build-To-Rent residential developments.

### 9.2.2. County Development Plan

The Green County Strategy of the CDP 2016-2022 contains the overarching County-wide policy objectives with respect to Landscape, Biodiversity, Open Space and Recreation. The CDP 2016-2022 also includes the Green Infrastructure Strategy (Appendix 14) and Landscape Character Areas (Appendix 7).

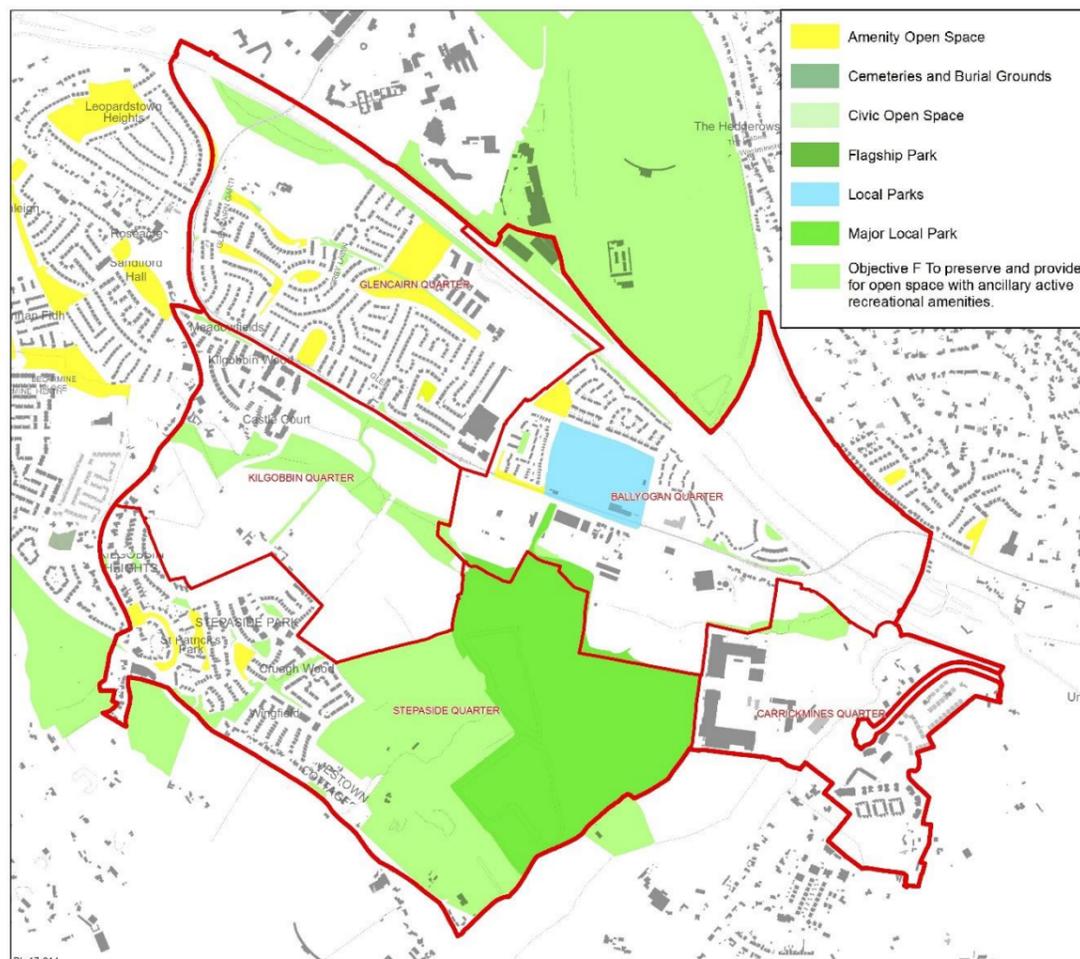


Figure 9.7 – Green Infrastructure (existing and proposed) within BELAP lands (Appendix 14 of the CDP 2016)

With regard to the former Ballyogan landfill and proposal to develop Jamestown Park, Specific Local Objective 38 of the CDP 2016-2022, as supported by Policy EI19, is as follows:

*To complete the comprehensive remediation of the former Ballyogan Landfill and to prepare a Masterplan for the proposed Jamestown Park to provide recreation lands in association with the*

*developing areas of Stepside and Kiltiernan. These lands will be gradually developed on an incremental basis.*

Specific Local Objective 39 is to continue to develop the existing sports facilities at the site known as the '8-acre field' that will incorporate a new pavilion for golf, indoor hall and changing rooms in association with tennis courts and a bowling green.

The Green Infrastructure (GI) Strategy (Appendix 14) identifies Jamestown Park as a key park within the County's network. A key action required to realise this objective is to enhance connections with the Carrickmines Luas stop and across the Luas and M50.

Landscape Area No. 13 (Carrickmines) in the CDP 2016-2022 Landscape Assessment Study and Character Areas (Appendix 7) provides a useful description of the eastern part of the BELAP area.

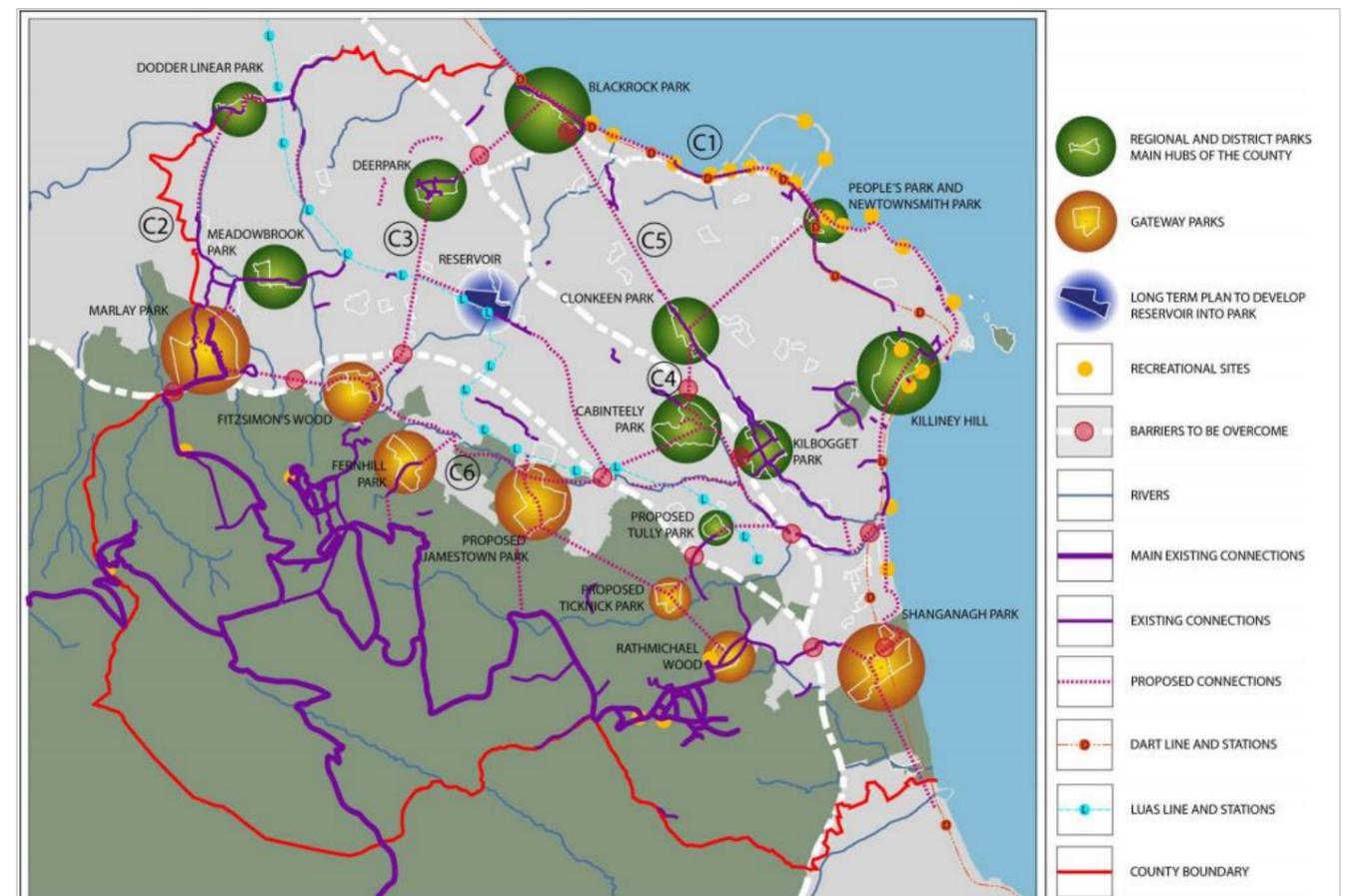


Figure 9.8 – Spatial Framework Strategy –DLR Green Infrastructure Strategy (CDP 2016)

### 9.2.3. DLR Strategies and Plans

Leisure and environment policy in Dun Laoghaire-Rathdown is also influenced and informed by high-level DLR policy documents including:

- Biodiversity Plan 2009-2013
- Open Space Strategy 2012-2015
- Sports Facility Strategy 2017-2023
- Tourism Strategy & Marketing Plan 2017-2022
- Draft Climate Change Action Plan 2019-2024

### 9.2.4. Jamestown Park

In 2006, a Masterplan for Jamestown Park was prepared for the former landfill that made provision for planting, multiple entrances to adjoining lands, preservation of the Pale Ditch and Ballyogan Stream, viewing platforms, the growing of cereal crops, a performance space, a hiking route, bicycle track, a BMX/ATB circuit, a climbing wall, sculpture and car parking (see Figure 9.9). This Masterplan has not been implemented to date and these lands are not yet open to the public.



Figure 9.9 – Jamestown Park / Ballyogan Landfill Masterplan (DLR Parks Department, 2006)



Figure 9.10 – Outline Masterplan Development Matrix – Ballyogan Landfill Case Study – EPA Research Report No. 217 on the 'Beneficial Use of Old Landfills as a Parkland Amenity' (2017)

More recently, the Environmental Protection Agency (EPA) published a report on the 'Beneficial Use of Old Landfills as a Parkland Amenity' in July 2017 which includes a Case Study on the 'Ballyogan Landfill Conversion to Parkland Amenity' together with a draft outline Masterplan for Ballyogan Landfill.

This comprehensive report provides a step-by-step approach to developing a Masterplan for a parkland amenity on the former landfill including guidelines with respect to site suitability; risk assessment; restoration design; waste licence consideration; types of after uses; cost-benefit analysis; public consultation and implementation; construction; and, management.

A summary of the high-level capital and maintenance costs for the different types of after uses (see Table 9.1) is included in the report which sets out a range of after uses and the main landfill issues for consideration in relation to each use, along with the associated maintenance requirements and costs, using low, medium and high brackets.

Background information on the Ballyogan Landfill (see Table 9.2) and a draft outline Masterplan for Parkland Amenity prepared by RPS is provided in the EPA report (see Figure 9.10). The draft Masterplan includes a children's playground and pedestrian paths and cycle paths, which link to the cycle network already in place around Ballyogan landfill. The Masterplan also includes an open grass space for passive recreation, wildflower meadows and a trim trail, i.e. a fitness trail equipped with exercise stations distributed along its length to promote good health.

Afteruse	Capital costs	Main landfill issues for consideration	Maintenance requirements	Maintenance costs
Sports pitch	Medium	Settlement, integration of pollution control systems away from pitch area	Vegetation and use management	Low to medium <sup>a</sup>
Golf, pitch and putt courses	High	Settlement, integration of pollution control systems away from golf course	Vegetation and use management	Medium
Buildings	High	Settlement, LFG, requirement for ground treatment	Energy and maintenance requirements	High
Trails	Medium	Settlement, integration of pollution control systems away from trail area	General upkeep	Low
Playground	High	Settlement, requirement for ground treatment	General upkeep	Low to medium
Wildflower and grassland meadows	Low	–	Vegetation and habitat management	Low to medium
Heathlands	Low	–	Vegetation and habitat management	Low to medium
Woodlands	Medium	Settlement, integrity of the capping system	Vegetation and habitat management	Low to medium
Wetlands and ponds	Medium	Settlement if on waste footprint	Vegetation and habitat management	Low

<sup>a</sup>Cost will depend on finish; for example, AstroTurf would be more expensive and may not be suitable at more recently filled landfills because of settlement

**Table 9.1 – Types of After-Uses – EPA Research Report No. 217 on the ‘Beneficial Use of Old Landfills as a Parkland Amenity’ (2017)**

Landfill type	Unlined landfill
Quantity and nature of waste	3,079,673 tonnes municipal waste (RPS Group, 2011)
EPA waste licence no.	W0015-01 (Licensee – DLRCC)
Waste disposal period	1975–2005
Location status	The surrounding area is characterised by a mixture of agricultural, recreational, residential and commercial land use (RPS Group, 2011) A civic amenity site, former baling station and depot (including offices) are located on site
Site area	Total site area is approximately 62 ha, 43 ha of which is used for landfilling (RPS Group, 2011)
Final capping status	Completed and fully grassed Naturally occurring low-permeability boulder clay underlying the landfill site provides a natural liner for the landfill. Bund walls were constructed from imported clay to act as lateral containment
Emissions management	Leachate is collected via a network of pipes, which are directed to the leachate sump. The leachate lagoon has been replaced with a new system of leachate management comprising a leachate storage tank and methane stripping plant, both of which are located adjacent to the leachate sump. Leachate from the site is discharged to the Carrickmines sewer, which runs through the northern part of the site A stormwater management system exists on site, consisting of wetlands to manage water from the recycling park. There is also an active gas extraction system (which includes above and below ground pipework), which has been running one engine since May 2012 (it previously ran two engines)
Master plan status	Master plan in development

**Table 9.2 – Background Information for Ballyogan Landfill – EPA Research Report No. 217 on the ‘Beneficial Use of Old Landfills as a Parkland Amenity’ (2017)**

### 9.3. LAP Policies

The provision of a high quality landscape – inclusive of green infrastructure, open space, recreation amenities, biodiversity and views – is essential in securing an attractive and successful environment in which people will enjoy living, working and visiting. Consequently, the development of the BELAP area should have a strong focus on its existing landscape and setting.

This section of the Plan sets out the leisure and environment policies for the BELAP area concentrating on open space and playing pitch provision, existing recreational amenity areas such as the Samuel Beckett Civic Campus, the future Masterplan for Jamestown Park, environmental protection, and the connectivity and permeability of the BELAP area to the wider County to support the creation of an interconnected network of green spaces, habitats and ecosystems.

#### 9.3.1. Jamestown Park Policy

Jamestown Park offers an excellent opportunity for both future residents of the area and well-established settlements with the BELAP area and the wider County and Region. The LAP will support the development of a Masterplan for Jamestown Park that will provide both active and passive recreation facilities and amenities as well as enhancing its natural ecosystems and biodiversity. A key element in maximising the future potential of the Park is to provide pedestrian/cycling and green/biodiversity corridors through the Park that act as links between new and established residential areas and schools, community facilities, employment areas and neighbourhood centres (See Chapter 4 – Transportation and Movement)

The Masterplan, when drafted, will be subject to a non-statutory Public Consultation process as part of the public/stakeholder engagement strategy to inform the public/stakeholders of the proposed Masterplan and collate any feedback and input. Following the ultimate conversion of the landfill to a parkland amenity, it is the intention that the DLR Parks Department will manage the parkland in close liaison with the Waste Management Section in order to ensure continuing compliance with any legacy waste licencing obligations.

**Policy BELAP ENV1 – Masterplan for Jamestown Park:** To support and facilitate the development of a detailed Masterplan for Jamestown Park to be informed by the following aims and objectives:

- To provide new linkages and connections into and through the Park in accordance with the Proposed Linkages (see Figure 4.11 and Appendix 2) set out in the Transportation and Movement Chapter of the Plan.
- To provide an appropriate level of children’s play facilities.
- To develop high quality active recreation facilities, available to a wide and diverse range of the population in order to encourage a more active lifestyle.
- To provide high quality passive recreational facilities including rest and relaxation spaces in appropriate locations.
- To encourage community participation and education throughout the Park.
- To encourage the use of sustainable energy sources throughout the Park.
- To capitalise on the large size of the park, and the opportunity to provide amenities that benefit the broader County and Region.
- To maximise the biodiversity and pollinator potential of the Park through sustainable maintenance policies that seek to minimise or eliminate the use of herbicides.
- To preserve, protect, and incorporate existing archaeological and natural features within the Park’s layout.
- To protect environmental resources in the development and operation of Jamestown Park.

### 9.3.2. Samuel Beckett Civic Campus Policy

**Policy BELAP ENV2 – Samuel Beckett Civic Campus:** To support the implementation of Phase 2 of the Samuel Beckett Civic Campus development which will include a park connecting the playing pitches with viewing benches and spectator areas. (See Figure 11.1)

### 9.3.3. Open Space Policy

**Policy BELAP ENV3 – Hierarchy of Open Space:** To ensure that an appropriate hierarchy of open spaces is provided that is able to cater for a range of functions to meet the needs of the growing population in the BELAP area.

**Policy BELAP ENV4 – Residential and Non-Residential Development:** To promote the provision of high quality open space in residential schemes and also in non-residential schemes, where it is important to provide opportunities to socialise, recreate, and exercise.

**Policy BELAP ENV5 – Diversity of Users:** To ensure that the layout and provision of public, communal and private open space is clearly delineated, offers adequate play opportunities and provides access to, and facilities for, a diversity of users irrespective of age or ability, having regard to their safety, comfort and enjoyment. Use of existing open spaces by community groups and schools will be promoted.

### 9.3.4. Green Infrastructure Policy

**Policy BELAP ENV6 – M50 crossings:** To improve pedestrian and cycle links across the M50 corridor in accordance with the Proposed Linkages set out in the Transportation and Movement Chapter of the Plan (see Figure 4.11 and Table 4.6).

**Policy BELAP ENV7 – Routes through Parkland:** To improve pedestrian and cycle routes within and adjacent to parkland and amenity areas.

**Policy BELAP ENV8 – Links to Adjoining:** That development proposals be required to illustrate potential pedestrian/cycle links to adjoining lands in order to create new connections to green areas within urban areas.

### 9.3.5. Playing Pitches and Sports Facilities

**Policy BELAP ENV9 – 8 Acre Field:** To support the development of the existing sports facilities at the site known as the '8-acre field' to provide a range of recreational options for this growing area. (See Figure 11.1)

**Policy BELAP ENV10 – Playing Pitches in Racecourse South:** To explore the provision of a playing pitch within the Racecourse South lands. (See Figure 11.1 and Racecourse South Site Development Framework Figure 12.4)

### 9.3.6. Environmental Protection Policy

**Policy BELAP ENV11 – County Development Plan Provisions:** That all proposals for development demonstrate compliance with relevant County Development Plan provisions relating to sustainable development and the protection of the environment, including those listed on Table 9.1 of the SEA Environmental Report that accompanies this Plan.

**Policy BELAP ENV12 – Construction Management Plans:** That Construction Management Plans include details of appropriate mitigation measures for lighting specifically designed to minimise impacts to biodiversity, including bats.

**Policy BELAP ENV13 – Badger Setts:** That any badger setts within the Plan area be protected insofar as possible through the provisions of adequate buffers between the setts and proposed development or as otherwise agreed by the National Parks and Wildlife Services prior to commencement of development.

## 10. Sustainable Infrastructure

### 10.1. Background and Issues

Sustainable Infrastructure encompasses the actual delivery of physical infrastructure and its subsequent management. It is an imperative of the Council to facilitate and provide the appropriate quantum of environmental infrastructure to cater for both the existing and future needs of the Ballyogan and Environs area. Water and drainage are critical components of enabling infrastructure. In this regard, the BELAP area benefits from there being good existing infrastructure in terms of water and drainage network and, while some limited local network extensions and reinforcements may be necessary, the existing water and foul and surface water drainage networks are generally adequate to satisfy both current and future demand for the foreseeable future.

#### 10.1.1. Water Supply

Within the BELAP lands and the wider environs, water is supplied principally by the Sandyford High Level Water Scheme. A pumping station adjacent to the Sandyford LUAS terminal supplies water to a low level reservoir in Dun Gaoithe, Aikens Village and this reservoir provides water to areas in Sandyford, Ballyogan and Carrickmines below the 110m contour level. An adjacent pumping station in turn supplies water to a high level reservoir near the junction of Burrow Road and Stepside Lane and this reservoir provides water to areas in Sandyford, Stepside and Kiltiernan.

Irish Water is the Agency primarily responsible for the operation of public water services nationally. Dún Laoghaire-Rathdown County Council is committed to working with Irish Water to ensure that the provision of water services will not be a limiting factor in terms of allowing growth within the BELAP area. Existing and future populations within the Plan area should continue to have access to adequate high quality clean drinking water. Discussions with Irish Water indicate that the existing water network is generally adequate in order to build out the undeveloped zoned lands within the Plan area. While some additional local network infrastructure may be required, it is not anticipated that any major interventions would be required to enable development in this area.

There is a large 33" trunk watermain running along the northeastern edge of Racecourse South, which links the Vartry Reservoir to the Stillorgan Reservoir.

#### 10.1.2. Foul Drainage Network

Wastewater disposal is focussed on the Ballyogan Sewer – laid in 1996 – which passes through the BELAP area from northwest to southeast. This sewer flows to the Shanganagh Wastewater Treatment Plant, which has significant capacity for additional loading. The capacity of the existing foul drainage network is generally adequate to satisfy current and future growth; however additional local network infrastructure would be required to build out undeveloped zoned lands.

#### 10.1.3. Surface Water Drainage

In broad terms, surface water from the Plan area drains to three local catchment streams – Ballyogan Stream, Racecourse Stream and Golf Stream. The catchments of Ballyogan Stream and Racecourse Stream are effectively divided along the Ballyogan Road axis while the catchment of Golf Stream covers the southern and eastern extents of the Plan Area. These streams are component parts of the wider Carrickmines/Shanganagh River system and converge in and around the M50 Carrickmines Interchange. Surface water from future development in the Plan area will, for all intents and purposes, drain to these main catchment systems.

The Strategic Flood Risk Assessment (SFRA), set out as an Appendix to this LAP, provides details of the Sustainable Drainage Systems (SuDS) measures that are to be used within the Plan Area. SuDS measures are a necessary method of managing surface and ground water regimes sustainably both within future development sites and the public realm. The choice and location of SuDS measures within the public realm shall have due consideration for the necessity to protect habitats and existing tree root structures. In addition, future developments within the Plan Area shall accord with the County's Green Roofs Guidance Document (Appendix 16 of the CDP 2016-2022).

#### 10.1.4. Flood Risk

Areas of Ballyogan and Environs have been identified as being at risk of flooding through the OPW's Catchment Flood Risk Assessment and Management (CFRAM) flood modelling project. The OPW's study includes the Ballyogan Stream that flows from west to east across the BELAP incorporating a number of tributaries. The CFRAM study has identified parts of the BELAP area that are at risk of flooding and these include *inter alia*:

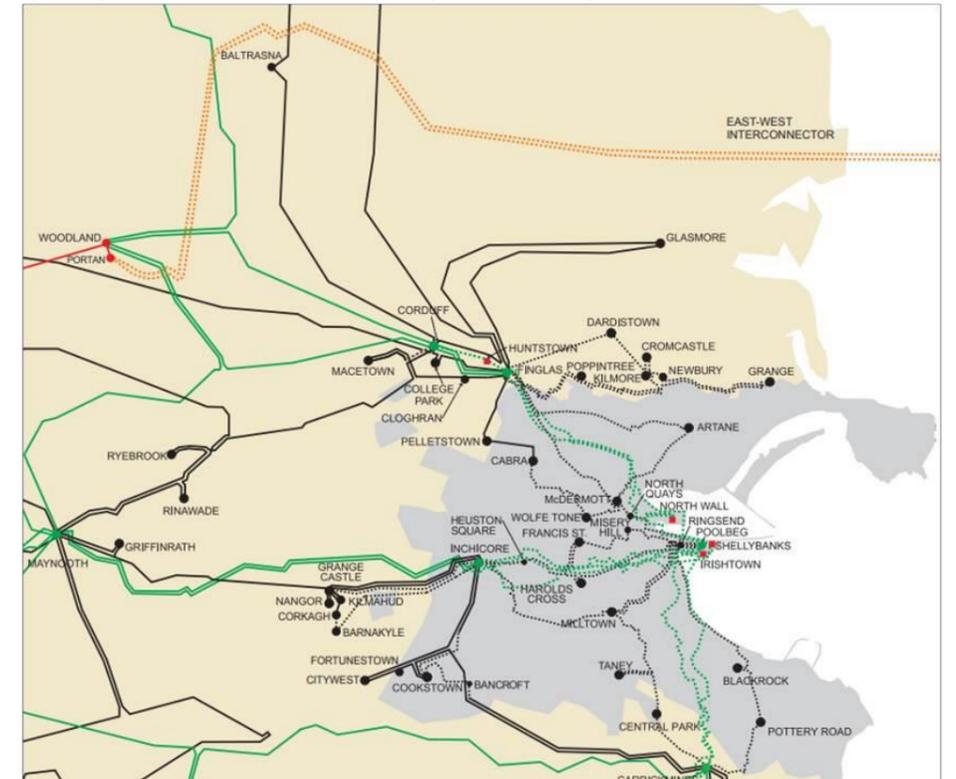
- Lands between Kilgobbin West and Kilgobbin North, near Kilgobbin Road.
- Lands between Kilgobbin East and Kilgobbin South, between Phase 1 and the proposed Phase 2 of the Clay Farm lands.
- The north-eastern corner of The Park Carrickmines, and the area immediately upstream within Ballyogan South.

The issue of flood risk, and associated mapping, is explored in detail in the SFRA which accompanies the LAP as an Appendix.

#### 10.1.5. Services – Electricity & Gas

A significant feature of the Plan Area is the presence of ESB Networks' Carrickmines 220kV substation in the very centre of the BELAP lands. This substation plays a significant role in the national electricity transmission network and - along with Poolbeg, Finglas and Inchicore - forms part of a 'ring' of substations to the east, north, west, and south of Dublin that provide for the 'step down' from long distance 220kV networks to more local 110kV distribution networks.

Two sets of high capacity overhead lines connect to the substation from the southeast, across Jamestown, while there are additional underground lines to the southwest through Stepside East, Kilgobbin East and Jamestown, which then continue as overhead lines to the south of Enniskerry Road. A third alignment of high capacity lines extends by way of overhead lines north of the substation, across Ballyogan North and the eastern corner of Mimosa-Levmoss before crossing the M50 corridor by way of underground lines.



**Figure 10.1 – Electricity Transmission System in the Dublin Region (Carrickmines Substation shown)**

(Source – Eirgrid)

Where areas earmarked for redevelopment coincide with pre-existing overhead electricity transmission lines, there are broadly two options available. The first is to incorporate a corridor beneath and either side of the overhead lines that is kept free of certain types of development. The second option is to underground the transmission lines, in partnership with Eirgrid. This LAP will be consistent with Policy EI27 of the CDP to encourage the undergrounding of cables where appropriate and feasible.



Figure 10.2 – 220kV substation at Ballyogan South, viewed from former landfill

In terms of gas supply initial investigations indicate that piped gas supply is available at this time through the BELAP area, except perhaps for some small sections of Stepside East and Jamestown along Enniskerry Road, and in the eastern part of Old Glenamuck Road. Localised network extensions to these areas are, however, feasible. The route of a gas network distribution line (200mm diameter and 40bar) runs through along the northern edge of the Racecourse South Neighbourhood, adjacent to the 33” watermain referred to previously.

## 10.2. Existing Policy on this Topic

### 10.2.1. County Development Plan

In terms of water supply and wastewater, Policy E15 of the CDP states that:

*It is Council policy - in conjunction with, and the support of, Irish Water - to provide adequate high quality drinking water, to promote water conservation and to continue the development and improvement of the water supply and wastewater systems throughout Dún Laoghaire-Rathdown in order to meet the anticipated water and wastewater requirements of the County...*

Policy CC15 of the CDP relates to Flood Risk Management, and states that “*It is Council policy to support, in cooperation with the OPW, the implementation of the EU Flood Risk Directive (2007/60/EC) on the assessment and management of flood risks...*”. The CDP states that the Council will ensure the implementation of ‘The Planning System and Flood Risk Management Guidelines – Guidelines for Planning Authorities’.

The aim of the Water Framework Directive is to promote sustainable water management with a key focus on the management of surface run-off. Policy E18 of the CDP provides that “*It is Council policy to ensure that all development proposals incorporate SUSTAINABLE Drainage Systems (SuDS)*”.

### 10.2.2. Plans and Programmes relating to Climate Change

In implementing the Plan, the Council will support relevant provisions contained in the National Climate Change Adaptation Framework (2018), the National Mitigation Plan (2017), the National Energy and Climate

Plan, the emerging Dún Laoghaire-Rathdown Climate Change Action Plan and any Regional Decarbonisation Plan prepared on foot of commitments included in the emerging Regional Spatial and Economic Strategy for the Eastern and Midland Region.

Implementation of the Plan will take into account relevant targets and actions arising from sectoral adaptation plans that will be prepared to comply the requirements of the Climate Action and Low Carbon Development Act 2015, including those seeking to contribute towards the National Transition Objective, to pursue, and achieve, the transition to a low carbon, climate resilient and environmentally sustainable economy by the end of the year 2050.

## 10.3. LAP Policies

It should be noted that policies specific to the protection of the corridor of the 33” watermain and gas distribution line along the northeastern edge of Racecourse South are dealt with under the Site Development Framework for Racecourse South.

### 10.3.1. Established and Planned Infrastructure and Services

**Policy BELAP SI1 – Established and Planned Infrastructure and Services:** To facilitate the continued use of established and planned infrastructure and services including those relating to transport, drainage, waste management and waste water, drinking water.

### 10.3.2. Water and Drainage - Policy Objectives

**Policy BELAP SI2 – Supporting Irish Water:** To support Irish Water in the provision of adequate water and waste water treatment infrastructure to serve the needs of the existing and future population of the Plan area and ensuring that such infrastructure is provided prior to, or in tandem with, new development.

**Policy BELAP SI3 – Wastewater Treatment:** To facilitate Irish Water in ensuring that all wastewater generated is collected, treated and discharged after treatment in a safe and sustainable manner, having regard to the standards and requirements set out in EU and national legislation and guidance.

**Policy BELAP SI4 – Water Framework Directive:** To facilitate compliance with the requirements of the EU Water Framework Directive and any relevant legislation. In this regard, the Council will facilitate compliance with the relevant objectives and measures set out in the River Basin Management Plan 2018-2021, or its successor, and associated Programme of Measures, where relevant.

**Policy BELAP SI5 – Surface Waters Regulations:** To ensure the implementation of the surface water legislation Environmental Objectives (Surface Waters) Regulations 2009 to ensure that development permitted would not have an unacceptable impact on water quality including surface waters, ground water, river corridors, estuarine waters, bathing waters, coastal and transitional waters.

**Policy BELAP SI6 – Jamestown Park:** That any works to the remediated landfill at Jamestown - including any works to further the objective to create a new public park at this location - would afford sufficient protection to surface water and groundwater systems.

**Policy BELAP SI7 – SuDS:** To ensure that Sustainable Drainage Systems (SuDS) is applied to any development in the BELAP area and that site specific solutions to surface water drainage systems are developed which meet the requirements of the Water Framework Directive and associated River Basin Management Plan. SuDS measures may include green roofs, permeable paving, detention basins, water butts, infiltration etc.

**Policy BELAP SI8 – Public Open Space:** Where Sustainable Drainage Systems (SuDS) measures are integrated successfully into the layout of public open space in a comprehensive overall design, these areas may be counted as satisfying part of the public open space requirement in quantitative terms up to a maximum level of 20% of the overall public open space requirement. Areas prone to periodic flooding may be incorporated within public open space.

**Policy BELAP SI9 – Groundwater:** To ensure the protection of groundwater resources within the BELAP boundary and associated habitats and species in accordance with the EU Groundwater Directive. All new planning applications within the BELAP boundary shall have regard to the likely impacts the proposed

development may have on groundwater resources.

**Policy BELAP SI10 – Flood Risk Assessment:** To require all proposed developments to carry out a Site-Specific Flood Risk Assessment that shall demonstrate compliance with:

- The Planning System and Flood Risk Management, Guidelines for Planning Authorities (DEHLG / OPW, 2009), as may be revised and/or updated.
- The prevailing Dún Laoghaire-Rathdown County Development Plan.
- Any SSFRA shall not be required to carry out a Plan-Making Justification Test, given that this exercise was already carried out at County Development Plan-level. A review of this process was also undertaken as part of the preparation of this Local Area Plan (LAP).
- The SSFRA shall pay particular emphasis to site specific mitigation measures and any necessary management measures, as per Appendix B4 of the above 2009 National Guidelines.

**Policy BELAP SI11 – Sediment Control:** That best practice sediment control measures will be used for all developments.

### 10.3.3. Electricity Services - Policy Objectives

**Policy BELAP SI12 – Services:** To seek the undergrounding of all electricity, telephone and television cables wherever possible, in the interests of visual amenity.

# 11. Specific Local Objectives

This Chapter consists solely of Figure 11.1, which shows the Specific Local Objectives for the Ballyogan and Environs Local Area Plan. These are all the policies that have a 'spatial' or mapped component. Details on all the policies shown on this map can be found in Chapters 4-10 of this Local Area Plan.

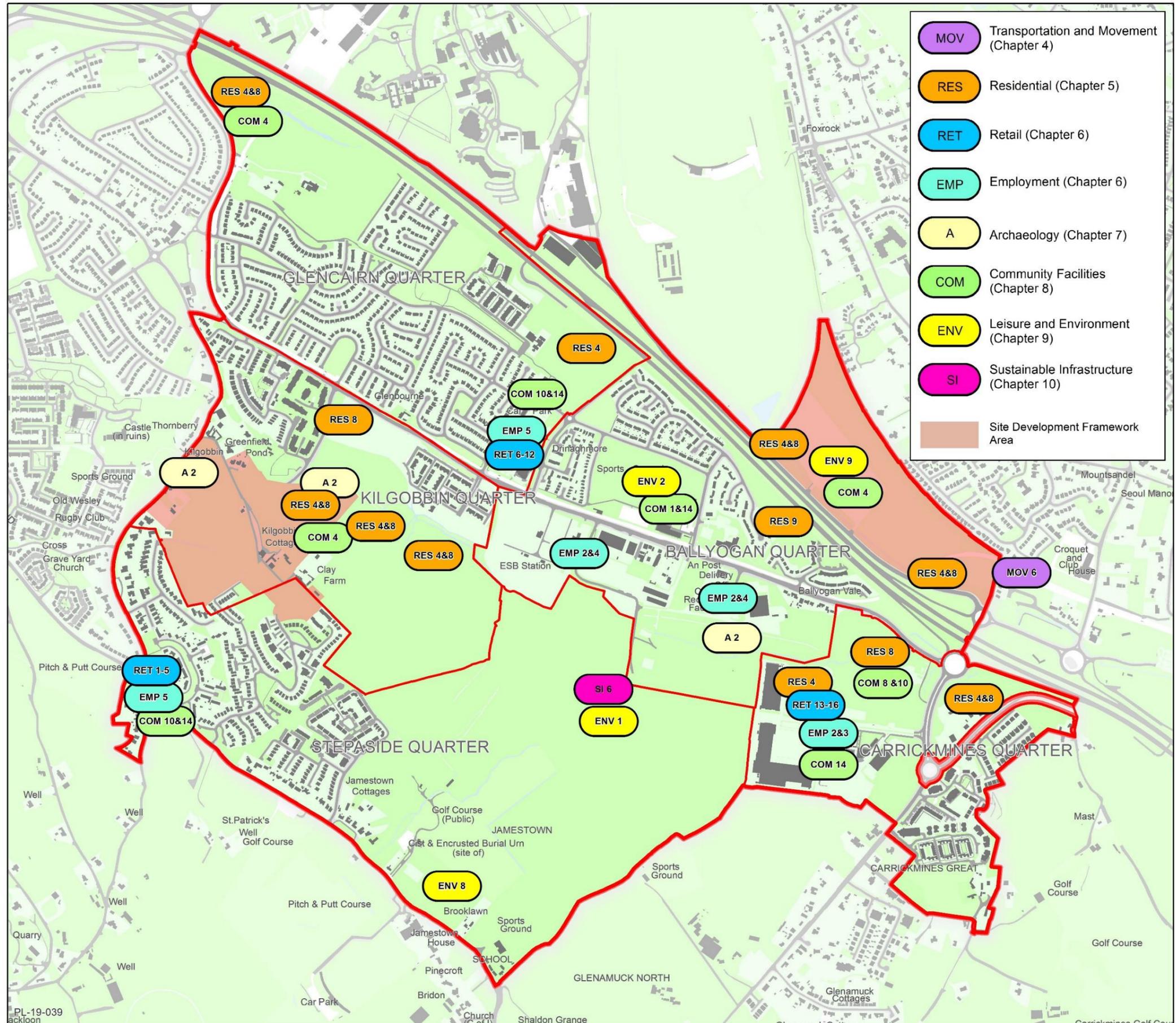


Figure 11.1: Specific Local Objectives

## 12. Site Development Frameworks

### Site Development Framework: Racecourse South

While the analysis and policies of this LAP set out the broad parameters for development within the BELAP area, there are certain areas with significant opportunity for change that warrant a more fine grain approach. The Site Development Framework (SDF) for Racecourse South covers the majority of the Racecourse South Neighbourhood in this way. It sets out a range of policies and principles that any planning application within the SDF area will be expected to comply with. It is intended to be specific enough to secure the objectives of sustainable development, while flexible enough to allow for a range of acceptable design solutions.

#### Site Description

The Racecourse South site is a substantial landholding of c. 20 hectares located in the east of the LAP area. The site is bound to the northwest by Leopardstown Racecourse, to the northeast by residential properties located off Brighton Road, to the southwest by the M50, and to the southeast by residential properties at Ballyogan Grove. The lands currently operate in conjunction with the Leopardstown Racecourse to the northwest, being used as an intermittent car park on some race days.

The site is located in close proximity to Junction 15 of the M50 and is served by a vehicular access road from this Junction, which runs alongside the M50, and provides controlled access to the Leopardstown Racecourse 'Campus'. In terms of public transport, the site is well served with Ballyogan Wood and Carrickmines Luas stops both within close walking distance. The substantially complete 'Racecourse' Luas station is located immediately to the east of the lands but to date has remained closed.

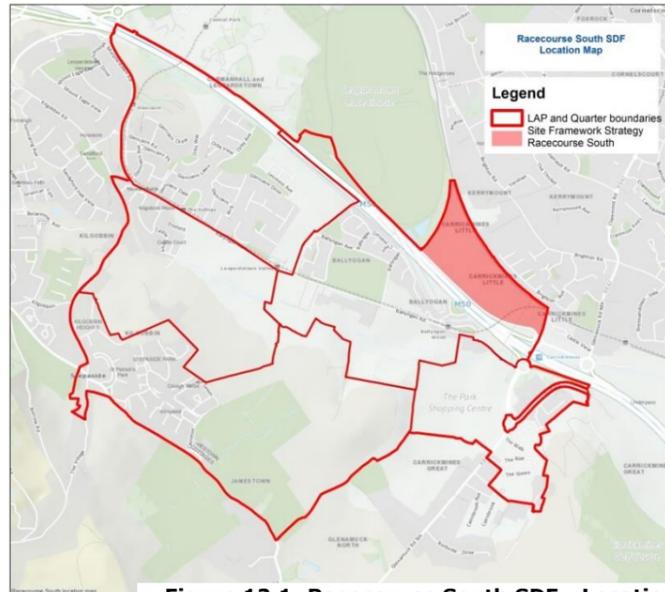


Figure 12.1: Racecourse South SDF - Location

The site is at a slightly higher level than the access road along its south-western boundary but internally the topography of the site is relatively flat. The northern portion of the site is intermittently and infrequently used for overflow car parking associated with Leopardstown Racecourse on busier race days, while the remainder of the site is undeveloped and consists of overgrown vegetation.

#### Site Potential and Design Challenges

Racecourse South is a strategically located residentially zoned landbank within the urban footprint of DLR. There is considerable scope for the development of a significant new residential neighbourhood, which will develop its own unique character and sense of place, and which will successfully integrate with surrounding, more established communities. The site's potential derives from the following.

- This is a large site at c. 20ha, with a relatively regular configuration and level topography.
- Public transport is available, including the currently unused Luas stop at 'Racecourse' within the SDF area and the route of the orbital 63 bus.
- The use of the site as a car park is infrequent, low intensity, and covers only part of the site.
- Road access and services are available without significant investment.
- The site is proximate to the emerging neighbourhood centre at The Park Carrickmines to the south and to the proposed Priorsland Village in Cherrywood to the east.
- The north-eastern boundary of the site is defined by the alignment of the old Harcourt Street railway, which provides the opportunity for a key movement route through the area.
- Initial calculations indicate that the SDF area could accommodate 850-1100 residential units.

While there is significant potential for development at the site there are a number of challenges that would need to be addressed in the design and layout of a new residential neighbourhood at Racecourse South. These include, but are not limited to, the following.

- The site is currently served by a single vehicular access road from Junction 15 of the M50.
- There are currently low levels of pedestrian and cyclist connectivity to nearby schools, shops, recreational amenities and community facilities.
- The site is in close proximity to the M50; noise mitigation may need to be incorporated into scheme design.
- The north-eastern boundary of the site accommodates the main 33" water distribution line from Vartry Reservoir to Stillorgan Reservoir as well as a significant gas distribution line, which require a setback.
- The Racecourse Stream runs along the site's south-western boundary.

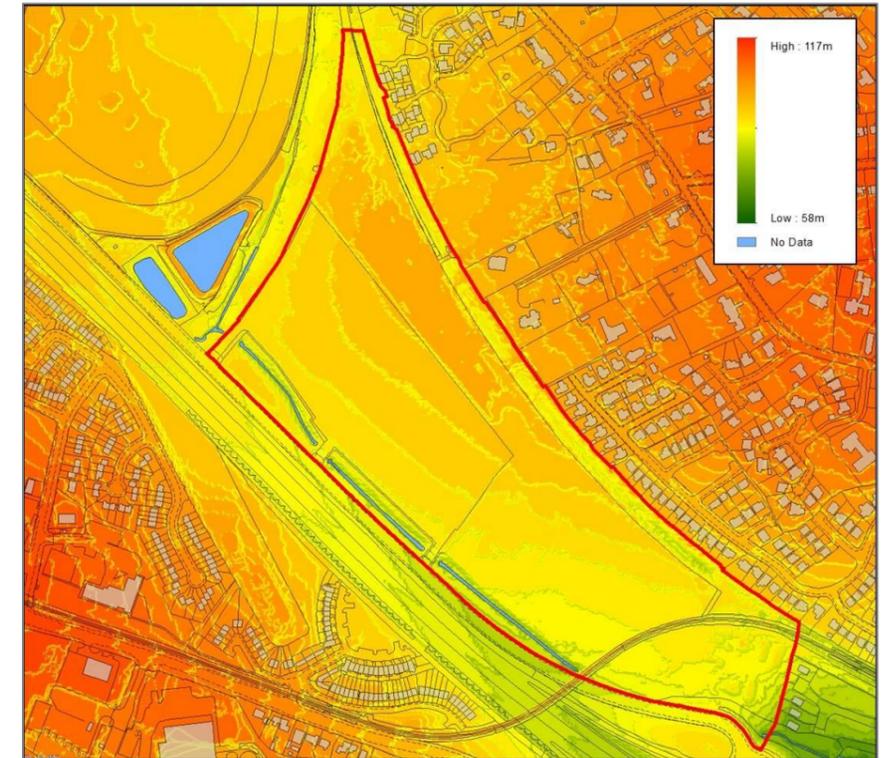


Figure 12.2: Racecourse South SDF - Topography



Figure 12.3: Racecourse South SDF - Aerial Photo

## Design Principles and Strategic Objectives

**Policy BELAP SDF1 – Masterplan:** A Masterplan for the entire SDF area shall be prepared and accompany all planning applications for significant development at these lands. The Masterplan shall accord with the Guiding Principles set out in this Site Development Framework.

**Policy BELAP SDF2 – Consistency Statement:** All planning applications shall be accompanied by a 'Consistency Statement' detailing how each of the Guiding Principles in this SDF is to be delivered.

Site Development Framework - Racecourse South – Guiding Principles	
Vision	<ul style="list-style-type: none"> <li>To provide for the development of a significant new residential neighbourhood, one which will develop its own unique character and sense of place, with quality public realm and building design, and which will successfully integrate with surrounding, more established communities.</li> </ul>
CDP 2016 Specific Objectives	<ul style="list-style-type: none"> <li>Zoning Objective A – “To protect and / or improve residential amenity”.</li> <li>The CDP 2016 contains an objective to protect and preserve trees and woodlands at the northern and eastern boundaries of the site.</li> <li>The CDP 2016 contains a 'Long Term Road Objective' along the western boundary of the site for a link road from the Sandyford Business District to the Carrickmines Interchange.</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>The primary land use will be residential, with supporting ancillary uses.</li> <li>The area adjacent to the Racecourse Luas stop shall include a high quality public plaza that will incorporate a mix of small-scale uses such as a local shop, crèche and café, consistent with the 'A' zoning.</li> <li>A site shall be reserved for a school within the SDF area. The opportunity for co-location with the primary area of open space should be pursued.</li> </ul>
Density	<ul style="list-style-type: none"> <li>Residential densities shall accord with the ranges set out by way of the 'Target Residential Density' bands on Figure 12.4. These are 'net' figures as per the definitions in Chapter 5. Minor deviations from these ranges may be considered, at the discretion of the Planning Authority, where it can be demonstrated that the full range of guiding principles set out in this SDF can be delivered. The mapping of residential density bands shown on Figure 12.4 is indicative only and the boundaries between these bands are not intended to be absolute.</li> </ul>
Building Height	<ul style="list-style-type: none"> <li>Development of Racecourse South shall incorporate a range of building heights, in accordance with the Policies of Chapter 4.</li> <li>The area to the west of the site and the area to the immediate south of the Luas Bridge are considered suitable for taller buildings, providing they are of a high architectural and design quality.</li> <li>Transitions in height must be designed to ensure excessive massing or bulk in the overall design does not detract from the architectural quality of the tall buildings.</li> <li>Building height and massing proximate to existing housing shall be cognisant of the established residential amenity of these properties.</li> </ul>
Housing Mix	<ul style="list-style-type: none"> <li>Provision will be made for residential accommodation of different sizes, types and tenures across the site, subject to the provisions of Policy BELAP RES6.</li> <li>'Build to Rent' development may be permitted, subject to the provisions of Policy BELAP RES 8.</li> </ul>

Design Guidance	<ul style="list-style-type: none"> <li>High quality design shall be achieved, with a focus on creating a strong sense of place.</li> <li>The design of higher buildings shall accord with the Policies BELAP RES3,4,5.</li> <li>The residential amenity of adjoining properties shall be protected.</li> <li>Existing views from, to, and through the site shall be a key input to the overall design process.</li> <li>The mitigation of noise impacts associated with the M50 and Luas shall be a component part of scheme design.</li> <li>Passive surveillance of the ecological corridors along the site's north-western and north-eastern edges will be provided by overlooking so as to create safe and secure routes.</li> </ul>
Movement	<ul style="list-style-type: none"> <li>Development proposals should prioritise the pedestrian and cyclist in the layout and design of the public realm.</li> <li>The internal road layout shall prioritise permeability throughout.</li> <li>The quality and sustainability of the neighbourhood will be measured in terms of its connectivity with nearby schools, shops, recreational amenities and community facilities.</li> <li>The development of Racecourse South will deliver the linkages for pedestrian and cyclists as shown on Figure 12.4. The primary public open space shall incorporate connectivity with Foxrock Village; a new route across the M50; and, connectivity with the Racecourse Luas stop.</li> <li>A pedestrian and cyclist route to the immediate south of the old Harcourt Street railway line shall link the site to Glenamuck Road North and provide for future extension northwards.</li> <li>The potential for additional future linkages through to Brighton Road are to be explored.</li> <li>Prior to the delivery of the proposed Link Road from Sandyford Business District to Glenamuck Road the development of the site will be assessed in accordance with the capacity of the existing road network (see phasing).</li> </ul>
Landscape and Spaces	<ul style="list-style-type: none"> <li>The quantum of open space provided will be assessed in accordance with CDP standards and/or appropriate national policy guidance.</li> <li>The preferred location of primary open space is identified on Figure 12.4 where it can provide relief to the higher density area to the west. The delivery of a full size sports playing pitch at this location shall be explored to complement the provision of passive open space.</li> <li>A range of more casual open spaces and pocket parks suitable for smaller children's play, informal kick-about and passive amenity are to be provided throughout the site.</li> <li>Ecological corridors are to be provided along the north-eastern and north-western boundaries. The alignment and layout of the north-eastern corridor shall be informed by the need to provide a setback to the 33" watermain (min 10m) and the gas pipeline. The extent of required tree preservation shall be informed by more detailed on-site surveys.</li> <li>A public plaza at the 'Racecourse' Station will deliver a high quality public realm and provide an arrival/destination focal point at the neighbourhood.</li> </ul>
Phasing	<ul style="list-style-type: none"> <li>Development at the site must occur in tandem with the delivery of key infrastructure and linkages identified in this LAP. The Masterplan for this SDF area shall be accompanied by a comprehensive phasing plan that aligns with this principle. It is envisaged that the eastern portion of the site and the public open space could be delivered in initial phases, with development of the western portion being permissible only when this key infrastructure and linkages has been delivered.</li> </ul>

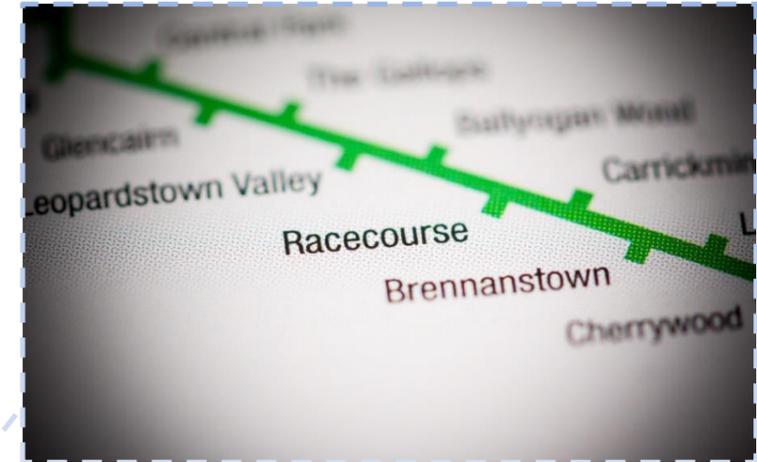
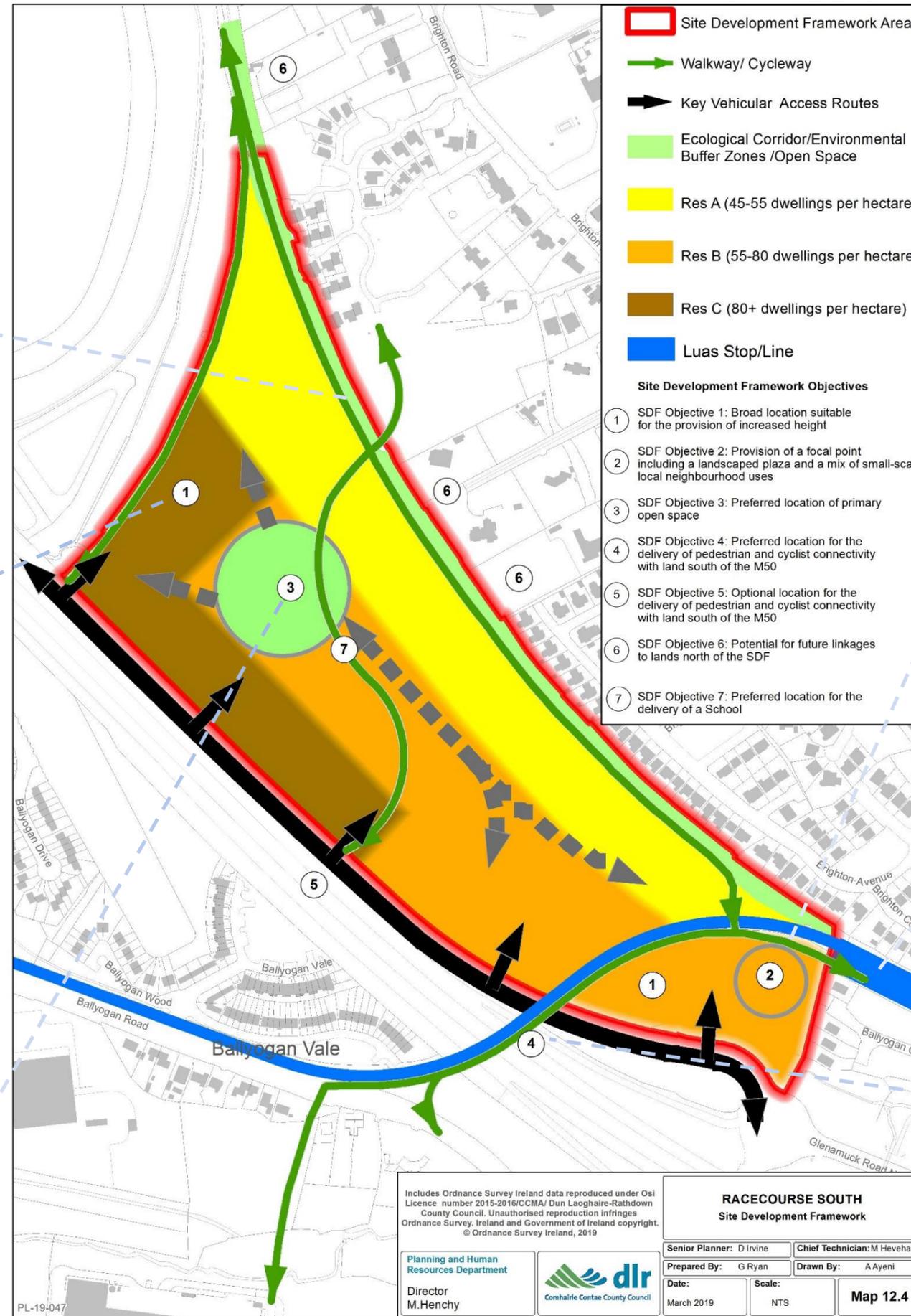


Figure 12.4: SDF – Racecourse South

## Site Development Framework: Kilgobbin

The Site Development Framework (SDF) for Kilgobbin incorporates the majority of the Kilgobbin West Neighbourhood, the western component of the Kilgobbin South Neighbourhood and a small portion of the Stepside East Neighbourhood. As with Racecourse South, the SDF for Kilgobbin sets out a range of policies and principles that any planning application within the SDF area will be expected to comply with. It is intended to be specific enough to secure the objectives of sustainable development, while flexible enough to allow for a range of acceptable design solutions.

### Site Description

The Kilgobbin SDF lands are a substantial landholding of c. 19 hectares located in the west of the LAP area. The lands are bound to the west by Kilgobbin Road, to the north by residential properties on large individual plots, to the east by currently undeveloped greenfield lands (that comprise the permitted Clay Farm residential development) and to the south by established low density residential development at Kilgobbin Heights and Stepside Park.

The site primarily comprises of agricultural lands that appear to be intermittently used for low intensity animal grazing. The field boundaries at the site are lined with some significant mature trees and hedgerows that comprise an important feature of the landscape in this area. The topography of the land is gently sloping with a general rise in levels from north to south. The Ballyogan Stream is located north of the SDF area and flows from west to east, while a minor watercourse flowing from

the south traverses the site from the northern end of Kilgobbin Heights, across the western extents of the lands, to Kilgobbin Road.

The lands are currently accessed via a narrow laneway off Kilgobbin Road. There is currently no pedestrian and cyclist permeability through the site. In terms of public transport, the lands are strategically located c. 500m (as the crow flies) from the Gallops Luas stop and immediately adjacent to a Dublin Bus stop on Kilgobbin Road (Routes 44, 47 and 118).

In terms of architectural heritage, Oldtown House is on the Record of Protected Structures (RPS No. 1700) and is located in the west of the SDF area at Kilgobbin Road. In addition, a former Coaching Inn built in the 1690's at the site of Oldtown House is scheduled for inclusion in the next revision of the Record of Monuments and Places. Additional archaeological findings have been recorded in the area including: the discovery of an urn in the lawn of Kilgobbin Cottage (RMP No. DU026-123); and sections of the Pale 'ditch' in the northern and western portions of the land (RMP No's DU026-087 and DU026-121002).

### Site Potential and Design Challenges

The Kilgobbin SDF area is a significant bank of undeveloped land located within the existing urban footprint of the County, in close proximity to high frequency public transport. The surrounding area has undergone significant development over the past 20 years, to a point which the site now represents a significant 'infill' development. The lands in question benefit from an intact rural character including the presence of mature trees, hedgerows and established ecological corridors. In this regard it is considered that there is considerable scope for the development of a significant new residential neighbourhood that develops its character and sense of place in response to the existing environmental features at Kilgobbin, and which will successfully integrate with surrounding established and developing communities.

The site's potential to deliver a new residential neighbourhood of scale derives from a number of factors including the following:

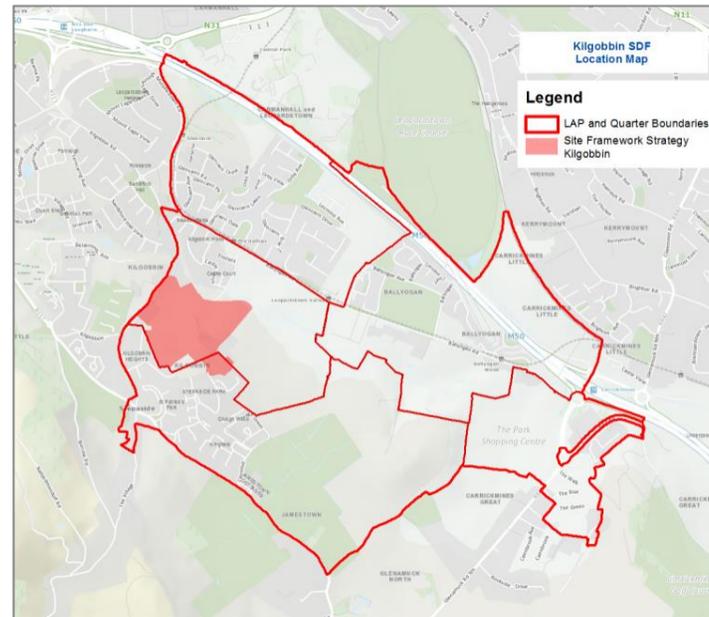


Figure 12.5: Kilgobbin SDF - Location

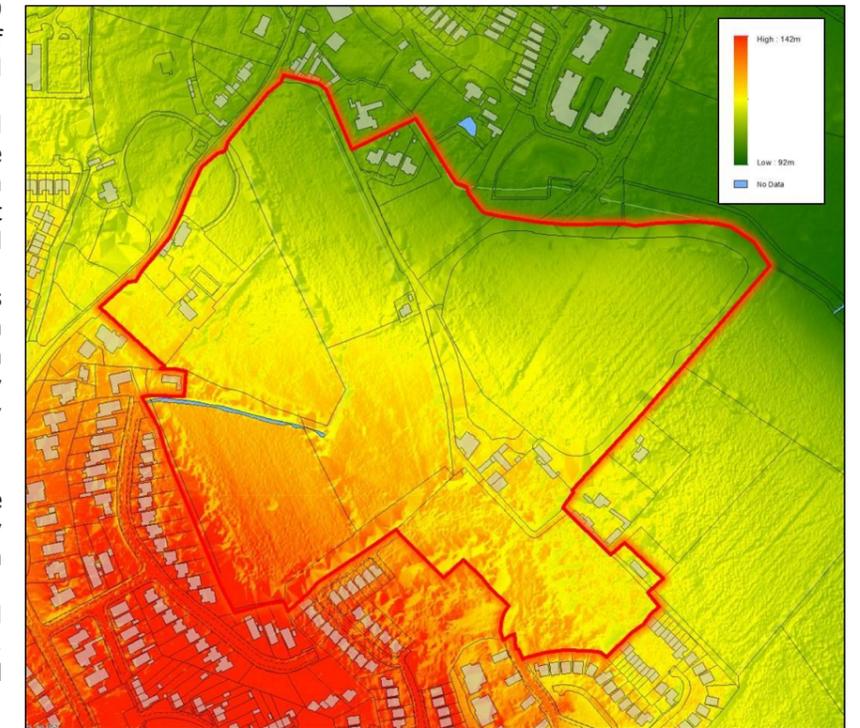


Figure 12.6: Kilgobbin SDF - Topography

- The site is relatively large at c. 19 hectares and comprises of undeveloped greenfield lands zoned primarily for residential development.
- The existing mature trees and hedgerows throughout the site provide a context for the delivery of a high quality living environment set within an established environmental landscape.
- The northern boundary of the site is defined by a designated Green Infrastructure corridor, which provides the opportunity for quality public open space and a key movement route through the area.
- The lands are strategically located c. 500m (as the crow flies) from the Gallops Luas stop and immediately adjacent to a Dublin Bus route on Kilgobbin Road.
- The site can deliver increased pedestrian and cyclist permeability, particularly between Enniskerry Road and Ballyogan Road.
- The site is located in close proximity to established retail centres and community facilities.
- The area benefits from good existing infrastructure in terms of water and drainage, albeit local network upgrades may be required.
- Initial calculations indicate that the SDF area could accommodate 700-950 residential units.

While there is significant potential for development at the site there are a number of challenges that would need to be addressed in the design and layout of a new residential neighbourhood at Kilgobbin. These include, but are not limited to, the following:

- The site is currently served by a single vehicular access road from Kilgobbin Road, which retains a rural character, is quite narrow in parts and unsuitable for development access. The development of the site is thus reliant upon the delivery of the Clay Farm Loop Road that will enable access from Ballyogan Road.
- Any development would be required to take account of the Protected Structure status of Oldtown House and its curtilage. In addition, the protection of local archaeological features will have to be facilitated.
- The protection and retention of existing mature trees and hedgerows of good amenity value and the sensitive integration of same into scheme design will be required.



Figure 12.7: Kilgobbin SDF - Aerial Photo

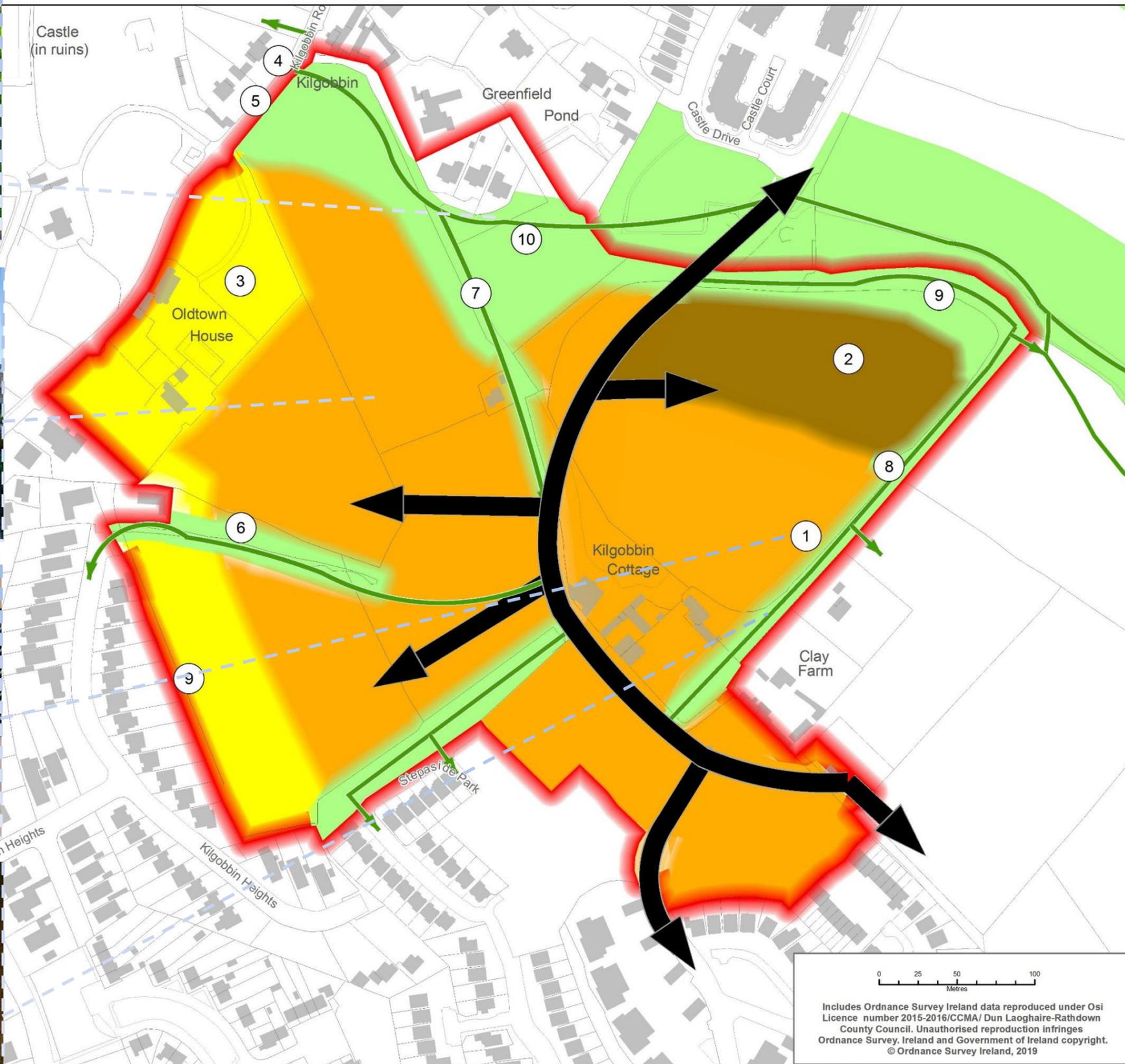
## Design Principles and Strategic Objectives

**Policy BELAP SDF3 – Application of Guiding Principles:** All planning applications for development shall accord with the Guiding Principles set out in this SDF and will be required to demonstrate considered and appropriate integration with adjoining lands, with a particular emphasis on the timely delivery of necessary access and permeability routes.

**Policy BELAP SDF4 – Consistency Statement:** All planning applications shall be accompanied by a 'Consistency Statement' detailing how each of the Guiding Principles in this SDF is to be delivered.

Site Development Framework – Kilgobbin – Guiding Principles	
Vision	<ul style="list-style-type: none"> <li>To provide for the development of a significant new residential neighbourhood, that develops its character and sense of place in response to the existing environmental features at Kilgobbin, and which will successfully integrate with surrounding established and developing communities.</li> </ul>
CDP 2016 Specific Objectives	<ul style="list-style-type: none"> <li>The SDF area comprises lands zoned Objective 'A' – <i>"To protect and / or improve residential amenity"</i> and lands zoned Objective 'F' – <i>"To preserve and provide for open space with ancillary active recreational amenities"</i>. The lands also include a 'PS' Objective which makes provision <i>"To provide for a Primary School"</i>.</li> <li>The CDP 2016 contains a '6 Year Road Objective' to deliver the Clay Farm Loop Road that will serve the lands with 2 no. access points onto Ballyogan Road. In addition, it is a 'Long Term Road Objective' to retain Kilgobbin Road, between Ballyogan Road and Kilgobbin Lane, as an attractive 'country' road.</li> <li>The CDP 2016 contains an objective to protect and preserve trees and woodlands at a number of locations throughout the site.</li> </ul>
Land Uses	<ul style="list-style-type: none"> <li>The primary land use at the Kilgobbin SDF area will be residential. It is also an objective to deliver a school at the lands and the preferred location for the school, as refined from the CDP designation, is indicated on Figure 12.8.</li> </ul>
Density	<ul style="list-style-type: none"> <li>Residential densities shall accord with the ranges set out by way of the 'Target Residential Density' bands indicated on Figure 12.8. These are 'net' figures as per the definitions in Chapter 5. Minor deviations from these ranges may be considered, at the discretion of the Planning Authority, where it can be demonstrated that the full range of guiding principles set out in this SDF can be delivered. The mapping of residential density bands shown on Figure 12.8 is indicative only and the boundaries between these bands are not intended to be absolute.</li> </ul>
Building Height	<ul style="list-style-type: none"> <li>Development at Kilgobbin shall incorporate a range of building heights, in accordance with the policies set out in Chapter 4 of this LAP.</li> <li>As identified on Figure 12.8, the area to the north-east of the site is considered suitable for taller buildings, providing they are of a high architectural and design quality.</li> <li>Transitions in height must be designed to ensure excessive massing or bulk in the overall design does not detract from the architectural quality of taller buildings.</li> <li>Building height and massing proximate to existing housing shall be cognisant of the established residential amenity of these properties. Due regard shall also be given to the potential impacts on Protected Structures.</li> </ul>
Housing Mix	<ul style="list-style-type: none"> <li>Provision will be made for residential accommodation of different sizes, types and tenures across the site.</li> </ul>

Design Guidance	<ul style="list-style-type: none"> <li>High quality design shall be achieved, with a focus on creating a strong sense of place.</li> <li>The design of higher buildings shall accord with the Policies BELAP RES3,4,5.</li> <li>The residential amenity of adjoining properties shall be protected.</li> <li>Any development in proximity of Oldtown House will provide for the sensitive protection of the Protected Structure.</li> <li>Passive surveillance of ecological corridors, greenways and public open spaces will be provided by overlooking so as to create safe and secure routes.</li> <li>Existing views from, to, and through the site shall as a key input to the overall design process.</li> <li>Given the extent of archaeological findings both within, and in the vicinity of, the SDF area it will be a requirement that planning applications are accompanied by an Archaeological Impact Assessment.</li> </ul>
Movement	<ul style="list-style-type: none"> <li>Vehicular access for all new residential development within the SDF will be provided via the Loop Road and/or its feeder routes.</li> <li>The internal road layout of the area shall prioritise permeability throughout.</li> <li>Development proposals shall prioritise the pedestrian and cyclist in the layout and design of the public realm. Layout shall demonstrate connectivity with nearby schools, shops, recreational amenities, community facilities and public transport routes.</li> <li>Key routes and linkages for pedestrians and cyclists shall be delivered throughout the SDF area, as illustrated on Figure 12.8. Of particular importance are key north-south connectivity between Ballyogan Road and Enniskerry Road and east-west connectivity between the Clay Farm lands and recently established communities and facilities to the west of Kilgobbin Road.</li> <li>The existing tree-lined country laneway to the west of the Clay Farm Loop Road, as identified on Figure 12.8, shall be retained and incorporated as a key feature of pedestrian and cyclist movement through the area.</li> <li>Traffic safety measures shall be put in place at Kilgobbin Road to ensure the safe east-west pedestrian and cyclist greenway crossing of the Kilgobbin Road.</li> <li>The existing bus stop at Kilgobbin Road shall be upgraded and improved access and integration is to be achieved with the SDF lands.</li> </ul>
Landscape and Spaces	<ul style="list-style-type: none"> <li>The quantum of open space provided will be assessed in accordance with CDP standards and/or appropriate national policy guidance. A range of casual open spaces suitable for smaller children's play, informal kick-about and passive amenity are to be provided throughout the site.</li> <li>The mature hedgerows/tree belts, both within and along the boundaries of the SDF area, form a notable and integral part of the landscape. Development shall be designed to incorporate, as far as practicable, the 'amenities' offered by the existing trees and hedgerows and planning applications will be required to submit an Arboricultural Assessment in accordance with the provisions of Section 8.2.8.6 of the CDP 2016.</li> <li>It is an objective to retain / enhance a number of ecological corridors throughout the lands, as identified on Figure 12.8 in order to preserve existing natural heritage, promote a sense of place, and encourage the movement of wildlife through the area.</li> <li>The Green Infrastructure corridor along the Ballyogan Stream will provide an important amenity space, in addition to serving as a key movement route through the area.</li> </ul>
Phasing	<ul style="list-style-type: none"> <li>Development within the SDF area is contingent on commitment to the completion of the Loop Road and key pedestrian and cyclist linkages.</li> </ul>



### Ballyogan and Environs Draft Local Area Plan

- Site Development Framework Area
- Walkway/ Cycleway
- Key Vehicular Access Routes
- Ecological Corridor/Environmental Buffer Zones
- Res A (45-55 dwellings per hectare)
- Res B (55-80 dwellings per hectare)
- Res C (80+ dwellings per hectare)

**Site Development Framework Objectives**

- ① SDF Objective 1: Preferred location for the delivery of a school.
- ② SDF Objective 2: Broad location suitable for the provision of increased height.
- ③ SDF Objective 3: Development in the proximity of Oldtown House will provide for the sensitive protection of the Protected Structure and its curtilage.
- ④ SDF Objective 4: Improved traffic safety measures to facilitate the safe east-west pedestrian and cyclist crossing of the Kilgobbin Road.
- ⑤ SDF Objective 5: Upgrade of existing Bus Stop and improved access to, and integration with, SDF lands.
- ⑥ SDF Objective 6: Existing ecological corridor to be retained
- ⑦ SDF Objective 7: Existing tree-lined country laneway to the west of the 'Clay Farm Loop Road' to be retained as a key feature of pedestrian and cyclist movement through the area.
- ⑧ SDF Objective 8: The retention and provision of a linear tree-lined greenway.
- ⑨ SDF Objective 9: The retention and protection of the significant band of mature trees.
- ⑩ SDF Objective 10: The delivery of an east-west pedestrian and cyclist route.

**Planning and Human Resources Department**

Director  
M.Henchy

Comhairle Contae County Council

**KILGOBBIN**  
Site Development Framework

Senior Planner: D Irvine	Chief Technician: M Hevehan
Prepared By: G Ryan	Drawn By: A Ayeni
Date: March 2019	Scale: 1:2,500

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**Figure 12.8: Site Development Framework – Kilgobbin**