

# SANDYFORD

## Urban Framework Plan 2011 - 2016

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### VARIATION NO. 2

COUNTY DEVELOPMENT PLAN 2010-2016





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COUNTY DEVELOPMENT PLAN 2010-2016

**Owen Keegan**

County Manager

**Kathleen Holohan**

Director of Planning

12 September 2011

**The Sandyford Urban Framework Plan consists of:**

Written Statement, Maps and Drawings

SEA Statement

SEA Environmental Report

SEA Environmental Report Appendix I – Non Technical Summary

Appropriate Assessment – Screening Report



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**SEA Statement (Separate Document CD)**

**SEA Environmental Report (Separate Document CD)**

**SEA Environmental Report Appendix I – Non Technical Summary (Separate Document CD)**

**Appropriate Assessment – Screening Report (Separate Document CD)**

## Maps and Drawings

The Sandyford Urban Framework Plan consists of a written statement accompanied by a series of Maps and Drawings. The Maps have a statutory basis within the County Development Plan 2010-2016. The Drawings are provided for reference and as a guidance for development.

### List of Maps

1. Land Use Zoning
2. Plot Ratios and Residential Densities
3. Building Height

### List of Drawings

1. The six areas within Sandyford Business Estates
2. Existing Plot ratios
3. Water Supply Zones
4. Proposed Transport Interchange
5. Public Transport
6. Cycling and Walking Routes
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1. Six Year Roads Objectives
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3. Amenity Open Space
4. Urban Form
5. Way Finding
6. Blue Line
7. Site References

### Artist's Impressions

View 1 Ballymoss Road

View 2 Carmanhall Road

View 3 Blackthorn Road

### List of abbreviations

<b>SUFP</b>	Sandyford Urban Framework Plan
<b>SEA</b>	Strategic Environmental Assessment
<b>SBD</b>	Sandyford Business District
<b>SBE's</b>	Sandyford Business Estates
<b>CDP</b>	County Development Plan
<b>IDA</b>	Industrial Development Agency
<b>ESB</b>	Electricity Supply Board
<b>UCD</b>	University College Dublin

<b>IADT</b>	Institute of Art, Design and Technology
<b>GDSDS</b>	Greater Dublin Strategic Drainage Study
<b>SUDs</b>	Sustainable Urban Drainage solutions
<b>MMP</b>	Mobility Management Plan
<b>SLO</b>	Specific Local Objective
<b>Plot Ratio</b>	This is calculated as follows: plot ratio is the plot size to the ratio of gross external floor area (plot size includes open space provision but excludes road schemes identified as Roads Objectives TAM 18, TAM 19, TAM 20) and units to the hectare in the case of residential.

## Sandyford Urban Framework Plan Team

### **Planning**

Kathleen Holohan, Director

Mary Henchy, Senior Planner

Tracey Flanagan, Senior Executive Planner

Stephen McDermott, A/Senior Executive Planner

Patrice Ryan, Assistant Planner

### Technical Staff

Denis Daly, Senior Technician

Malachy Hevehan, Senior Executive Technician

Ayodele Ayeni, Executive Technician

### Administrative Staff

Tom Mahon, Administrative Officer

Anne O'Connor, Senior Staff Officer

Moira Jones, Clerical Officer

### **Transportation**

John Bowes, Senior Executive Engineer

Padraig Watters, Senior Executive Engineer

Gerry Flaherty, Senior Executive Engineer

### **Water and Waste Services**

Joe Craig, Senior Executive Engineer

### **Environment Culture and Community Department - Parks and Landscapes**

Bridget Treacy, Senior Executive Parks Superintendent

### **Architects**

Andrew Devonport, Senior Executive Architect

## Section 1: Introduction

### 1.1. Background to the Plan

Over the last ten years, the area defined by the Sandyford Urban Framework Plan – Sandyford Business Estate/Stillorgan Industrial Estate/Central Park/South County Business Park – has been subject to unprecedented levels of change and growth. Commencing in the late 1990's and gathering momentum between 2000 and 2007, the area has witnessed the redevelopment and transformation of previously low rise, low density manufacturing sites to medium-to-high density technology units, office schemes, the development of greenfield sites and, more recently, residential, retail and medical development. The transformation of the Plan area, which extends to approximately 190 hectares has taken place largely on a site-by-site basis without reference to an overarching plan to guide and coordinate development.

The difficulty in pursuing incremental development in the absence of a coherent plan-led strategy became evident in 2007 when certain potential shortcomings in the capacity of local infrastructure networks became manifest.

In 2007 Elected Representatives, local residents and An Bord Pleanála raised serious concerns that the County Development Plan 2004 – 2010, lacked specific guidance on the future form and necessary infrastructure to support the Sandyford Business Estates Area.

As a result, a decision was made that the Council would prepare a detailed analysis of the existing situation in Sandyford Business Estates outlining the scale and mix of development permitted to date and the potential for infrastructure capacities (to be increased) to provide for future growth without compromising planned growth in other parts of the County.

This Sandyford Urban Framework Plan (SUFP) 2011 is based on that detailed analysis, and the existing landscape of the area. The Plan is brought forward with the confidence that on implementation of its policies and objectives, the development of Sandyford Business Estates will deliver a place that attracts investment and employment and provides an environment that caters for residential, employment and commercial communities.

### 1.2 The Legal Status of the Plan

It is an objective of the County Development Plan 2010-2016 that an Urban Framework Plan be prepared for Sandyford.

The Sandyford Urban Framework Plan forms part of the County Development Plan 2010-2016 (CDP) by way of a Variation to the Plan. This Plan shall be referred to as the Sandyford Urban Framework Plan 2011-2016. The Sandyford Urban Framework Plan will not become obsolete in 2016 and will be reviewed as part of the making of the County Development Plan 2016-2022. The policies and objectives of the County Development Plan shall apply when applications for planning permission are being considered within the Sandyford Urban Framework Plan boundary, where matters are not directly covered in the Urban Framework Plan itself.



## 1.3 Strategic Environmental Assessment

In accordance with the Planning and Development (Strategic Environmental Assessment) Regulations 2004, the Planning Authority has screened the Sandyford Urban Framework Plan to determine whether or not the Plan would be likely to have significant effects on the environment.

The screening document prepared by the Planning Authority in accordance with the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 2004) determined that the implementation of the Sandyford Urban Framework Plan would have the potential to give rise to effects on the environment. The Planning Authority decided to apply the precautionary principle and to undertake a Strategic Environmental Assessment (SEA) of the Variation to the County Development Plan 2010-2016. This SEA process has been integrated into the Variation thus minimising the potential for significant environmental effects by its implementation. The findings of the SEA are expressed in an Environmental Report which accompanies the Variation.

## 1.4 The Structure of the Plan

This Plan is divided into 5 Sections as follows:

Section 1 - Introduction

Section 2 – Future Land Uses

Section 3 – Indicative Urban Form, Public Realm, Linkages and Building Height

Section 4 - Infrastructure

Section 5 – Phasing and Funding

## 1.5 The Plan Area

The Plan Area consists of the following separate business estates and sites:

- > Stillorgan Industrial Estate,
- > Sandyford Business Estate,
- > Central Park,
- > South County Business Park
- > Legionaries of Christ,
- > Leopardstown Park Hospital and
- > Lands at St. Benildus and Stillorgan Reservoir.

### 1.5.1 Renaming Sandyford Business Estates

The collective term Sandyford Business Estates (SBEs) has been used in reports to the Council to describe the area included within the plan boundary.

This Plan aims to integrate the separate areas within the Plan so that the area develops as a coherent **district**, therefore where the Plan refers to the future form of the area, it uses the name Sandyford Business District (SBD).

## 1.6 The Purpose of the Plan

The purpose of the Sandyford Urban Framework Plan is to set out the policies and objectives that, when implemented, will transform Sandyford Business Estates from a collection of disparate, poorly connected estates, to a co-ordinated, cohesive, business district.

The future of Sandyford Business Estates will be plan led. The rationale for future growth is based on Sandyford Business Estates continuing to be of strategic importance as an employment area. The Plan builds on:

- > Investment in the area over the past 10 years;
- > Improvements in access by public transport;
- > The growth of adjoining residential areas in particular, Stepsaside;
- > The provision of retail and services to cater for the employment and resident population;
- > The growth of high intensity employment;
- > The diversity of employment that has located here; and
- > The introduction of residential development that brings vibrancy to the area.

To date, development has been provided on a piecemeal basis and the broad land use zonings in the previous County Development Plans have lacked specific policies and objectives to control development so as to ensure that a coherent place evolves.

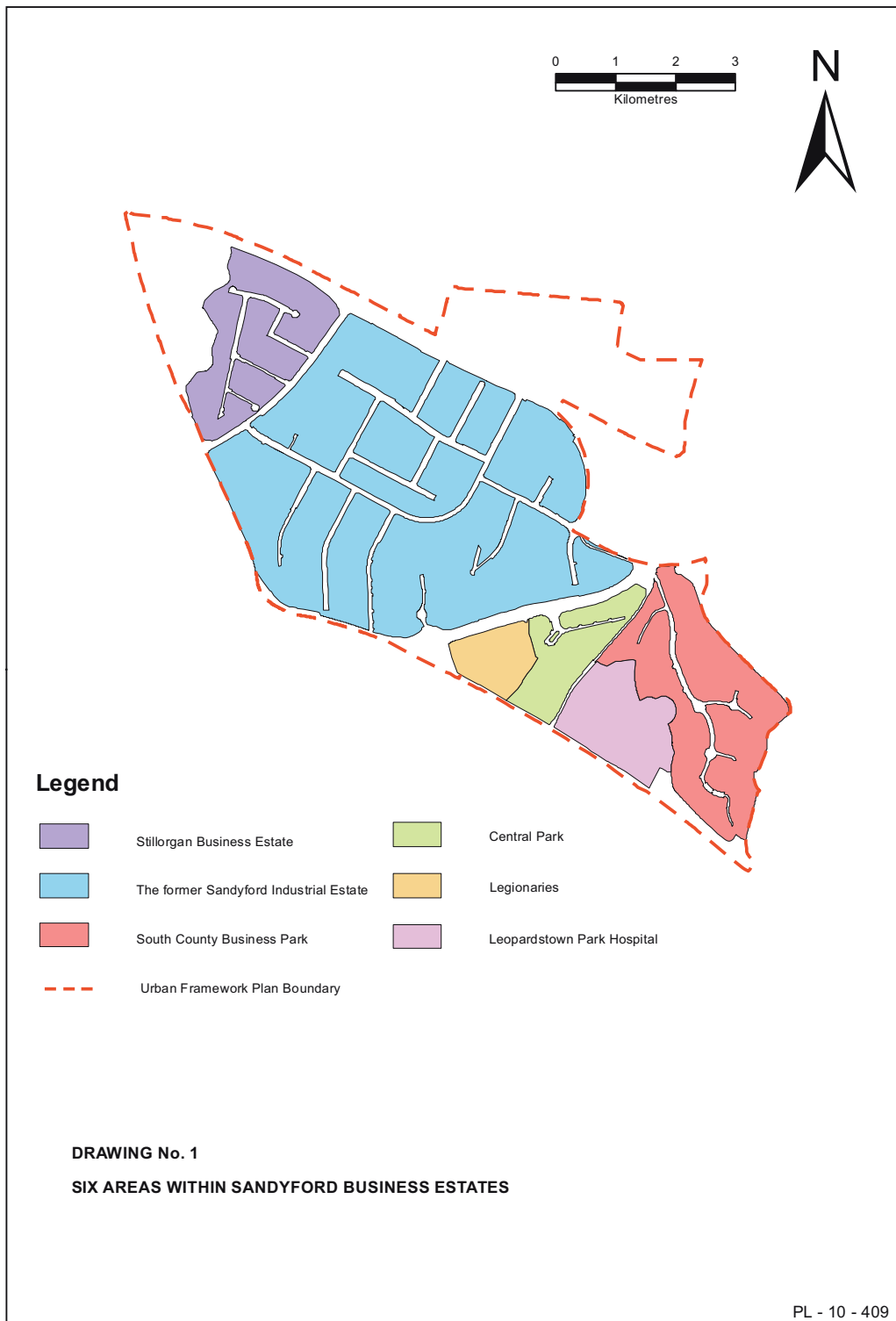
The Sandyford Urban Framework Plan addresses this issue. It uses the tools available to local authorities to address these shortfalls. The SUFP introduces a new set of land use zoning objectives for the area and provides clarity on the appropriate scale of development using plot ratio objectives. It regulates building height and indicatively sets out how the Sandyford of the future may look.

### 1.6.1 Rationale underpinning the Sandyford Urban Framework Plan are:

- > To promote and facilitate employment growth in Sandyford Business District recognising its status as a primary growth centre in the Economic Development Strategy of the Regional Planning Guidelines 2010-2022.
- > To strengthen and enhance the structure and character of the urban form through appropriate sustainable land use zoning and guidance on typology, massing, scale, height, density of the built form and by promoting excellence in design of buildings and the spaces between them.
- > To protect the residential amenity of adjoining areas and ensure that development in Sandyford Business District provides for its own infrastructural requirements.
- > To encourage a diverse range of uses including employment based uses, retail and retail services, civic, cultural, leisure, health, educational and other services appropriate in scale commensurate with the role of Sandyford Business District as a 'Place' to work and live.
- > To encourage a range of high quality new homes to promote choice and achieve a social mix.
- > To create an environment, supported by key infrastructure and services that will attract business investment and provide for a range of employment opportunities.
- > To create a hierarchy of public open spaces within Sandyford Business District providing high quality amenities and a variety of functions to serve both the resident and employee populations.
- > To provide a network of 'green' routes and integrated streets linking the public open spaces, creating a legible and attractive environment for pedestrians and cyclists linking origins with destinations.
- > To maximise the contribution of sustainable travel modes in meeting travel demand in accordance with Smarter Travel and to make a number of road improvements to cater for residual demand.

## 1.7 The Existing Built Form

Within the Sandyford Business Estates there are six very separate developed areas with distinctly different built forms that are at different stages of development. These differences result from their historical development, land ownership and changing economic demands. There is little interaction between these areas. Each area has developed certain characteristics through its development. These characteristics provide a means to build upon, and a reason to improve connectivity. (Drawing 1)



**(a) Stillorgan Industrial Estate**

Stillorgan Industrial Estate roads have retained their original form with freestanding developments located along a network of cul-de-sacs and loops. The land uses generally reflect its layout, with light industrial and warehousing/retail warehousing.

**(b) Sandyford Business Estate**



Sandyford Business Estate is at a pivotal stage of development in terms of type of business. Parts of Sandyford Business Estate are in the process of transforming from an area of low-density freestanding buildings formed around a road network, to higher density development within a tighter urban grain. This transition in form and land use has been driven primarily by land ownership rather than by a master plan for the overall area. Recent high density developments have little spatial relationship with their neighbours and as a consequence the area has become fragmented. The current mix of uses lack co-ordination and rationale.

**(c) Central Park**



Central Park's form and structure is plan led and clearly recognisable. It is urban in form with a tight grain in the centre enclosing the pedestrian street. Large office blocks provide a presence onto the Leopardstown Road. The area is characterised by an internal pedestrian street scape surrounded by mixed-use blocks incorporating apartment dwellings over retail services and leisure uses providing for its local community. The open space provision envisaged in the permitted master plan has yet to be developed.

**(d) The Legionaries of Christ Site**

The Legionaries property is a large holding in single ownership. It currently provides accommodation for the religious order. Its current form is open in character with low-density development and use. There is an existing objective in the County Development Plan 2010-2016, to protect and/or provide for Institutional Uses on this site.

**(e) South County Business Park**

The form and structure of South County Business Park is separate blocks set in a sylvan setting. The land use is controlled by the landowners, the IDA, and comprises primarily of office-based development for internationally trading business.

**(f) Leopardstown Park Hospital**

This protected structure and adjoining hospital buildings are self-contained and sit well within their grounds. The hospital provides residential care for the elderly. The surrounding context has altered significantly in the past 10 years moving from a parkland setting to a site more encroached upon by the surrounding development. There is an existing objective in the County Development Plan 2010-2016, to protect and/ or provide for Institutional Uses on this site.

**1.7.1 Building Height**

Building height within Sandyford Business Estates ranges from 1 to 2 storey developments within the established areas of the Sandyford Business Estate and Stillorgan Industrial Estate to between 4/5 and 14 storeys in recently permitted schemes within Sandyford Business Estate. In Central Park development of between 8 and 17 storeys has been permitted and 3 and 10 storeys within South County Business Park. To date, height has predominantly been permitted close to the Luas line. (Map 3)

**1.7.2 Plot Ratios**

Development that is currently planned or under construction within Sandyford Business Estates is of high to very high density, with plot ratios ranging between 1:2.5 and 1:4. Whilst this density is being reached locally within the estates, for example, in Beacon South Quarter, it is unrealistic to expect extensive areas of Sandyford Business District to be built to the same density level in the future. Infrastructure capacity issues, market conditions, together with the need to provide high quality living and working environments, community facilities and open space, will tend to have a regulating effect on the intensity of future residential and commercial development. (Map 2)

## Section 2: Future Land Uses

### 2.1 Planning for Future Growth in Sandyford Business District

Prior to the 1980's Sandyford Business Estates (SBE) were primarily zoned for employment use. With the adoption of each County Development Plan since the 1980's the industrial employment objective has remained the same, but the uses permitted in principle within the zone, have changed.

The uses permitted within the employment zoned lands moved from primarily industrial in the 1980s to a greater mix of uses in the 1990s and early 2000s, when residential and retail were included. This move to mixed use was in line with international trends with a move away from single use zoning, which had been the practice in the '60s, 70s, and '80s both in Ireland and abroad.

New Urbanism, an urban design movement, promoted the concept of walkable mixed-use cities as a preferable twenty first century approach, to the previous more car dominated planning. This school of thought promotes a mixed-use form of development, creating an urban form rather than housing estates and industrial estates. New Urbanism has been acclaimed for bringing life into areas and supporting the development of mixed communities. However there have been a number of critical reviews, particularly with regard to how certain land uses can comfortably sit together without compromising each others environment.

Within the Sandyford Business Estates, development to date has been somewhat piecemeal as the majority of the area had the 'employment' zoning objective. This permitted a broad spectrum of land uses (from light industrial to residential), without having policies and objectives to protect and provide for the amenity needs of the different uses.

In this Plan mixed-use is still promoted, but it is plan led. Mixed-use is provided for in two ways.

1. Mixed-use zoning in the core area provides for a mix of uses within structures and/ or between plots. Uses can be mixed horizontally and or vertically within the plot. The lands identified as appropriate for this form of development are zoned 'mixed-use core area'. (Map 1)
2. The second form of mixed-use in the plan is the proximity of different land use zones. This form of mixed use protects the character of the principle use of each zone, while benefiting from the synergy of good pedestrian connectivity to adjoining different land use zones and the mixed-use core areas. (Map1)

In order to facilitate the implementation of the provision for mixed-use development within the SUFP specific land use zoning objectives are set out in Section 2.2. The mixed use provisions of the Plan are in line with the land use policies in the Regional Planning Guidelines for the Greater Dublin Area 2010, and are in accordance with the policies for future growth in the County Development Plan 2010-2016. These provisions reinforce a plan led approach to the future growth of this area.

### 2.2 Future Land Use Zones

There are over 121 hectares of employment zoned land in the SBEs with existing uses including:

- > Light industry
- > Warehousing
- > Wholesale retail

- > Retail warehousing
- > Research office based employment
- > Service office based employment
- > Science and technology businesses
- > Medical
- > Education
- > Retail both convenience and comparison
- > Retail services
- > Residential

Each of these uses contributes to the area but have the potential by their nature, to affect the area's development due to conflicting characteristics.

Map 1 illustrates the land use zoning objectives in Sandyford Business District.

### 2.2.1 Employment

Employment is not a homogenous land use and accordingly there are currently a number of different employment types within the Plan area.

**The first employment type includes:**

- > Research office based employment
- > Service office based employment
- > Science and technology businesses

This employment use is characterised by purpose built architecturally designed buildings where the building setting is normally landscaped reflecting the image of the business it accommodates. The nature of the employment is often sedentary, where the ratio of employees to floor area can be high, averaging circa. 5 persons per 100 sqm. The nature of trips generated by these uses is normally concentrated at peak hour journey times.

**The second employment type includes:**

- > Light industrial
- > Warehousing and wholesale warehousing

This employment use is characterised by shed like structures, often requiring movement of bulky goods. The nature of the employment is often manual with the number of employees as a ratio to the floor area being low. The pattern of trips generated by these uses is spread throughout the day.

**The third employment category is medical.**

This is a major employer in the area. There are two very different medical campuses in the Plan area but they have similar characteristics. A Medical building is designed to cater for the specific nature of its patients needs. The potential to build on areas of expertise requires room to expand in the immediate vicinity and the nature of the work requires an environment that does not undermine recuperation. This employment is characterised by shift work therefore it does not contribute to peak hour journeys and the nature of the activities generates trips throughout the day.

It is evident that there are three distinct sets of characteristics associated with the different employment types. The characteristics (nature of use, design and intensity of use) of each employment type can

compromise the environment of the other employment types. Accordingly, the Plan clusters employment into the following land use zoning objectives based on the nature of the use and the characteristics of their businesses:

- 2.2.1.1 OE1 Office Based Employment Zone 3  
**It is an objective of the Council to provide for office and enterprise development in Zone 3 of Sandyford Business District (Map 1).**
- 2.2.1.2 LIW1 Light Industrial/ Warehousing Zone 4  
**It is an objective of the Council to improve and provide for low density light industrial/ warehousing uses in Zone 4 of Sandyford Business District (Map 1).**
- 2.2.1.3 MH Medical Zone 6  
**It is an objective of the Council to improve, encourage and facilitate the provision and expansion of medical/ hospital uses and services in Zone 6 of Sandyford Business District (Map 1).**



## 2.2.2 Residential and Retail



The benefit to the primary land use i.e. employment, in providing retailing and residential development is that the retail and retail services cater for employees’ and residents’ needs. It provides vitality to the area that attracts both employees and employers to an area and also extends the hours of activity in the area beyond the core business hours. The residential population assists in ensuring the economic viability of retail. The residential accommodation provides a choice to the work force to reside in the immediate area. The mix of uses provides a better return on investment in infrastructure and services. For example, bus services would benefit from inward and outward bound journeys during peak hours and the capacity of the environmental infrastructural network i.e. water and drainage, will provide services more evenly throughout the day and week, thereby providing a greater return on investment.

The benefits of locating retail and residential uses in the Plan area have to be assessed from a countywide housing and retail strategy perspective and the requirement to provide the necessary residential amenities.

As with traditional towns, villages and neighbourhoods, there are cores within Sandyford Business Estates where a variety of land uses are located. These cores include offices, residential, retail, retail services, restaurants, etc. An area the size of SBE needs to identify its cores. In this Plan the existing Mixed Use Cores Areas are recognised by a specific zoning objective so as to strengthen their function. If this core is too spread out it reduces the footfall within the area and therefore undermines its vitality, viability and security.



In the Plan area it is considered that the core areas that support mixed use development should be located where multi modal access is available.

Within the Mixed Use Core Areas a variety of land uses are accommodated. The scale of the mix of these uses is set out in section 2.4.

The land use zoning objectives for the mixed use core areas are:



#### 2.2.2.1 Mixed Use Core Areas: Zone 1 and Zone 2

##### **MIC - Mixed Use Inner Core Area Zone 1**

**It is an objective of the Council to consolidate and complete the development of the Mixed Use Inner Core to enhance and reinforce its sustainable development. (Map 1)**

##### **MOC - Mixed Use Outer Core Area Zone 2**

**It is an objective of the Council to provide for a mix of uses, which complements the Mixed Use Inner Core, but with less retail and residential and more emphasis on employment and services. (Map 1)**

The Plan's land use zoning objectives provide for the residential development permitted to date within the Mixed Use Core Areas. Future residential development will primarily be focused in the residentially zoned lands within the Plan with the following land use zoning objective:

#### 2.2.2.2 A2 1 - Residential Zone 5

**It is an objective of the Council to provide for the creation of Sustainable Residential Neighbourhoods, and preserve and protect residential amenity in Zone 5 of Sandyford Business District.**

In summary, the Plan rationalises the land use zoning objectives in Sandyford Business District to give clear guidance on the future form. The Plan moves away from a single zoning objective that facilitates a broad mix of uses, to a set of zoning objectives that are specific in the uses permissible. This will ensure that the characteristics of the uses are compatible and that the mix of zones across the Plan area will form a cohesive and integrated District.

## 2.3 Land Use Policies and Objectives

### 2.3.1 Policy SUFP 1 Land Use Zoning

**It is Council policy to determine appropriate land uses within Sandyford Business District.**

This Plan assigns land uses having regard to;

- > Multi-modal<sup>1</sup> access points
- > Mixed-use core areas
- > Existing built form and the setting

<sup>1</sup> Multi-modal – all forms of transport (e.g., private car, public transport, cycle and walking)

The different land uses are set out below. The land use zoning objectives, that is; the uses permitted in principle and open for consideration are set out in Appendix 1. In addition specific Local Objectives are identified at site specific locations (Appendix 2 and Map 1 SUIP and Map 6 CDP). Within Sandyford Business District, in cases where the Land Use Zoning Objectives appear to conflict with the requirements of a Specific Local Objective, the uses promoted under the Specific Local Objective will be allowed for in addition to the uses permitted in principle and open for consideration.

### 2.3.2 Objectives Mixed Use Core Areas: Zone 1 and Zone 2

#### MIC - Mixed Use Inner Core Zone 1

It is an objective of the Council to consolidate and complete the development of the Mixed Use Inner Core to enhance and reinforce its sustainable development.

#### MOC - Mixed Use Outer Core Zone 2

**It is an objective of the Council to provide for a mix of uses, which complements the Mixed Use Inner Core, but with less retail and residential and more emphasis on employment and services.**

#### 2.3.2.1 Retail within the Mixed Use Core Areas (MIC and MOC)

To date the retail permitted in the area includes a large convenience store, a large discount food store and a number of smaller scale convenience shops, in addition to comparison retail outlets. Retail has primarily been permitted close to the Luas stops in Sandyford Business Estate and in Central Park as part of mixed-use schemes.

It is appropriate that future convenience and comparison retail, and



the associated services, be clustered within Sandyford Business District, thereby providing the critical mass to provide the vitality that attracts customers to avail of the services. Locating retailing close to transport nodes facilitates employees as they come and go from work. Limited retail shall be permitted beyond these core areas. Two separate core areas have been identified (Map 1). One located in Sandyford Business Estate, serving Sandyford Business Estate, Stillorgan Industrial Estate and those within a walkable catchment. The second one is located in Central Park, serving Central Park, South County, Leopardstown Park Hospital and the Legionaries of Christ lands.

Retail and retail services should be used to enliven street frontages, particularly on main pedestrian corridors leading to LUAS stops, and in particular along Ballymoss Road.

### 2.3.2.2 Residential within the Mixed Use Core Areas (MIC and MOC)

It is considered that the number of apartments permitted to date in the Mixed Use Core Areas is sufficient to provide vitality to these areas. Future residential development should primarily be focused within the residential zoned land (Map 1, Zone 5). This will enable the creation of sustainable residential neighbourhoods with environments more conducive to protecting residential amenity and able to provide a mix of home types.



### 2.3.2.3 Office based employment within the Mixed Use Core Areas (MIC and MOC)

Office based employment within the Mixed Use Core Areas should provide a broad spectrum of accommodation. Other uses, which are considered to be compatible in nature and with infrastructure requirements, are also permitted within this zone. In the design of office accommodation it will be critical that cognisance is taken of the function of the building not alone in providing employment accommodation but in contributing to the environment of the Mixed Use Core Area. This should be achieved by creating frontages that relate well at street level so as to interact with the pedestrian and by protecting residential amenity of adjoining blocks through orientation and design.

Other uses which are compatible in nature and with infrastructure requirements are also permitted within this land use zone. (See Appendix 1)

## Objectives within Zones 1 and 2 (MIC and MOC)

### MC1

It is an objective of the Council to require that a Retail Impact Assessment accompany all convenience and comparison retail development proposals in excess of 300sqm GFA.

### MC2

It is an objective of the Council to require that all Retail Impact Assessments should demonstrate that the scale and nature of retail proposed caters only for the employment population within the SANDYFORD BUSINESS DISTRICT and the residential catchments within walking distance and that it will not have a negative impact on adjacent retail centres.

### MC3

It is an objective of the Council to require all planning applications for proposed retail developments to identify the nature of the proposed use in order that the appropriateness of the use at that location can be determined.

#### MC4

It is an objective of the Council to limit the quantum of residential units within Zone 1 (MIC) and Zone 2 (MOC) to what has been permitted to date.

#### MC5

It is an objective of the Council to require all residential development within the Plan boundary to benefit from Class 2 communal open space in accordance with the rate of space set down in Section 16.6.3 of the County Development Plan 2010-2016. The applicant shall set out clearly in any proposed development, how this requirement is being addressed. Where it is not possible to provide meaningful and usable Class 2 open space or where a specific local objective requires, the applicant shall provide indoor community facilities (e.g. community rooms, indoor active recreational uses for residents), the nature of which should be agreed with the Planning Authority at pre planning stage.

#### MC6

It is an objective of the Council to require all residential developments to provide private open space in accordance with the requirements set down in Section 16.3.2 and 16.3.3 of the Dún Laoghaire-Rathdown County Development Plan 2010-2016.

#### MC7

It is an objective of the Council to require, enterprise and employment development (including retail) to provide 10-15% of the site as outdoor amenity space for the passive enjoyment of the employees (Class 2 open space), excluding suitable boundary treatments, which may take the form of suitable set back, tree planting /boundary landscaping. In Zones 1 (MIC) and 2 (MOC) due to high plot ratios and the creation of streets it may not be feasible or appropriate to provide outdoor amenity space accessible to all employees. In this case the amenity associated with Class 2 open space shall be provided: by way of investment in quality public realm; the provision of set backs; roof gardens, balconies for use by employees and where a specific objective requires the provision of an urban plaza. Where Class 2 open space becomes part of the public realm e.g. street set back or urban plaza, the Council may take this in charge.

#### MC8

It is an objective of the Council to seek the provision of a use that animates the street corners e.g. Hotel/ Apart Hotel at the north-western end of Ballymoss Road at the junction with Blackthorn Drive (Map 1, SLO 109)

#### MC9

It is an objective of the Council to locate uses that enliven, and attract customers fronting the routes leading to the Luas, particularly along Ballymoss Road.

### 2.3.3 Objective OE Office Based Employment Zone 3

#### OE – Office Based Employment Zone 3

**It is an objective of the Council to provide for office and enterprise development in Zone 3 of Sandyford Business District. (Map 1)**

Zone 3 encompasses areas that have already become established office areas, areas in transition and/ or areas that are appropriately located to accommodate higher intensity employment uses.

It would be expected that the ratio of employees to work space could be circa 5 employees per 100 sqm. Other uses, which are considered compatible in nature and with infrastructure requirements, are also permitted within this zone (Land Use Zoning Objectives Appendix 1).

## Objectives within Zone 3

### OE1

It is an objective of the Council to require within Zone 3, 10-15% Class 2 communal open space for all developments, excluding suitable boundary treatments, which may take the form of suitable set back, tree planting /boundary landscaping, this shall be provided primarily at ground level. Where pocket parks are identified on Map 1, the 10-15% shall be used to deliver these amenity spaces; the Council may take these in charge.

### OE2

It is an objective of the Council to provide green routes creating linkages between the employment areas, pocket parks, the Mixed Use Core Areas and public transport nodes.

### OE3

It is an objective of the Council to implement tree planting and soft landscaping within the Plan area, in accordance with Drawing 11.

### OE4

It is an objective of the Council to provide a network of attractive urban spaces and public realm.

## 2.3.4 Objective LIW Light Industrial / Warehousing Zone 4

### LIW – Light Industrial/Warehousing Zone 4

**It is an objective of the Council to improve and provide for low density, light industrial/ warehousing uses in Zone 4 of the Sandyford Business District.**

Zone 4 currently encompasses traditional low density, low rise warehouse type development located within Stillorgan Industrial Estate and along Heather/Furze/Bracken Road and areas on the southern and western periphery of Sandyford Business Estates. Due to their location, these lands lend themselves to a continuation of lower intensity employment uses such as warehousing, car showrooms, and light industrial uses.

Zone 4 is characterised as an area where buildings should be designed to accommodate a variety of commercial activities where the nature of the business is not primarily desk based. The appropriate land uses in this area will have a ratio of employees to floor area significantly lower than 5 employees per 100 sqm or the nature of the activity would be such that the number of peak hour trips generated by the use, would be negligible.

## Objectives in Zone 4

### LIW1

It is an objective of the Council to assess, in Zone 4, Class 2 communal open space based on the nature of the land use proposed. Due to the expected low ratio of workers to floor area, planning applications for warehousing and light industrial development, may not, on agreement with the Planning Authority, be required to provide 10/15% of their site for Class 2 open space. Developments within this area will, however, be required to provide quality boundary treatments and achieve a comprehensive scheme of tree planting along streets and or adjacent to open space. However, if 10-15% (excluding suitable boundary treatments, which may take the form of suitable set back, tree planting /boundary landscaping), of Class 2 open space is deemed to be required, this shall be provided primarily at ground level.

## 2.3.5 Objective A2 Residential Zone 5

### A2 – Residential Zone 5

It is an objective of the Council to provide for the creation of Sustainable Residential Neighbourhoods, and preserve and protect residential amenity in Zone 5 of the Sandyford Business District.

Zone 5 consists of areas where residential development should be the primary land use and the environment should be designed to be conducive to the development of sustainable residential neighbourhoods. Three distinct areas have been identified within the Sandyford Business District, each with potential for its own character.

#### (a) Carmanhall Road Neighbourhood



This residential neighbourhood is to be centrally located within Sandyford Business District adjacent to the Mixed Use Core Area, reducing the need to travel and enhancing the viability of retail facilities and services and the vitality of the area as a whole. It is suitably located close to existing residential developments at Beacon South Quarter, Rockbrook and at Corrig Road and Ballymoss Road and is within walking distance of proposed social, educational and recreational amenities and the proposed transport interchange and Luas along Blackthorn Drive/Avenue.

The outer edge of this residential area, fronting Blackthorn Road, provides for uses that will create active street frontage and provide a transition between the residential area and the opposing employment based areas along Blackthorn Road. It is anticipated that these own door business units will provide appropriate facilities for small businesses (Map 1, SLO 116).

To ensure the appropriate provision of social and community infrastructure to serve the needs of the resident and employee population, a Specific Local Objective, SLO113, has been included in the Plan. The location of these indoor community facilities (e.g. community rooms, indoor active recreational uses for residents) has been determined in accordance with urban design principles and having regard to the protection of residential amenity, and has therefore, been identified at ground floor level along the north eastern edge of this residential neighbourhood, at the junction of Carmanhall Road and Blackthorn Road.

#### (b) Burton Hall Neighbourhood

This area is located adjacent to the Burton Hall Campus and between Burton Hall Road and Arena Road. This area is suitably located for residential development given the “green” buffer that is provided by the Burton

Hall Campus to the south west and its proximity to the Central Park scheme and the amenities that it provides, including the Luas stop. Residential development located here, could be appropriately nestled from major roads and junctions and high-density employment based development.

#### **(c) South County Business Park Neighbourhood**

This area extends beyond Central Park, south east of the Luas line. This area is suitably located for residential development due to its proximity to:

- > The existing residential development
- > The neighbourhood facilities and amenities
- > The Luas stop at the Central Park
- > The wooded open space within South County Business Park
- > The proposed educational facilities at the Legionaries of Christ lands

### **Objectives within Zone 5**

#### **A2 1**

It is an objective of the Council to ensure the residential neighbourhoods are developed at a density that is in accordance with the density provision set out in Map 2.

#### **A2 2**

It is an objective of the Council to require the provision of indoor community facilities as part of residential development schemes and in accordance with the Land Use Zoning Objectives (Appendix 1).

#### **A2 3**

It is an objective of the Council to require all residential development within Zone 5 to benefit from Class 2 communal open space in accordance with the rate of space set down in Section 16.6.3 of the County Development Plan 2010-2016. The applicant shall set out clearly in any proposed development how this requirement is being addressed. Where the Planning Authority agrees that it is not possible to provide meaningful and usable Class 2 open space or where a specific local objective requires, the applicant shall provide indoor community facilities (e.g. community rooms, indoor active recreational uses for residents), the nature of which should be agreed with the Planning Authority at pre planning stage.

#### **A2 4**

It is an objective of the Council to require all residential developments to provide private open space in accordance with the requirements set down in Section 16.3.2 and 16.3.3 of the Dún Laoghaire-Rathdown County Development Plan 2010-2016.

#### **A2 5**

It is an objective of the Council to require a set back of the building line along Carmanhall Road to protect the existing sylvan character and to provide a buffer from the employment uses opposite (Drawing 10).

### **2.3.6 Objective MH Medical Zone 6**

#### **MH – Medical Zone 6**

**It is an objective of the Council to improve, encourage and facilitate the provision and expansion of medical/hospital uses and services in Zone 6 of Sandyford Business District.**



Hospital and medical related uses have become more prominent within the mix of uses provided within the Sandyford Business Estates. As part of a recent high density mixed use development, the Beacon Hospital was developed, together with associated medical uses within the adjacent Beacon Mall/Court. Subsequently, further medical uses have come on board through the change of uses of office based buildings in the vicinity. Therefore, this area and its adjacent land holdings, lend themselves to be developed as a Medical Campus.

The Leopardstown Park Hospital, a long established use, is located to the south east of the Sandyford Urban Framework Plan boundary, nestled between Central Park, South County Business Park and the M50. This hospital provides residential care for the elderly and is located within an open and green site. It is considered appropriate to provide for the preservation and expansion of this use. Particular regard shall be had to the sylvan nature of the site and the Institutional Lands Objective as set out in the County Development Plan 2010-2016.

The residual lands within Zone 6 shall be developed to a Master Plan to enable their full potential to be realised.

The aforementioned are areas where the primary use is medical or medical related uses. The appropriate land uses in Zone 6 will be such that the nature of the activity or the shift work pattern shall ensure that the number of peak hour trips generated by the use, would be negligible.

## Objectives in Zone 6

### MH1

It is an objective of the Council to require within Zone 6, 10-15% Class 2 communal open space for all developments, excluding suitable boundary treatments, which may take the form of suitable set back, tree planting /boundary landscaping. Due to the sensitive nature of the use of these sites the open space shall be best designed to cater for the passive recreational needs of patients, visitors and staff.



**MH2**

It is an objective of the Council to protect the sylvan setting of Leopardstown Park Hospital.

**MH3**

It is an objective of the Council to encourage the development of buildings of architectural quality and appropriate to context.

**2.3.7 Objective F Open Space Zone 7****F – Open Space Zone 7**

**It is an objective of the Council to preserve and provide for open space with ancillary recreational amenities.**

Open space is to provide for the recreational needs of residents and employees and to contribute to a sense of place unique to Sandyford Business District. The lands zoned Open Space are identified in Map 1.

Open Space is part of the infrastructure required to facilitate development. The Open Space land use zoning is set out in this Section of the Plan. Additional open space policies and objectives are set out in Section 3 of this Plan.

Burton Hall is a remnant of the historical development of the area. The lands are zoned Open Space in order to protect the curtilage of the protected structure, including the out buildings and walled garden. Taking cognisance of its existing use and the Institutional Lands Objective that exists on this site, it is considered appropriate to allow for the further expansion of the existing use, therefore, a Specific Local Objective for these lands has been included in the Plan (Map 1, SLO 117).

**Objectives in Zone 7****F1**

It is an objective of the Council to expand on the existing public open space provision by the inclusion of St Benildus sports facilities on the southern side of St. Benildus Avenue to provide Class 1 Public Open Space for active recreational use. This will include play ground space and other play opportunities, playing pitches, a dogs off leash area, a network of paths, park style boundary treatment and soft and hard landscape elements.

**F2**

It is an objective of the Council to actively pursue the use of the existing reservoir site as active open space (Class 1) when the use of part of this area as a reservoir is abandoned and the remaining part is covered over. This space will compensate for any future loss of the parklands at St. Benildus associated with the construction of the Eastern Bypass.

**F3**

It is an objective of the Council to develop a Sandyford Business District Civic Park (circa 0.8ha of Class 1 Open Space). A balance will be struck in the design and the layout of this park between the smart, civic quality of an urban square, and the casual, spontaneous nature of a residential area. This will include significant water features, a high degree of sculptural influence, play opportunities, including those for childrens play, hard & soft landscape features and extensive tree planting (Map 1, SLO 119).

**F4**

It is an objective of the Council to provide Class 1 active recreational open space as identified on Drawing No. 10. The Local Authority will actively pursue the provision of this open space. This active recreational open space will be funded in accordance with the Development Contribution Scheme adopted for the Plan area.

#### F5

It is an objective of the Council to facilitate the provision of a series of pocket parks/ urban plazas (Class 2) to be used for small scale localised recreation. These open spaces may be themed so as to provide a variety of experiences (e.g. landscaped or small active recreational facility). These parks provide break out areas along the Green Routes. (Map 1, SLO 121, Drawing 10)

#### F6

It is an objective of the Council to protect the stands of trees within South County Business Park by including them and the lands within which they stand, within the Open Space zoning.

See Appendix 1 Land Use Zoning Objectives (Zones 1-7) for the uses permitted within each land use zone.

### 2.3.8 Areas in Transition

Within the Sandyford Business District there are uses that do not conform to the Zoning Objectives of the area. The Council will support the expansion and / or improvement of existing non-conforming uses that are not considered likely to impact negatively on the development potential of adjoining sites, in accordance with the policies and objectives as set out in the Sandyford Urban Framework Plan.

### 2.3.9 Unfinished Estates

Dún Laoghaire-Rathdown County Council will accord with the Department of the Environment, Community and Local Government Guidance Manual, 'Managing and Resolving Unfinished Housing Developments' (August 2011). Site Resolutions Plans shall be developed by the developers or receivers and agreed with the Local Authority. Dún Laoghaire-Rathdown County Council will therefore, take a central and facilitating role in this process as set down in the Government Guidelines.

Dún Laoghaire-Rathdown County Council is committed to working with all relevant landowners, developers, builders, receivers, examiners, liquidators, NAMA and residents in the relevant developments, to ensure that unfinished estates in Sandyford Business District, are appropriately resolved.

## 2.4 Future scale and density of development of the different land uses

This Section covers two issues:

1. Future floor area of development of each type of land use.
2. Density of development across the Plan area. This is calculated as follows: Plot Ratio is the plot size to ratio of gross external floor area (plot size includes open space provision but excludes road schemes identified as Roads Objectives TAM 18, TAM 19, TAM 20) and Residential Density is the number of residential units to the hectare.

### 2.4.1 The future quantum of specific classes of land use

The Sandyford Urban Framework Plan is based on an analysis of the future sustainable growth potential of the area within the County. This Plan has to have regard to the Regional Planning Guidelines for the Greater Dublin Area 2010 and accord with the retail hierarchy and housing strategy in the County Development Plan 2010-2016.

## 2.4.2. Future floor area of development of each type of land use

### (a) Office based Employment (High intensity land uses)

Sandyford Business District is primarily an employment area and accordingly future land use zoning objectives are used to support the areas regional importance as an employment area within the city region. The primary contributor to peak hour journeys is employment. The assessments of growth capacity in Sandyford, over and above what has already been permitted, and taking account of modal split targeted by Smarter Travel<sup>2</sup>, is circa an additional 250,000sqm of office development based on 5 persons per 100 sqm. Added to this is the potential created by the redevelopment of existing sites, which has been estimated as an additional 100,000 sqm of offices. This figure is dependent on the modal split targets for new developments being achieved.

High intensity employment uses are located in zones that facilitate:

- > Ease of access to public transport
- > Good access to open space and green routes
- > Proximity to retail and retail services

Office Based Employment is located adjacent to uses of similar character so as to enable the development of a coherent environment.

### (b) Light Industrial / Warehousing etc. (Low intensity land use)

The Sandyford Urban Framework Plan has not stipulated a cap for this type of employment because by its nature it does not significantly impact peak hour journeys.

This use is located in zones that prevent the nature of the uses compromising more densely populated employment zones either by the nature of the business being transacted or the design of the built form.

### (c) Medical

The Sandyford Urban Framework Plan does not stipulate a cap on this type of development. As set out above, there are two very different medical campuses in this Plan area. The Plan facilitates the future expansion of these by identifying a specific zoning objective, Medical Zone 6.

The position of this zone is dictated by the location of the existing medical facilities. Future expansion of this use will be dependent on the applicants being able to demonstrate that the schedule of shift work is such that it will not impact on peak hour trips.

### (d) Retail – Convenience and comparison (not retail warehousing)

It is critical that retail in Sandyford is not of a scale that undermines the retail hierarchy of the Dún Laoghaire-Rathdown County Development Plan 2010- 2016. Future convenience and comparison retailing (not including retail warehouses) should be of a limited scale so as not to attract 'retail only' journeys into the area in order to avoid competing with established District Centres and/or Major Town Centres elsewhere in the County. Future retail should be of a scale appropriate in a Neighbourhood Centre.

### (e) Residential

In terms of the County's Housing Strategy, Sandyford Business District is not required to deliver a significant element of residential accommodation to achieve the County's housing targets. However, areas of residential accommodation are considered appropriate within Sandyford Business District due to the benefits residential accommodation brings to the area as a whole. The synergy of uses it contributes to, supports a sustainable form of development. It is critical that the residents of the homes in Sandyford have the appropriate residential amenities to support and enhance the lives of individuals, families and communities by providing, e.g. open space, education, privacy, connectivity and security.

<sup>2</sup> Smarter Travel, A sustainable Transport Future. A New Transport Policy for Ireland 2009-2020

To date residential development has been limited to being part of a mixed use block with over 70% of units having two bedrooms. This has created a greater choice of accommodation type in the wider area of Stillorgan, Sandyford, Goatstown and Mount Merrion. However, there is a limited range of accommodation types in Sandyford Business District.

It is considered that the overall quantum of residential use already permitted in the Mixed Use Core Areas is sufficient to provide vitality to these areas. Future residential development should therefore, primarily be focused within the residential zoned land (Map 1, Zone 5). This will enable the creation of sustainable residential neighbourhoods, with provision being made for education and recreational needs, and an environment more conducive to protecting residential amenity and able to cater for a mix of home types. In addition to the units already permitted, approximately an additional 1,000 units are proposed within Sandyford Business District.

## 2.5 Density and Scale Policies and Objectives

### 2.5.1 Policy SUFP 2 Density and Scale

**It is Council policy to ensure that Sandyford Business District develops in an orderly manner in accordance with the increase in uses set out in the objectives of this Plan and the Density and plot ratio set out in Map 2.**

Density of development across the Plan area is calculated as follows; plot ratio is the plot size to the ratio of gross external floor area (plot size includes open space provision but excludes road schemes identified as Roads Objectives TAM 18, TAM 19, TAM 20) and Residential Density is the number of residential units to the hectare.

This Plan is based on an analysis of the future sustainable growth potential of the area. Dún Laoghaire-Rathdown County does not have the infrastructure capacity to sustain future development across all of the lands in Sandyford Business Estates at densities permitted to date. Therefore development potential has been distributed by the Plan in a form that contributes to creating a cohesive, integrated and sustainable Business District having also had due regard to the infrastructure issues identified in the Plan.

The distribution of the future development capacity of Sandyford was informed by a number of issues, including:

- > Accessibility to multi modal access points
- > The existing built form and landscape
- > Protecting capacity at critical junctions
- > Accessibility to mixed-use core areas
- > Connectivity
- > Capacity of services

The use of plot ratios is considered an appropriate measure of density for commercial and mixed use areas. Units per hectare is more appropriate for measuring density in residential areas as it provides greater clarity on the mix of units proposed.

Map 2 illustrates the density of future growth in Sandyford Business District.

## Objectives Density and Scale

### DS1

It is an objective of the Council to provide for a future growth in office based floor space (high intensity employment) of 350,000 sqm of office, consisting of 250,000 sqm of additional space and 100,000 sqm of floor space created by the redevelopment of existing sites. This quantum of office space is dependent on the modal split target for future development set out in Section 4 of this Plan, being achieved.

### DS2

It is an objective of the Council to provide for limited additional convenience and comparison retail development (not including retail warehousing). Retailing shall be primarily clustered within the core areas. The scale and nature of retailing shall cater for the employment population within Sandyford Business District and the residential population, within the pedestrian catchment of the Mixed Use Core Areas.

### DS3

It is an objective of the Council to ensure where the plot ratio proposed is greater than 1:2, the layout should take the form of streets<sup>3</sup> in order to contribute to the vibrancy of these core areas.

### DS4

It is an objective of the Council to ensure where the plot ratio is equal to or less than 1:2, the form of development should be looser, allowing for views between buildings and landscaped areas between buildings (Drawing 11).

### DS5

It is an objective of the Council to ensure that unfinished estates in Sandyford Business District are appropriately resolved.

### DS6

No development within Objective 'LIW' Light Industrial/Warehousing, Zone 4, shall be refused planning permission for reason of plot ratio alone.

<sup>3</sup> For the purpose of this document, a street is defined as a road that has important public realm functions beyond the movement of traffic. Most critically, streets should have a sense of place, which is mainly realised through local distinctiveness and sensitivity in design. They also provide direct access to the buildings and the spaces that line them.

# Section 3: Urban Form, Public Realm, Linkages and Building Height

## 3.1 Future Urban Form

Urban Form refers to the layout and design of a 'Place'. Planned urban form addresses the character of a place, quality of public places and spaces, street frontages and enclosure, public realm and the relationship the building has with public spaces, legibility, building height, scale and massing and urban grain.

In addressing the future urban form of Sandyford Business District, the Plan identifies clear objectives with regard to layout and built form, height, public realm and legibility (routes and connections).

## 3.2 Building Height Policies and Objectives

### 3.2.1 Policy SUFP 3 Building Height in Sandyford Business District

**It is Council Policy that building height in Sandyford Business District accords with the height limits indicated on Building Height Map 3.**

Building height refers to the number of storeys within a building including ground level. This Plan sets building height limits across Sandyford Business District. The building height limits have been established through an assessment of location and character of an area and proposed land use. The Building Height Policy allows for the design of buildings or elements of buildings to exceed the building height limit at appropriately identified locations.

There is a presumption that development shall be constructed to the building height limits. However, it is essential that a building makes a positive contribution to the built form of the area and shall have particular regard to the need to minimise adverse impact on residential properties. Building height shall therefore, be determined by how it responds to its surrounding environment and be informed by:

- > Location
- > The function of the building in informing the streetscape
- > Impact on open space and public realm, in particular shadow impact
- > Impact on adjoining properties and
- > Views into the area

### Objectives Building Height

#### BH1

It is an objective of the Council to ensure that Sandyford Business District is developed in accordance with height limits set out in Map 3 Building Height subject to the building making a positive contribution to the built form as set out above.

#### BH2

It is an objective of the Council to require applicants to include with their proposals an analysis of the impact of the height and positioning of buildings on:

- > Immediate and surrounding environment

- > Adjoining structures
- > Open spaces
- > Public realm (including impact on streets, spaces, pedestrian and cycle routes, identified green routes, and with particular emphasis on shadow impact)
- > Views and Vistas
- > Impact on micro climates (such as wind funnels and overshadowing)

#### BH3

It is an objective of the Council to consider additional height over the height limit as identified on Map 3 annotated by a star symbol, on site no.6 (Drawing no.14). Increase in building height shall be limited to an element of the building at this location and only where it does not have a significant adverse impact on adjacent residential properties.

#### BH4

Buildings at locations identified on Map 3 with a triangle symbol shall be of notable design to mark its prominent location. Height limits shall accord with those shown on Map 3 and Building Height Objectives in Section 3.2 of the Plan.

## 3.3 Public Realm Policies and Objectives

### 3.3.1 Policy SUFP 4 Public Realm

**It is Council policy to promote a high standard of public realm within Sandyford Business District.**

Public realm is defined as ***all external spaces that are publicly accessible, including streets, parking areas, footpaths, squares and parks.***



Public spaces, public realm and landscaping have an important role to play in creating a successful urban form. The location and design of public spaces are critical in connecting buildings and spaces and therefore

should be provided in accordance with the objectives set out below and in Section 4.3 Open Space and Section 2.3 Land Use Policies and Objectives.

Applicants will be required to demonstrate how spaces between buildings will be developed so that on completion the area will not appear as a series of discrete developments where edges create barriers. The function of these areas, and how they are designed to link with adjoining sites, will have to be clearly set out and facilitated by future development proposals. Particular attention will be required to be paid to:



- > Building interface with public spaces and between buildings, including set backs;
- > Surfaces;
- > Entrances;
- > Landscaping and where appropriate, how level differences are managed within and between sites;
- > Continuous street frontages and enclosure of space; and
- > Palette of materials and finishes and their compatibility with adjoining sites and specific character areas

## Objectives Public Realm

### PR1

It is an objective of the Council to ensure the provision of a high quality, safe, attractive and functional public realm. This shall be achieved through the appropriate and planned use of space and structure, building interface, continuous street frontages and enclosure, hard and soft surfaces, high quality materials, textures, planting, street furniture, lighting and signage and by encouraging a positive relationship between the buildings and the surrounding environment.

### PR2

It is an objective of the Council to ensure the provision of local identity, distinctive places and character areas through the use of co-ordinated high quality surface materials, street furniture, public art, signage, lighting and planting.

### PR3

It is an objective of the Council to ensure that road design and quality of landscaping treatment reflects its role within the hierarchy of routes.

### PR4

It is an objective of the Council to manage street and roadside trees in accordance with best arboricultural practice.

### PR5

It is an objective of the Council to endeavour to conserve all street and roadside trees where feasible and to replace all trees removed with an appropriate species, where the removal of street and roadside trees is necessary.



**PR6**

It is an objective of the Council to implement a programme for enhanced planting along Green Routes (Drawing 10) and along all roads and streets suitable for such planting.

**PR7**

It is an objective of the Council to provide a clear, direct, accessible and inviting pedestrian and cycle route from the planned transport interchange at Blackthorn Avenue into the centre of Sandyford Business Estate. This shall be achieved by creating a generous crossing point at the location of the interchange, clearly defined by the building edges and setting back the building line at the junction of Ballymoss Road and Blackthorn Avenue and by providing a shared surface environment along the entirety of the route.

**PR8**

It is an objective of the Council to facilitate the provision of an urban plaza at the northern end of Ballymoss Road at the junction with Blackthorn Avenue to enhance legibility of the pedestrian and cycle route from the planned transport interchange. This civic area would both complement the proposed Civic Park and form a visual relationship with, and provide clarity to the network of routes between, Beacon South Quarter and the Rockbrook development.

**PR9**

It is an objective of the Council to protect the mature trees and their setting at Burton Hall and along Carmanhall Road.

**PR10**

It is an objective of the Council to design sustainable urban drainage systems in accordance with best practice. A multidisciplinary design approach should be taken to integrate run off and water attenuation requirements into:-

- > The design of a water feature in the civic park;
- > The design of the capacity in streetscapes for structured soils for trees;
- > Maximise the planting of large canopy trees in accordance with the Council's Tree Strategy; and
- > Maximising the use of green roof systems within new developments.

## 3.4 Way Finding Policies and Objectives

### 3.4.1 Policy SUFP 5 Way Finding

**It is Council Policy to improve permeability of Sandyford Business District by providing, in co-operation with developers, clear and pleasant routes for pedestrians and cyclists linking origin with destination.**

It is essential that an urban form is legible, by ensuring a clear and recognisable layout of streets, spaces and greenways specific to certain areas so that people can find their way around. This can be achieved through a co-ordinated approach to public realm, plot layout and building



form. These streets and spaces shall be interconnected by easily defined, safe and attractive pedestrian and cycle routes. It is essential that street design gives priority to the needs of pedestrians, cyclists and users of public transport. This can be achieved through the use of landscaping and tree planting, surface treatments, lighting and signage.

The road hierarchy within an area is normally reflected in the width of roads, surfaces, crossing points, enclosure and landscaping. Within Sandyford Business District particular attention shall be given to this aspect of road design as the area develops and in accordance with Drawing No. 7, Proposed Road Hierarchy.

## Objectives Way Finding

### WF1

It is an objective of the Council to provide pleasant and safe pedestrian routes from origin to destination. Key destinations are identified as the transport interchange, Mixed Use Core Areas, Luas stops, hospitals and schools. Clear routes from work and homes to these destinations have been provided for (Drawings 6, 7, 10 and 12). To facilitate way finding and to encourage a sense of place within Sandyford Business District, it is an objective of the Council to promote the erection of maps of the Business District for pedestrians, and to promote the erection of signs informing pedestrians, cyclists and users of vehicles that they are entering Sandyford Business District.

### WF2

It is an objective of the Council to ensure that street design gives appropriate priority to the needs of pedestrians, cyclists and users of public transport.

### WF3

It is an objective of the Council to provide Green Routes that will link the open space network (in particular the pocket parks and urban plazas), along streets within the Sandyford Business District. These routes will cater for pedestrians and cyclists. The routes shall provide the connectivity identified in Drawing 10.

## 3.5 Design Principles and Character Areas (Drawing 11 and 14)

The Plan is prescriptive in areas where Council leadership is required, such as: plot ratio, height, land use and transport modal choice. The design principles and proposed character of the future urban form in Sandyford Business District, identified in the Plan, provides a clear set of guidelines, yet is not prescriptive. Drawing 11 identifies a concept and vision for the future built form and character of Sandyford Business District described as follows:

### 3.5.1 Zone 1 and 2: Mixed Use Core Area

Zone 1 & 2, the L-shaped area between Blackthorn Drive and Blackthorn Avenue, contains developments including Beacon South Quarter and Rockbrook. These developments which provide high density and high quality architectural finishes, sit uncomfortably against neighbouring underdeveloped and under utilised sites which reinforces the transitional nature of the area. It is the intention of the Plan to promote development of these sites, to consolidate the area by repairing edges and promoting a coherent street pattern and skyline.

The following principles for key sites in Zones 1 and 2 have been identified (Drawing 14).

**Site 2: Corner site at the junction of Corrig Road and Carmanhall Road shall:**

- > Reinforce the corner by providing a high quality building creating in plan a wedge shaped built form. This 'diagonal set back' building line would both provide a connection with the Beacon South Quarter / Rockbrook sites and also a sense of presence by setting the building within its own hard landscaped civic plaza.
- > Screen the existing Beacon South Quarter decked car parking without restricting daylight to the apartments over.
- > Provide ground floor uses which would animate and provide extended life to the plaza.

**Site 3: Sites at the North end of Ballymoss Road shall:****View 1: Ballymoss Road**

- > Have building lines sculpted to provide a civic plaza and an entrance to the estate.
- > On the site adjacent to Rockbrook site – provide a building form, which would serve as a visual reference or orientation marker within the estate.
- > Provide ground floor uses, which would animate and provide extended life to the plaza.
- > Be modelled to minimise impact upon neighbours and step with the sloping land.

**Site 4: Corner of Blackthorn Road & Blackthorn Avenue:**

- > Shall provide a building of strong presence that would reinforce the corner.

### 3.5.2 Zone 3: Office based Employment

Zone 3 is divided into a number of different character areas. A general principle throughout Zone 3 shall be to:

- > Provide routes & connections that shall be coordinated and maximised between adjacent developments and surrounding areas.

The following principles for key sites in Zone 3 have been identified (Drawing 14).

**Sites 6 and 10: Area bounded by Arena Road and Burton Hall Campus, Blackthorn Road and Leopardstown Road and to the east of the warehouse units along Leopardstown Road**

- Provide medium density, high quality, pavilion type commercial blocks with substantial roadway setback and landscaped setting.
- Maximise the number of pedestrian / cycle routes through the blocks.
- Ensure that the uses and related activities within the developments be compatible with neighbouring developments and uses.
- Provide a tall building, which would provide local identity on the interconnecting axis of Blackthorn Road, which would close the vista as the road curves.

**Site 7: Area bounded by Blackthorn Avenue and Sandyford Business Centre / Leopardstown Office Park**

- Facilitate a direct pedestrian / cycle route between the Sandyford Luas stop, Blackthorn Avenue to Burton Hall Road centrally through the site.
- Provide a suitably sized publicly accessible open space along the central pedestrian / cycle routes.
- Maximise permeability by providing links and connections with the sites surroundings.
- Developments should create a sense of place and enclosure and be of such a scale that would not have a negative impact on neighbouring properties.
- Provide a substantial set back from Blackthorn Avenue to facilitate tree-planting strip.

**Site 8: Area bounded by Burton Hall Road and Burton Hall Campus**

- Provide a medium density, high quality, and commercial edge to Burton Hall Road, which would have a significant setback to facilitate tree planting.
- The commercial edge would be broken at strategic locations to allow permeability and glimpse views through the blocks into the pocket park behind yet provide enclosure and a buffer to the residential neighbourhood from Burton Hall Road.
- Residential blocks shall be set into a landscape setting with a generous degree of private open space.
- Provide a publicly accessible pocket park amenity, which shall be located between the residential blocks and the commercial edge.
- Provide high quality pedestrian/cycle routes and links, which would connect and stitch the area into its surroundings.

**Site 9: Area bounded by Burton Hall Road and Leopardstown Road**

- Provide medium density, high quality commercial edge to Leopardstown Road and Burton Hall Road.
- Provide a substantial set back from Leopardstown Road to facilitate tree-planting strip
- Development shall have regard for the sites location and context and be of such a scale that would not have a negative impact of neighbouring properties.
- Provide open space amenity which is visible and accessible from Burton Hall Road (to the western boundary of the side).

**Site 12: South County Business Park**

- Protect and enhance the existing sylvan setting and identity of the Park by maintaining the existing building typology of freestanding medium density developments or point blocks set into a landscaped setting.

Provide pedestrian / cycle connectivity with the amenities of Central Park and other surrounding areas.

**Site 13: Central Park**

- Facilitate the completion of Central Park in accordance with the Sandyford Urban Framework Plan.

- > Provide a development of suitable scale and quality, which would terminate the vista of the existing pedestrian street.
- > Provide a suitably sized public open space.
- > Provide a pedestrian / cycle route to South County Business Park and the Legionaries of Christ lands.

### 3.5.3 Zone 4: Light Industrial / Warehousing

These areas have been identified as suitable areas for low intensity employment development within the lifetime of this Plan, therefore the urban form for this area shall be maintained.

### 3.5.4. Zone 5 – Sustainable Residential Neighborhoods

Three neighbourhoods are proposed (Map 1 and Drawing 14).

#### Sites 1, 5 and 11: Carmanhall Road Residential Neighbourhood



**View 2:** Carmanhall Road

- > Carmanhall Road which forms the base line for this residential neighbourhood is considered essential in enhancing connectivity and linking the different retail, commercial and residential aspects of Sandyford Business District.
- > This residential neighbourhood shall be contained by tall buildings at either end of Carmanhall Road where the building line along the southern side of Carmanhall Road shall be set back to provide a linear greenway. This linear greenway will widen into a substantial Civic Park located at the junction of Corrig Road and the north west of Carmanhall Road. It is envisaged that the Park together with the greenway will provide high amenity open space for both the local residents and employees alike.

- > The urban form shall provide a strong, animated and active outer edge, with commercial uses at ground floor level, to the residential neighbourhood fronting onto Blackthorn Road. This outer edge whilst promoting routes and permeability will act as a buffer to the inner residential area and the green areas of this neighbourhood.



**View 3: Blackthorn Road**

- > The inner 'softer centre' of the residential neighbourhood shall comprise of a number of square urban blocks in a grid pattern of suitable scale and size in order to facilitate good sun penetration to the lower floor units.
- > To promote connectivity, the urban blocks shall be individually modelled to provide visual variety for both residents and those working within Sandyford Business District. The blocks shall be of sufficient density to sustain urban living.
- > Street frontages shall be predominately own door access, family type units to promote active frontages with corners emphasised according to orientation.
- > Dwelling frontages shall be specific to the dwelling's location and orientation in relation to aspect and street hierarchy. For example, level changes should be introduced where dwellings front public spaces, which would retain privacy whilst improving surveillance.
- > Roads within the zone to be reduced in width and be tree lined to create an Avenue effect, in consultation with the Planning Authority.

**Site 8: Burton Hall Neighbourhood**

- > The Burton Hall Neighbourhood shall be developed behind an active commercial edge fronting onto Burton Hall Road. This commercial edge, which would be set back to facilitate tree planting and orientated to facilitate good sun penetration, would be broken at strategic locations to allow permeability and glimpse views through the blocks into the parkland behind, yet provide enclosure and a buffer to the residential neighbourhood from Burton Hall Road.
- > Residential blocks shall be set into a landscape setting with a generous degree of private open space.
- > A pocket park amenity shall be located between the residential blocks and the commercial edge.
- > Pedestrian/cycle routes and link shall be provided which would connect and stitch the neighbourhood into its surroundings.

**Site 12: South County Business Park Neighbourhood**

- > Residential development is proposed between the elevated and tall residential buildings of Central Park and the existing woodland areas of South County Business Park.
- > Development shall complement the existing structures and their environments by providing buildings heights, which step down from Central Park to the wooded area.

**3.5.5 Zone 6: Medical**

The Urban form for this area shall:

- > Be informed by a masterplan for the overall site included with any application.
- > Contain developments that should complement and enhance the existing buildings and continue the elevational language.
- > Provide high quality open space amenity.
- > Provide active and animated frontages to both Blackthorn Road and Bracken Road.

## Section 4: Infrastructure

Infrastructure and services can be broken down into three main types.

1. Environmental infrastructure: water and drainage.
2. Multi Modal Transport infrastructure; public transport, cycling, walking and private car.
3. Community infrastructure: open space, community facilities, education and communication.

The fact that Sandyford Business District is part of a larger catchment area for primary infrastructure needs to be considered when developing specific growth plans for the District. As a baseline to plan for future growth, an analysis was undertaken of the existing situation. The issues identified were assessed and a way forward established. (This work was carried out by the Water and Waste Services Department with White Young and Green Consultants, by the Transportation Department with Mott Mac Donald Consultants and by the Environment Culture and Community Department. These reports have been incorporated into background non-technical papers and are available to be viewed by the public on the Council's website [www.dlrcoco.ie](http://www.dlrcoco.ie)).

It is critical that infrastructural issues both environmental and community are considered and designed in at the earliest stage of developing proposals for sites and not as follow on issues. Therefore, pre planning meetings with the Planning Authority regarding these issues are encouraged at the early stage of preparing the design concept.

### 4.1 Environmental Infrastructure Policies and Objectives

#### 4.1.1 Policy SUFP 6 Environmental Infrastructure

**It is Council Policy to upgrade existing environmental infrastructure to cater for the planned future development of Sandyford Business District.**

The Plan sets out key provisions for infrastructure and services in Sandyford Business District including foul drainage, surface water drainage and water supply.

#### 4.1.2. Foul Drainage

The seven local authorities in the Greater Dublin Area commissioned the Greater Dublin Strategic Drainage Study (GSDSDS) 2006. This regional study identified a flood risk downstream of Sandyford – in the vicinity of the Lower Kilmacud Road and significant surcharging (i.e. near flooding) elsewhere. The modelling undertaken in respect of the GSDSDS did not, however, allow for the significant development that was occurring in the Sandyford Business Estates.

Dún Laoghaire-Rathdown County Council's Water Services Section subsequently commissioned a more comprehensive and detailed drainage study in 2007 to assess the performance of the existing foul drainage system in the Sandyford and Stillorgan areas and to identify the capacity of the network to accommodate future projected growth.

The Sandyford and Stillorgan Foul Drainage Study 2008, provides a comprehensive analysis of the performance of the existing drainage system and sets out future infrastructure requirements for the catchment area. A significant amount of new and upgraded foul sewer infrastructure is recommended in the study.



## Objectives Foul Drainage

### FD1

It is an objective of the Council to provide significant foul sewer infrastructure upgrades within and adjacent to the Sandyford Business District.

### FD2

It is an objective of the Council to ensure that detailed hydraulic analyses of the foul sewer network, between housing and commercial developments within the Sandyford Business District and the nearest significant trunk sewers, be completed by future applicants. Where capacity issues are identified localised upgrade works will be required in order to facilitate the development.

### FD3

It is an objective of the Council to ensure that a detailed misconnection survey be undertaken for all new developments at the pre planning application stage, under the supervision of an independent Chartered Engineer approved by and reporting to, the Senior Engineer in Dún Laoghaire-Rathdown Water Services Section, to be followed by corrective action, as required, when the development proceeds. Drainage operations will carry out audits of the misconnection surveys. At the substantial completion of development works on site, the independent Chartered Engineer shall inspect the drainage works and forward a certificate to the Senior Engineer in Water Services Section stating that no misconnections are present.

### 4.1.3. Surface Water Drainage

The Sandyford (or 'Carysfort- Maretimo') Stream, now largely piped/culverted, rises to the south of Sandyford and passes through the Sandyford Business District, before exiting to Brewery Road. The bulk of the Sandyford Business District drains to the Carysfort- Maretimo Stream.

The Carysfort – Maretimo Stream catchment is described in the Greater Dublin Strategic Drainage Study (GDSDS) Report Ref S2014 (West Pier West Area) and is the subject of another more comprehensive study – the 'Carysfort Maretimo Stream Improvement Scheme'. The GDSDS did predict some pluvial flooding, together with many instances of collector pipe surcharging (near flooding). To address this, all future development will be required to implement SUDs (Sustainable Urban Drainage) solutions.

## Objectives Surface Water Drainage

### SWD 1

It is an objective of the Council to ensure that storm water management and Sustainable Urban Drainage Measures (SUDS), including a requirement to undertake Storm water Audits, shall form part of the pre planning stage of any application.

### SWD 2

It is an objective of the Council to ensure that Sustainable Urban Drainage (SUDS) measures shall be fully implemented on all sites to Greenfield runoff rates. In this regard solutions other than tanking systems shall be required for all developments. For larger applications green roofs shall be used in accordance with the Dún Laoghaire-Rathdown County Council's Green Roofs Guidance Document. The design and acceptance of these solutions shall form part of pre planning discussions with the Planning Authority.

### 4.1.4 Water Supply

The new Sandyford High Level Water Supply Scheme will provide sufficient reservoir capacity to supply the future needs of Sandyford Business District. Sandyford Business District is divided into three supply zones. Significant additional development in Supply Zone A, will require increased capacity water mains which will include a motorway crossing (Drawing 3).

## Objectives Water Supply

### WS1

It is an objective of the Council to increase the capacity of the linking water main to Zone A (Drawing 3). Development will be limited in this area until the additional main is in place.

### WS2

It is an objective of the Council to assist applicants at pre planning stage to identify local water mains that may need to be altered so as to facilitate their proposal.

## 4.2 Multi Modal Transport Infrastructure – Public Transport, Cycling, Walking and Private Car Policies and Objectives

### 4.2.1 Policy SUFF 7 Multi Modal Transport infrastructure; public transport, cycling, walking and private car.

**It is Council Policy to develop and support a culture of sustainable travel into and within the Sandyford Business District.**

This policy will be embedded in Mobility Management Plans, and in the Council’s development of networks for alternative transport modes (e.g. public transport, cycling and walking).

In the comprehensive assessment carried out of the capacity of infrastructure to cater for the development of lands in the Plan area, transport was found to be the critical constraining factor. Sandyford benefits from the Luas, but it is not a nodal point for radial access by public transport, unlike the city centre. Sandyford has good connections to the M50, this has promoted private vehicular access.

For Sandyford Business District to develop further, there has to be a real change in modal choice involving a move away from the private car and a move to embracing other, more sustainable, modes of access. This requires a built environment that encourages other access modes and a total ‘buy in’ by employers in the area, not just at planning application stage but in the culture and work place policies of the organisations.



The Plan for Sandyford Business District is based on actively planning for change and creating an environment and networks that can support a change in modal choice and provide for the efficient movement of people to and from the area. The growth potential for Sandyford is not based on traditional 'predict and provide' models, it is based on constraining private vehicular access and promoting alternative access modes. The Council will take a leading role by developing an area wide Mobility Management Plan for the wider Sandyford Business District. All planning applications within the Plan area will have to demonstrate how they accord with this wider Mobility Management Plan. It is considered that this holistic approach to driving modal shift can be of significantly greater benefit than a series of often disparate individual mobility plans.

The primary contributor to peak hour journeys is employment. The assessments of growth capacity in Sandyford Business District, over and above what has already been permitted, and taking account of modal split targeted by Smarter Travel<sup>4</sup>, is circa an additional 250,000 sqm of office development based on 5 persons per 100 sqm. Added to this is the potential created by the redevelopment of existing sites, which has been estimated as a further 100,000 sqm of offices.

It is critical that the Sandyford Mobility Management Plan and traffic growth in Sandyford is reviewed regularly so that compliance with mobility targets and growth in private car trips can be kept under review and, if necessary, policies reviewed accordingly and or further development curtailed.

The potential to develop Sandyford Business District is directly related to the commitment of businesses to accord with stated Smarter Travel targets.



## Objectives Smarter Travel Targets

### TAM1

It is an objective of the Council to require all future development in the Sandyford Business District to constrain private vehicular access so as to achieve a transport mode split of 45% trips by car drivers (maximum) and 55% trips by public transport, walking, cycling and other sustainable modes (minimum) as per Government policy stated in the document published by the Department of Transport entitled, 'Smarter Travel, A Sustainable Transport Future 2009-2020'.

## Objectives Public Transport

### TAM2

It is an objective of the Council to construct a Luas / Bus Interchange at the Stillorgan Luas stop on Blackthorn Avenue. This will be done in two phases, to meet the increasing demand. The first phase will consist of a bus lay-by constructed on the area between the roadway and the Stillorgan Luas car park. This will provide for existing and short-term development of the bus services. As the supply of bus services increases in the future the Interchange can be developed to include an area of the Luas car park (Drawing 4).

### TAM3

It is an objective of the Council to implement the following Quality Bus Corridors that shall benefit the Sandyford Business District (Drawing 5).

- > Lower Kilmacud Road Quality Bus Corridor and Infrastructure Project, presently at Design Stage and due to start construction in 2011. This project is subject to available funding.

- > Internal circular Quality Bus Corridor from a Luas / Bus Interchange at the Stillorgan Luas stop, proceeding in a clockwise direction via Blackthorn Avenue, Blackthorn Road and Blackthorn Drive. This proposed route shall be implemented following the reverting of the section of Blackthorn Road, between Blackthorn Avenue and Burton Hall Road, to two-way traffic. The above route will be modified to proceed via Corrig Road, left on Carmanhall Road and via the existing bus gate onto Blackthorn Drive.
- > Tallaght to Sandyford.

#### TAM4

It is an objective of the Council to encourage the expansion of bus services within Sandyford Business District:

- > Fast and frequent shuttle bus service from the Blackrock Dart station to the Stillorgan LUAS and Sandyford Business Estate. This service shall open up public transport as an option to the vast hinterland of the DART line from Greystones to Malahide and Howth.
- > An internal shuttle bus service. This service will provide a more sustainable travel opportunity and provide a campus feel to the area. It will also aid in the transporting of people from the LUAS / Bus Interchange to their destination within the Sandyford Business Estates.

#### TAM5

It is an objective of the Council to facilitate the development of the BlueLine Bus Rapid Transit Service from St. Vincents University Hospital (Nutley Lane) to Sandyford via UCD providing integration between DART, bus and Luas services (Drawing 13).

## Objective Cycling and Walking

#### TAM6

It is an objective of the Council to implement the following cycling and walking access routes by upgrading existing routes and as part of the provision of new road proposals (Drawing No 6):

##### Six-year objectives Cycling and Walking

- > Old Harcourt Street Railway Line, (Leopardstown Road to Brewery Road), to be upgraded to provide a pedestrian / cycle link into Sandyford including a pedestrian crossing at Brewery Road to connect to the Sandyford Luas stop.
- > Road Proposal (2a) – Leopardstown Link Road from South County Business Park.
- > Pedestrian / Toucan Crossing, on Leopardstown Road, linking Burton Hall Drive with Central Park.
- > Upgrading the existing signalised junction on Leopardstown Road, at the entrance to Central Park, to improve cycle and pedestrian facilities.
- > Road Proposal (5) – Extension of Burton Hall Drive onto Leopardstown Road.
- > Road Proposal (6) – E.S.B. Roundabout, on Leopardstown Road to Arena Road and Blackthorn Road.
- > Road Proposal (7) – Leopardstown Roundabout Re-configuration to a signalised junction.
- > Cycle / Pedestrian bridge from Leopardstown Road West, over the M50 Motorway, to Sandyford Business Estate, via Heather Road.

##### Long-term objectives Cycling and Walking

- > Road Proposal (2b) – Central Park to South County Business Link Road.
- > Road Proposal (8) – Drummartin Link Road / Blackthorn Drive Grade Separation.
- > Road Proposal (10) – Murphystown Road, over the M50 Motorway, to Central Park and South County Business Park.
- > Cycle / Pedestrian Link, via the existing M50 access bridge, from Ballyogan Road into Horse Racing Ireland property and connecting to Central Park and South County Business Park.

**TAM7**

In order to improve circulation and permeability within the Sandyford Business District, it is an objective of the Council to create a more friendly environment for cyclists and pedestrians by implementing the following internal circulation routes, traffic management measures (inc. traffic calming and traffic signal measures) (Drawing No. 7):

- Construct or complete, on-road cycle lanes on roads identified for a Quality Bus Corridor or a Bus Priority Route, which are as follows:
  - Blackthorn Drive, from the junction of Blackthorn Road to Benildus Avenue.
  - Blackthorn Avenue, from the junction of Benildus Avenue to Blackthorn Road.
  - Blackthorn Road, from the junction of Blackthorn Avenue to Blackthorn Drive.
  - Burton Hall Road, from the junction of Burton Hall Drive to Blackthorn Road.
  - Corrig Road, for its full length.
  - Carmanhall Road, from the junction of Corrig Road to Blackthorn Drive.
- Provision of traffic calming measures and traffic management at key junctions and routes in the area to reduce inappropriate traffic speeds and improve safety for all users. (See Drawing 7)
- Provide a Toucan crossing on Blackthorn Avenue, at the Sandyford Luas station, with a direct cycle / pedestrian link to Burton Hall Avenue.
- Encourage and support proposed pedestrian links from the Central Park Luas station and the adjoining areas.
- Blackthorn Road, between Blackthorn Avenue and Burton Hall Road, to revert to two-way traffic.
- Upgrade existing signalised junctions to incorporate better cyclist and pedestrian facilities.
- Install new toucan crossing on Blackthorn Avenue, at the junction with Ballymoss Road in order to provide better connectivity between the Stillorgan Luas station / new Bus Interchange and the centre of Sandyford Business Estate.
- To prioritise Ballymoss Road to facilitate a quality cycle / pedestrian link from the Stillorgan Luas station to the heart of Sandyford Business Estate.
- Encourage and support landowners and developers in Central Park and South County Business Park to provide footpaths, road crossings and other additional pedestrian facilities.

**TAM8**

It is an objective of the Council to require future developments within the Sandyford Business District that impact on the road network to submit Road User Audits<sup>5</sup> to be carried out in accordance with best UK practice.

## Objective Mobility Management Planning

**TAM9**

It is an objective of the Council to prepare an area wide Mobility Management Plan for Sandyford Business District in conjunction with stakeholders in the area and in consultation with the National Transport Authority.

**TAM10**

It is an objective of the Council to require that a Traffic and Transport Assessment is submitted for developments that exceed the thresholds and requirements set out in the National Roads Authority publication, 'Traffic and Transport Assessment Guidelines', September 2007.

<sup>5</sup> **Road User Audit** Road User Audit is a systematic approach applied to either existing or planned changes to the road network to ensure that opportunities to encourage vulnerable road users to use the network are comprehensively considered at all stages of the design process. A Road User Audit should identify any possible safety problems from the vulnerable road users perspective. The audit should consider the implications of schemes on accessibility, safety, comfort and convenience and ease of use.

The main categories of road users that should be considered are:

- Cyclists
- Pedestrians
- Public transport
- People with mobility/sensory impairment
- Motorcyclists

### TAM11

It is an objective of the Council that a Mobility Management Plan will be required for developments in the Sandyford Urban Framework Plan that exceed the thresholds set in the following table or in accordance with thresholds and requirements set out in UK Department of Transport Guidance documents.

Land Use	Travel Plan Statement	Threshold for Full Travel plan
Residential Development	50 dwellings	100 dwellings
Food Retail /Supermarkets	>250m <sup>2</sup> < 800m <sup>2</sup>	>800m <sup>2</sup> GFA
Non Food Retail	>800m <sup>2</sup> < 1500m <sup>2</sup>	>1500m <sup>2</sup> GFA
Restaurant / café	>300m <sup>2</sup> < 2500m <sup>2</sup>	>2500m <sup>2</sup> GFA
Fast Food / Drink	>300m <sup>2</sup> < 1000m <sup>2</sup>	>1000m <sup>2</sup> GFA
Offices / Financial	>1000m <sup>2</sup> < 2000m <sup>2</sup>	>2000m <sup>2</sup> GFA
Industrial	>2500m <sup>2</sup> < 4000m <sup>2</sup>	>4000m <sup>2</sup> GFA
Warehousing	>3000m <sup>2</sup> < 5000m <sup>2</sup>	>5000m <sup>2</sup> GFA
Hotels	75 bedrooms	100 bedrooms
Hospitals/ Medical Centre	>500m <sup>2</sup> < 1000m <sup>2</sup>	>1000m <sup>2</sup> GFA
Cinema, leisure	>500m <sup>2</sup> < 1500m <sup>2</sup>	>1500m <sup>2</sup> GFA

### TAM12

It is an objective of the Council to set up a database of Mobility Management Plans to facilitate the ongoing annual monitoring and annual reviews of Mobility Management Plans for development in the Sandyford Business District.

The ‘outcome’ based Mobility Management Plan shall set out how the end users of the development will accord with sustainable travel objectives and show how the modal split targets as per Smarter Travel- A Sustainable Transport Future (2009) will be met. All developers will be required to commit to achieving the targets set in Smarter Travel and agree to ongoing monitoring and compliance as part of the planning process. If the end occupier of the development is not known, the developer shall provide an interim MMP with the application. A full final MMP will then be required within 6 months of occupation.

For development that does not meet the thresholds, a Travel Statement will be required focusing on specific measures within the development to encourage and promote sustainable travel.

## Objective Parking

### TAM13

It is an objective of the Council to require developments in the Sandyford Business District to provide motorcycle parking spaces at a minimum of four or more spaces per 100 car parking spaces.

### TAM14

It is an objective of the Council to manage the provision and use of car parking and cycle spaces and cycle facilities through mobility management plans. Cycle parking and cycle facilities shall be in accordance with the Council’s Cycling Policy.

### TAM15

It is an objective of the Council to apply appropriate car parking controls on all public roads in the area.

### TAM16

It is an objective of the Council to encourage alternatives to the provision of on site parking (e.g. use of excess parking spaces in an existing premises).

### TAM17

It is an objective of the Council to require applicants to explore the potential to share access points with adjoining properties so as to limit the number of entrances- and exits.

### TAM18

It is an objective of the Council that the maximum car parking standards for the entire Sandyford Business District will not exceed the Dún Laoghaire-Rathdown County Development Plan 2010-2016 car parking standards identified in Section 16.10.6, for designated areas along public transport corridors and more restrictive standards may apply at appropriate locations.

## Objective Roads

### TAM 19 : Six-Year Roads Objectives (DRAWING NO. 8)

It is an objective of the Council to implement the following six-year roads objectives. This combination of schemes represents the road infrastructure configuration required to facilitate traffic growth (based on implementing a significant modal shift to more sustainable travel modes) that will result from the future development of Sandyford Business District (The phasing of the development of these schemes is set out in Section 5):

- > M50 Junction 14 Diverge ramp access to Sandyford (provided via a free flow slip to the ESB Link Road (preferred option) or Heather Road)
- > Revised Access to South County Business Park (No.2a) including an access to the car parks within Central Park.( SLO 122)
- > Bracken Road Extension to the Drummartin Link Road (No.3)
- > Burton Hall Road Extension to Leopardstown Road (No.5)
- > ESB Link Road and Link to Arena Road (No.6)
- > Reconfiguration of the Leopardstown Roundabout (No.7)
- > Quality Bus Corridors (No.9)

### TAM20

It is an objective of the Council to facilitate the following long term road objectives. (Drawing 9):

- > A link road connecting the South County Business Park to the Central Park junction on the Leopardstown Road (No.2b).
- > M50 southbound on-ramp from the N31 Leopardstown Road (No.4).
- > Grade Separation at the Junction between Blackthorn Drive and the Drummartin Link Road (No.8).
- > Leopardstown Road (East) to Murphystown Road (No.10).

### TAM21

Within the boundary of the Sandyford Urban Framework Plan, it is an objective of the Council to preserve the route corridor for the Dublin Eastern Bypass that is identified by the National Roads Authority in the Dublin Eastern Bypass Corridor Protection Study, March 2009 (Map 1).

## 4.3 Community Infrastructure Policies and Objectives

Community Infrastructure includes spaces, buildings, and facilities to serve the needs of the local community. For the purpose of the Sandyford Urban Framework Plan, Community Infrastructure will address: Green Infrastructure, with particular attention on the provision of a hierarchy of open spaces and green networks connecting these spaces; community facilities such as community centres; school provision; and communication networks.

### 4.3.1 Policy SUFP 8 Open Space

**It is Council policy to provide for a variety of open spaces that cater for the different requirements of the diverse users** (Drawing 10).

The role of open space in Sandyford Business District differs to other parts of the County due to the significant element of employment in the area. Open space has a recreational and amenity role for

employees and residents. It also represents investment in the area and has a role to play in marketing Sandyford and in creating an environment which is conducive to attracting businesses. The standard of the open spaces in this area are as important a part of the urban form as the built fabric of the area. The challenge is to provide open spaces in an area where previously it has not been planned for and that the nature of open spaces shall cater for both employees and residents (See also Zone 7 Open Space Policy and Objectives).

Drawing 10 illustrates the future open space strategy for Sandyford Business District. The location of open space and the connectivity between these spaces reflects the diversity of uses within the areas. The design of future developments will be required to facilitate and complement the open space hierarchy as set out in Drawing 10.

## Objectives Green Infrastructure/Open Space

### OS1

It is an objective of the Council to create a clear hierarchy of open spaces that addresses the needs of the different users and to do this in a manner that reinforces the Plan for the area. Class 1, active public open space (Drawing 10, A1, A2, and B) will be located at St. Benildus and in the Civic Park. Class 2, communal open space, inclusive of pocket parks and urban plazas (Drawing 10, C) will be located and designed in a manner appropriate to meet the needs of its users, as set out under each land use zoning. Private open space will be provided in accordance with the standards set down in Section 16.3.2 and 16.3.3 of the Dún Laoghaire-Rathdown County Development Plan 2010-2016, for residential developments.

### OS2

It is an objective of the Council to provide Green Routes that will link the open space network (in particular the pocket parks/Urban Plazas), along streets within the Sandyford Business District, to cater for pedestrians and cyclists. The routes shall provide the connectivity identified in Drawing 10, C.

### OS3

It is an objective of the Council to open the Maretimo Stream culvert, where feasible, and use it as a water feature within landscaped areas, as shown in Drawing 10, D.

### OS4

It is an objective of the Council to retain the sylvan setting within South County Business Park. This area currently provides visual amenity both within the business estate and from surrounding areas. The scale of development, positioning and landscape treatment within this area will be required to demonstrate that it maintains this sylvan setting.

### OS5

It is an objective of the Council to actively pursue the use of the existing reservoir site as active open space (Class 1) when the use of part of this area as a reservoir is abandoned and the remaining part is covered over. Due regard will be given in the design of the open space to insure there will be no over looking of houses. This space will compensate for any future loss of the parklands at St. Benildus associated with the construction of the Eastern Bypass (Drawing 10, A2).

### OS6

It is an objective of the Council to actively pursue the potential to improve links from Sandyford Business District with lands at the far side of the Motorway with the potential to link in with a future Greenways Strategy. This will link the area to the proposed facilities including the swimming pool at the Samuel Beckett Civic Centre, Ballyogan and the 4oha park at Jamestown Park. These routes will provide pleasant pedestrian and cycle links for recreational and commuter journeys. The existing bridge at Leopardstown Race Course, as well as future links identified in the transport objectives, would assist in achieving this objective.



### 4.3.2 Policy SUFP 9 Community Facilities

**It is Council Policy to encourage the provision of community facilities within appropriate locations to cater for local needs.**



Community facilities to cater for neighbourhood requirements such as community centres accommodating local meetings, social events and community activities and spaces for indoor recreational facilities, shall be provided at a local level and in appropriate locations within Zones 1 and 2, Mixed Use Core Area and Zone 5, Sustainable Residential Neighbourhoods. In particular there is a specific local objective (SLO113) to facilitate the provision of a community facility at ground floor level along the eastern outer edge of the Carmanhall Residential Neighbourhood, along Blackthorn Road.

### 4.3.3 Policy SUFP 10 Education

**It is Council policy to either provide for and/or facilitate access to the full spectrum of educational needs required to support Sandyford Business District.**

The full spectrum of educational needs span from preschools to links with third and fourth level Universities and Colleges to support the knowledge economy sector based in Sandyford Business District.

#### Objectives Education

##### E1

It is an objective of the Council to encourage the inclusion of childcare facilities in school campuses in mixed use areas, residential areas and office areas particularly where they can make use of identified open space areas.

##### E2

It is an objective of the Council to retain 2 no. core sites for the provision of 2 No. primary schools (equivalent) and 1 no. post primary school. The Council shall liaise with the Department of Education in the development of these site (SLO112 Map 1).

**E3**

It is an objective of the Council to explore the potential use of sports facilities in schools by the wider community outside of school hours.

**E4**

It is an objective of the Council to require schools to submit Mobility Management Plans.

**E5**

It is an objective of the Council to facilitate access to third and fourth level facilities by encouraging and facilitating the provision of good public transport networks (e.g. Bus to IADT, Dún Laoghaire, Smurfit School, Blackrock and UCD, Clonskeagh; Luas and DART to City Centre Universities and Colleges; and the potential of BlueLine Bus Rapid Transport to UCD and St. Vincent's Hospital).

**E6**

It is an objective of the Council to encourage the development of third and fourth level educational facilities in Sandyford Business District.

#### 4.3.4 Policy SUFP 11 Communication

**It is Council Policy to work with providers to facilitate investment in communication networks.**

### Objective Communication

**C1**

It is an objective of the Council to actively engage with providers of communication links so as to support the growth of the knowledge economy in Sandyford Business District.

## Section 5: Phasing and Funding

### 5.1 Phasing Policies and Objectives

#### 5.1.1 Policy SUFFP12 Phasing

**It is Council policy to ensure the orderly development of Sandyford Business District by the phasing of future development around the delivery of infrastructure.**

The area of land zoned in Sandyford Business District has the potential, subject to compliance with the policies and objectives of this Plan, to provide space for approximately 17,500 office employees as well as complementary retail, residential and industrial/warehouse development and ancillary uses. It is unlikely in the current economic climate, however, that there will be a demand for that level of growth over the life of the Plan to 2016. In an ideal plan-led environment, development should extend out from the core but this is not realistic in an area that is evolving. The breakdown in this Plan of the employment land use objective into the different types of employment has the benefit of ensuring that, even if it takes a number of plan cycles for the area to fully develop, this plan-led layout ensures the growth of a coherent district.

#### Objectives Phasing

It is critical that development occurs in tandem with the commensurate provision of services. The following phasing objectives will therefore be applied to development in Sandyford Business District:

##### P1

It is an objective of the Council that no additional residential accommodation will be permitted until either the land at St. Benildus or the Civic Park has been procured or made available for public use.

##### P2

It is an objective of the Council that the planning approval process for the following road schemes shall be complete and planning granted prior to any additional development being permitted within Sandyford Business District.

- > Reconfiguration of the Leopardstown Roundabout (No.7)
- > Revised Access to South County Business Park (No.2a)
- > Burton Hall Road Extension to the Leopardstown Road (No.5)

##### P3

It is an objective of the Council that the planning approval process for the following road schemes shall be complete and planning permission granted prior to further development being permitted for office based employment within Sandyford Business District that exceeds 70,000 sqm of the potential 350,000 sqm identified.

- > ESB Link Road, M50 Diverge ramp free-flow lane and Link to Arena Road (No.6)
- > Prior to the implementation of these road schemes, that consultation and review will be carried out with the National Transportation Authority based on their adopted Transport Strategy for the Greater Dublin Area.

#### P4

It is an objective of the Council that the planning approval process for the following road schemes shall be complete and planning permission granted prior to further development being permitted for office based employment within Sandyford Business District that exceeds 164,000 sqm of the potential 350,000 sqm identified.

- > Bracken Road Extension to the Drummartin Link Road (No.3)
- > M50 Junction 14 Diverge Ramp access to Heather Road (No.1) [Only included if not provided as part of the ESB Link Road]
- > Prior to the implementation of these road schemes, that consultation and review will be carried out with the National Transportation Authority based on their adopted Transport Strategy for the Greater Dublin Area.

#### P5

It is an objective of the Council that satisfactory progress should be made with the implementation of all of the Transportation and Multi-Modal six-year objectives prior to further development being permitted for office based employment within Sandyford Business District that exceeds 250,000 sqm of the potential 350,000 sqm identified.

#### P6

It is an objective of the Council that an area wide Mobility Management Plan for the wider Sandyford Business District shall be prepared prior to any additional development being permitted within the Sandyford Business District.

#### P7

It is an objective of the Council that within Sandyford Business Estate no additional development shall be permitted to commence construction until the new tank sewers in the Blackthorn Avenue environs commences construction.

#### P8

It is an objective of the Council that within Central Park and South County Business Park no additional development shall be permitted to commence construction until the new foul sewer line from Central Park across Leopardstown Road to Burton Hall Road commences construction.

#### P9

It is an objective of the Council to ensure the orderly development of the area and accordingly the following restrictions will apply:

- > No additional development will be permitted off Arena Road or the ESB roundabout until the link between the ESB Road and Arena Road and the link to Blackthorn Road is facilitated. (Drawing 8 Scheme No. 6)
- > No additional development will be permitted off the Burton Hall Road until the Burton Hall Road has been upgraded and a junction with Leopardstown Road facilitated<sup>6</sup>. (Drawing 8 Scheme No. 5)
- > No additional development will be permitted in South County Business Park or at Leopardstown Race Course until a new entry point for South County Business Park has been facilitated<sup>6</sup>. (Drawing 8 Scheme No. 2A)
- > No additional development or new permission will be permitted in Central Park or lands accessed from Central Park until a vehicular link is provided from Central Park to South County Business Park accessing a new entrance off Leopardstown Road. (Map 1 SLO 122)
- > No additional development will be permitted on the medical zoned lands adjacent to Bracken Road and Blackthorn Road until the Bracken Road extension is facilitated<sup>6</sup>. (Drawing 8 Scheme No. 3)

<sup>6</sup> For the purpose of this plan facilitated means: An applicant for planning permission in respect to their land holding will have entered a Section 47 Agreement under the Planning and Development Act 2000-2010 with the Planning Authority, that accommodates the realisation of the road.

**P10**

It is an objective of the Council that satisfactory progress should be made with the implementation of the Public Transport, Walking & Cycling and Mobility Management Planning Objectives in tandem with phasing objectives P2, P3 and P4.

**Note Number 1:** The alignment of the Road between the ESB roundabout and Arena Road , and the ESB roundabout and Blackthorn Road has not been finalised. The critical factor is the connection between these two points.

**Note Number 2:** The development of the lands within Sandyford Business District is dependent on a significant shift in transport modal choice, on upgrading environmental services and on the Council's ability to acquire land for open space.

The ability of the Council to bring forward infrastructure will be determined by the availability of funding. Progress in these areas will impact on decisions made by the Planning Authority.

## 5.2 Funding Policies and Objectives

### 5.2.1 Policy SUFP13 Funding

**It is the policy of the Council that infrastructure facilities and services that benefit the development of the area will be funded by way of a special levy scheme under Section 49 and or an additional Section 48 Levy Scheme as facilitated by the Planning and Development Acts 2000-2010 Objectives, Funding.**

### Objectives Funding

**M1**

It is an objective of the Council to prepare a levy scheme that covers the future cost of providing infrastructure that benefits the development of the area.

# Appendix 1: Land Use Zoning Objectives

(Map 1 Ref: PI-10-154 and Map 6 County Development Plan 2010-2016)

## **ZONE 1: Mixed Use Inner Core (MIC)**

Objective 'MIC' To consolidate and complete the development of the Mixed Use Inner Core to enhance and reinforce sustainable development.

### **Permitted In Principle**

Advertisements and Advertising Structures, Betting Office, Craft Centre/Craft Shop, Community Facility, Crèche/Nursery School, Cultural Use, Nightclub, Discount Food Store, Doctor/Dentist etc., Education, Embassy, Enterprise Centre, Guest House, Health Centre, Home Based Economic Activities, Hotel/Motel, Leisure Facility, Off-License, Offices\*<sup>1</sup>, Open Space, Place of Public Worship, Public House, Public Services, Residential\*<sup>2</sup>, Restaurant, Retirement Home, Shop-Specialist, Tea Room/Café, Veterinary Surgery, Convenience (inc. supermarkets) and Comparison shops\*<sup>3</sup>.

\*<sup>1</sup> Any office development shall accord with the policy for office based employment in Mixed Use Core Areas.

\*<sup>2</sup> Any residential development shall accord with the Policy for residential within the mixed use core areas.

\*<sup>3</sup> Any retail development shall accord with the Policy for retail within mixed use core areas

### **Open For Consideration**

Industry-Light, Office Based Industry, Retail Warehouse, Carpark.

## **ZONE 2: Mixed Use Outer Core (MOC)**

Objective 'MOC' To provide for a mix of uses which complements the Mixed Use Inner Core, but with less retail and residential and more emphasis on employment and services.

### **Permitted in Principle**

Advertisements and Advertising Structures, Betting Office, Community Facility, Crèche/Nursery School, Cultural Use, Nightclub, Doctor/Dentist etc., Education, Embassy, Enterprise Centre, Guest House, Health Centre, Hotel/Motel, Leisure Facility, Off License, Offices\*<sup>1</sup>, Open Space, Place of Public Worship, Public House, Public Services, Restaurant, Shop-Specialist, Local Shop\*<sup>2</sup>, Sports Facility, Tea Room/Café.

\*<sup>1</sup> Any office development shall accord with the policy for office based employment in Mixed Use Core Areas.

\*<sup>2</sup> Local shop and services primarily serving the local/walk in community with basic day to day needs. Typically these comprise convenience stores and services such as newsagents, butchers, vegetable shop, hairdresser, Beauty salon and other similar basic retail services.

### **Open For Consideration**

Craft Centre/Craft Shop, Garden Centre/Plant Nursery, Home Based Economic Activities, Motor Sales Outlet, Office Based Industry, Residential\*, Residential Institution, Carpark.

\*Residential development shall accord with the policy for residential within the mixed use core areas.

**ZONE 3: Office Based Employment**

Objective 'OE' 'To provide for office and enterprise development' in Zone 3 of the Sandyford Business District.

**Permitted In Principle**

Advertisements and Advertising Structures, Craft Centre/Craft Shop, Crèche/Nursery School, Education, Enterprise Centre, Office Based Industry, Offices, Office based industry, Open Space, Petrol Station, Public Services, Retail Warehouse\*, Science and Technology Based Industry, Tea Room/Café, Transport Depot, Travellers Accommodation.

**Open For Consideration**

Carpark, Cash and Carry/Wholesale Outlet, Community Facility, Cultural Use, Doctor/Dentist etc., Funeral Home, Garden Centre/Plant Nursery, Health Centre, Hotel/Motel, Household Fuel Depot, Motor Sales Outlet, Place of Public Worship, Public House, Restaurant, Rural Industry-Cottage, Small scale convenience Shop (<300m<sup>2</sup>), Sports Facility, Veterinary Surgery.

**ZONE 4: Light Industrial/Warehousing**

Objective 'LIW' 'To improve and provide for low density warehousing/light industrial warehousing uses' in Zone 4 of Sandyford Business District.

**Permitted In Principle**

Advertisements and Advertising Structures, Cash and Carry/Wholesale Outlet, Craft Centre/Craft Shop, Crèche/Nursery School, Enterprise Centre, Heavy Vehicle Park, Household Fuel Depot, Incubator Units, Industry-General, Industry-Light, Motor Sales Outlet, Offices (Ancillary only), Open Space, Petrol Station, Public Services, Refuse Transfer Station, Retail Warehouse, Scrap Yard, Service Garage, Tea Room/Café, Transport Depot, Travellers Accommodation, Warehousing.

**Open For Consideration**

Abattoir, Boarding Kennels, Community Facility, Cultural Use, Carpark, Science and Technology Based Industry, Education, Funeral Home, Garden Centre/Plant Nursery, Place of Public Worship, Sports Facility, Veterinary Surgery.

**ZONE 5: Residential**

Objective 'A2' 'To provide for the creation of Sustainable Residential Neighbourhoods, and preserve and protect residential amenity' in Zone 5 of Sandyford Business District.

**Permitted in Principle**

Open Space, Public Services, Residential, Residential Institution, Retirement Home, Community Facility, Crèche/Nursery School.

**Open For Consideration**

Bring Banks/Bring Centres, Carpark (ancillary), Cultural Use, Doctor/Dentist etc. Home Based Economic Activities.

## **ZONE 6: Medical/Hospital**

Objective 'MH' 'To improve, encourage and facilitate the provision and expansion of medical/hospital uses and services in Zone 6 of Sandyford Business District.

### **Permitted In Principle**

Advertisements and Advertising Structures, Community Facility, Crèche/Nursery School, Doctor/Dentist etc., Education, Funeral Home, Health Centre, Hospital, Open Space, Place of Public Worship, Public Services, Residential Institution, Small scale convenience Shop (<300m<sup>2</sup>), Tea Room/Café, Veterinary Surgery.

### **Open For Consideration**

Car Park, Cultural Use, Hotel/Motel, Leisure Facility, Offices, Residential, Restaurant, Sports Facility.

## **ZONE 7: Open Space**

Objective 'F' 'To preserve and provide for open space with ancillary recreational amenities'.

### **Permitted In Principle**

Community Facility<sup>2</sup>, Cultural Use<sup>2</sup>, Open Space<sup>2</sup>, Play Grounds, Sports Facility<sup>2</sup>, Travellers Accommodation.

### **Open For Consideration**

Carpark<sup>2</sup>, Cemetery, Craft Centre/Craft Shop<sup>1</sup>, Crèche<sup>1</sup>, Crematorium<sup>2</sup>, Education<sup>2</sup>, Garden Centre/Plant Nursery<sup>2</sup>, Golf facility<sup>2</sup>, Guest House<sup>1</sup>, Place of Public Worship<sup>2</sup>, Public Services, Tea Room/Café<sup>2</sup>.

1 : In existing premises

2 : Where lands zoned F are to be developed then:

Not more than 40% of the land in terms of the built form and surface car parking combined shall be developed upon. Any built form to be developed shall be of a high standard of design including quality finishes and materials. The owner shall enter into agreement with the Planning Authority pursuant to Section 47 of the Planning and Development Acts 2000 as amended or some alternative legally binding agreement restricting the further development of the remaining area (i.e. 60% of the site) which shall be set aside for publicly accessible passive open space or playing fields. Said space shall be provided and laid out in a manner designed to optimise public patronage of the residual open space and/or to protect existing sporting and recreational facilities which may be available for community use.

### **Areas in Transition**

Within the Sandyford Business District there are uses that do not conform to the Zoning Objectives of the area. The Council will support the expansion and / or improvement of existing non-conforming uses that are not considered likely to impact negatively on the development potential of adjoining sites in accordance with the policies and objectives as set out in the Sandyford Urban Framework Plan.



## Appendix 2: Specific Local objectives

109	To seek the provision of a use that animates the street corners e.g. Hotel/Apart Hotel at north western end of Ballymoss Road at the junction with Blackthorn Avenue.
110	To provide for/improve or preserve a hotel at Central Park.
111	To protect and or improve travellers accommodation adjacent to Burton Hall.
112	To provide for primary and post primary education facilities at Legionaries of Christ lands and at Stillorgan Industrial Estate/Benildus Avenue.
113	To facilitate the provision of community infrastructure at ground floor along the eastern outer edge of the Carmanhall residential neighbourhood along Blackthorn Road, to create active street frontage and to ensure the appropriate provision of social and community infrastructure to serve the needs of the resident and employee population.
114	To provide a Public Transport Interchange along Blackthorn Drive.
115	To retain and enhance the Sylvan character at South County Business Park.
116	To facilitate the provision of, uses that will create an active street frontage and provide a transition between the residential neighbourhood and the opposing employment based areas along Blackthorn Road (where Blackthorn Road runs parallel with Carmanhall Road only). It is anticipated that these will be provided as own door units for small business.
117	To provide for the expansion of the existing use at Burton Hall in accordance with the Institutional Lands Objective.
118	To provide for a pedestrian link and cycle way along the former Harcourt Street Railway line.
119	To develop a Sandyford Business District Civic Park at the corner of Corrig Road and Carmanhall Road.
120	To facilitate the further development of Sandyford Business Estates in accordance with the policies and objectives of the Sandyford Urban Framework Plan.
121	To ensure the provision of pocket parks and urban plazas in accordance with locations specified on Map 1 and Drawing no.10.
122	To facilitate the provision of an access from South County Business Park to the Car Parks within Central Park
123	To facilitate the attraction of internationally trading services to South County Business Park. Office Based Employment will be permitted on these lands to a similar plot ratio to that of the remainder of the South County Business Park. In preparing a Masterplan for the area regard should be given to providing activity along the route to the Luas and to the residential amenity of the local residents.