

Ballyogan and Environs Local Area Plan

Pre-Draft Public Consultation Report

October 2018

Planning Department

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2 Methodology

An online survey was set up using DLR’s public consultation software ‘Citizenspace’ that sought the public’s input on 11 key questions that covered 6 no. broad subject themes. In this way respondents were encouraged to contribute across a range of topics relevant to the LAP, and not just on the issues that had encouraged them to make a submission in the first instance. No section of the online survey was mandatory. Within the online survey the 11 key questions were referenced back to relevant sections in the Issues Paper where baseline information on the topic could be found, as illustrated in Appendix 2 of this Report.

As well as capturing the responses to each question, the survey also enquired as to the location of the respondent relative to the 5 ‘Quarters’ of the LAP area (as were devised for the LAP process). In this way, it could be seen which issues were arising in which parts of the LAP area. See Figure 2 below.

The main analysis within this report is contained in Section 4, which presents a summary of the responses to each of the questions from the online survey. Where the content of a submission was given as a response to one question, but was a better ‘fit’ as a response to another question, that part of the response has been analysed and summarised under the ‘better fit’ question. For example, if a respondent spoke about bus services in response to the ‘roads and streets’ question, this element of their response has been considered under the ‘public transport’ question.

Where submissions were received by email or in hard copy, these submissions were broken up where relevant, and again have been assessed by way of a ‘best fit’ to the questions of the online survey.

At the end of the summary of the responses to each question, there are a set of recommendations from the DLR Forward Planning Team on how the public submissions might best be brought forward to the draft LAP. It should be noted that a number of submissions and suggestions from the consultation process fall outside the remit of the LAP process, but are included here in order to provide a comprehensive overview of the consultation process.

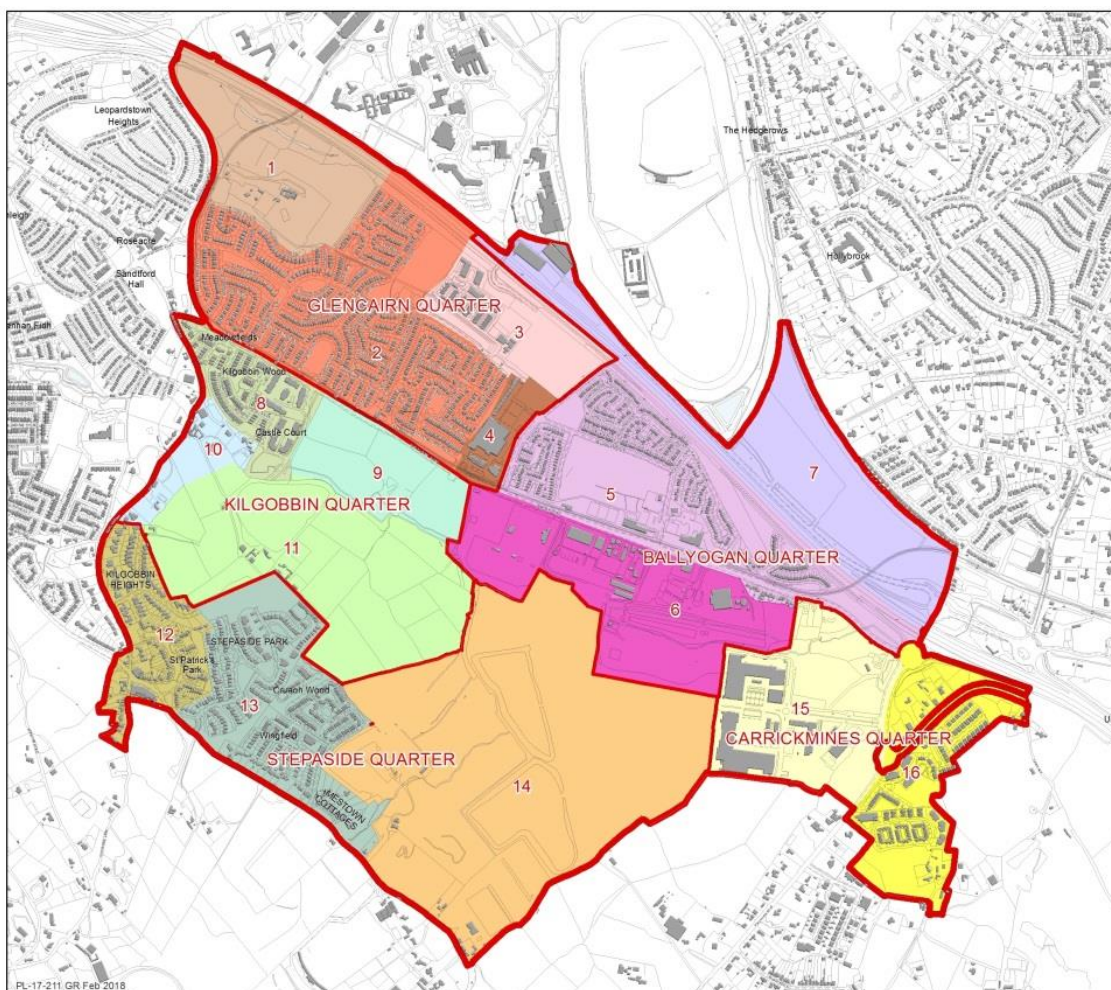


Figure 2 - -The 5 no. geographic ‘Quarters’ and smaller ‘Neighbourhoods’ of the BELAP area.

3 Overview of Responses by Question and Area

Figure 3 below sets out the response rate for each of the 11 no. key questions of the online survey. As can be seen, the questions that received most responses were the question on 'Pedestrian and Cycle movement' and the question on 'Roads and Streets', with each topic representing over 65% of submissions. The question that received the fewest responses was the question on Employment representing less than 10% of submissions.

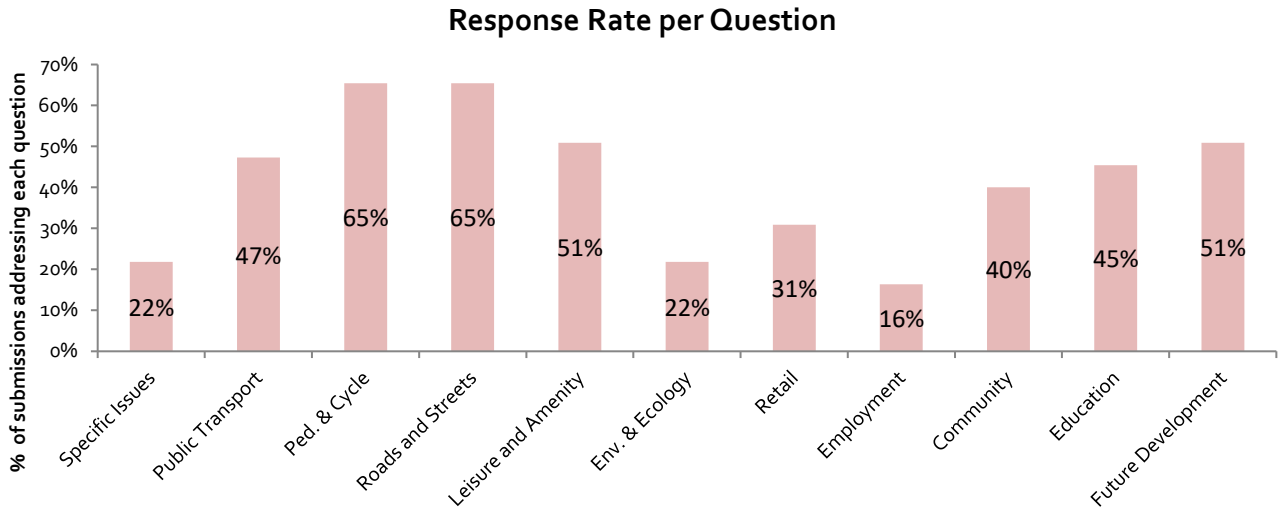


Figure 3 - Response rate per question

Figure 4 illustrates the geographic spread of submissions received in relation to the 'Quarters' of the BELAP area and it also highlights the issues of priority relative to each 'Quarter'.

The size of each circle represents the number of submissions received from that quarter.

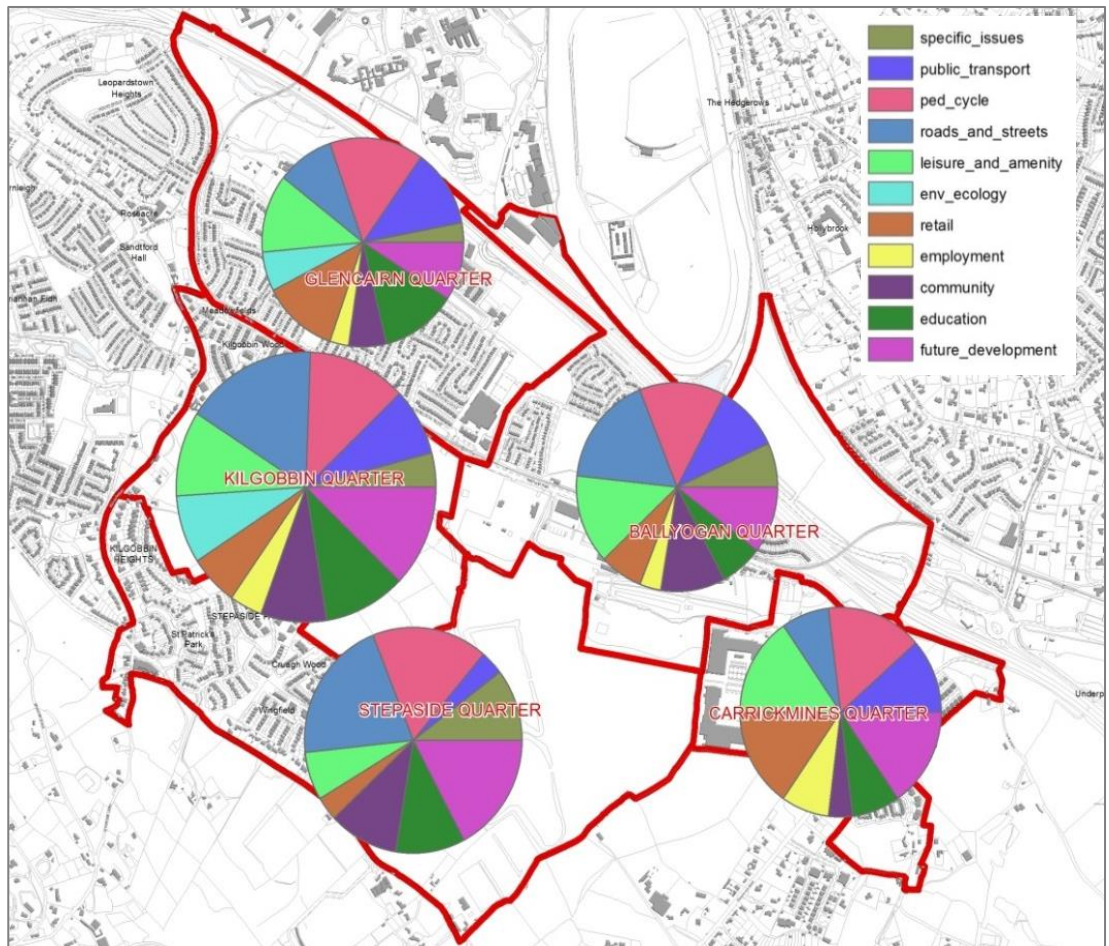


Figure 4 - Responses mapped by Quarter

4 Responses by Question

4.1 Issues specific to that Local Area

4.1.1 The Question

What are the planning issues specific to your local area that should be considered in the preparation of this Local Area Plan?

The intention of this question was to provide an opportunity for respondents to raise planning issues specific to their local area that did not necessarily fall within the other more thematic specific questions of the online survey.

4.1.2 Summary of Responses

- **Boundary Revisions** - A number of submissions on this question called for amendments to be made to the indicative plan boundary of the BELAP area, as had been illustrated in the Pre-Draft Issues Paper. One such submission recommended the inclusion of the entirety of Belarmine within the plan boundary, while another submission recommended the inclusion of lands to the immediate west of Kilgobbin Road in order to best plan for the connectivity between the Kilgobbin and Belarmine neighbourhoods. A site specific submission requested the boundary of the plan area be extended to incorporate lands located to the south of Stepside Village, on the basis that they were previously included in the Stepside Action Area Plan and have a specific local objective for development, while another submission recommended the inclusion of Carrickmines Castle within the Plan boundary area on historical grounds.

'Why is Belarmine, the biggest development in Stepside, not included in the LAP?'

'The land...between Ballyogan Wood and the M50 roundabout is not used. It's untidy and represents a danger. Measures should be taken to improve this piece of land...'

'More public bins needed in the area...'

The location of each of these suggested boundary changes are shown in Figure 5 below. Within the plan area, just one submission suggested some minor changes to the boundaries of the 'Neighbourhoods and Quarters' at the eastern end of Ballyogan Road.

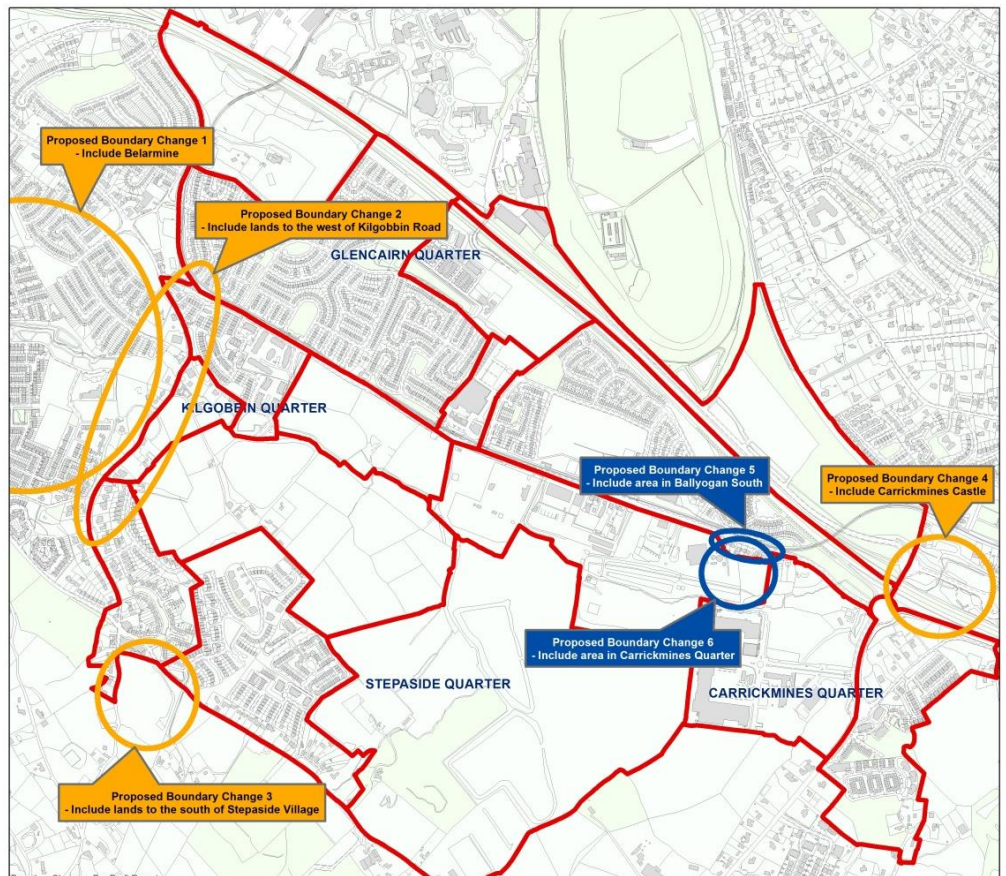


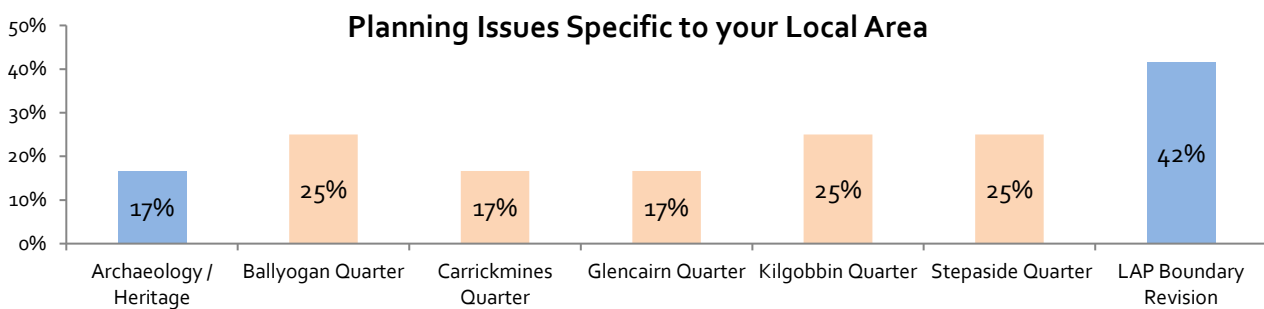
Figure 5 -: Suggested Boundary Changes from public submissions.

- **Fine Grain Issues** - Concerns were also raised with regard to the appearance and maintenance of specific sites in the plan area. Lands to the north of the Leopardstown Valley Shopping Centre car park were highlighted as being underutilised and vacant and it was recommended that they should be put into active use. A site between Ballyogan Wood and the M50 roundabout was also observed as being vacant and it was suggested that measures should be taken by the Council to improve the site. In terms of the maintenance of existing residential estates, it was suggested that the St. Patricks Park Estate had deteriorated due to a lack of maintenance, and that the Council should focus on its rejuvenation. More public bins were recommended for the green areas in the Gallops Estate while measures to tackle the issue of dog litter were required throughout the BELAP area.

- **Heritage** - In terms of archaeological heritage it was recommended that the 15 no. Recorded Monuments and 5 no. Protected Structures in the vicinity of the BELAP lands should be protected and made available to the public, and it was also suggested that the Pale Ditch should be promoted as an important historical feature within the Plan area.

4.1.3 Recurring Issues - Quantitative Findings

As can be seen below, responses to this question represent a wide geographic spread of issues across the 'Quarters' of the BELAP area with the highest number of submissions relating to the Ballyogan, Kilgobbin and Stepside Quarters (each 25% respectfully) and the least number of submissions related to the Carrickmines and Glencairn Quarters (each 17% respectfully). Suggested revisions to the plan boundary was the issue raised most frequently comprising 42% of the submissions.



Recommendations for Draft LAP

Based on the submissions received as part of the Pre-Draft consultation process, it is the recommendation of the DLR Forward Planning Team that the following points should be investigated in the formation of the Draft LAP.

- Assess the planning merit of amending the indicative plan boundary.
- Within the plan area consider any amendments that may be required to the boundaries of the 'Quarters' and 'Neighbourhoods'.
- Assess potential mechanisms for addressing vacant and/or underutilised sites within the BELAP area and whether local level maintenance concerns can be addressed under the LAP process.

4.2 Public Transport

4.2.1 The Question

What are the planning issues relating to Public Transport that should be considered in the preparation of this Local Area Plan?

4.2.2 Summary of Responses

Submissions received on this topic were primarily focussed on the Luas and bus service of the BELAP area, with the majority of respondents having concerns regarding existing public transport service provision.

- **Luas** - The Luas featured most frequently in the submissions received on public transport, and in general, the two most common concerns that were raised related to its capacity and its frequency, particularly during peak hours. A number of submissions highlighted the potential for an exacerbation of this issue as the area grows. In this context it was recommended that the BELAP should take account of the future maximum capacity of the Luas when providing guidance on residential development in the area.

- **Bus** - in terms of the local bus service the main issues raised primarily related to frequency and journey time. The submissions received included a range of recommendations to potentially improve the existing bus service including: increased frequency on city-bound routes as well as orbital routes towards Dun Laoghaire, DART, and Luas. From an operational perspective, submissions sought; the provision of additional bus lanes; the use of electric buses; the implementation of traffic management measures to improve the punctuality and reliability of bus services; and, the conversion of Kilgobbin Road to a bus corridor with local access for cars only.

- **Strategic Issues** - A submission from Transport Infrastructure Ireland (TII) noted that the degree of intended development earmarked for the BELAP area, in conjunction with other zoned development areas (including Kiltiernan and Cherrywood), would likely have impacts on the light rail network. A number of submissions made some specific suggestions to improve the performance of the existing Luas line from an operational perspective. Prioritising the Luas extension to Bray was also recommended as a means of improving access to areas in the south of the County.

A submission from the National Transport Authority (NTA) noted that the BELAP area is well served by Luas and, to a lesser extent, by bus. The submission outlined three current projects of relevance to public transport provision in the BELAP area that comprise: MetroLink; The Green Line Capacity Enhancement Project; and BusConnects. It was submitted that while MetroLink will not serve the LAP area directly, it would nevertheless benefit the area by supporting improved Luas services between Bride's Glen and Sandyford, in tandem with the Green Line Capacity Enhancement Project. With regard to BusConnects, the NTA noted that although the review had not yet been completed, emerging proposals indicated that the area would retain its current level of bus provision. The submission recommended that public transport be the primary focus of the LAP for journeys to adjacent areas including Sandyford, Cherrywood and Dundrum, and that this provision should inform the location and density of housing, and the layout of walking and cycling networks.

In terms of encouraging sustainable travel decisions, a submission from the Health Service Executive (HSE) recommended the inclusion of a requirement for viable travel plans for developments above a certain size, and also the limitation of car parking provision for commercial sites located near public transport. In addition, the submission also recommended that the BELAP should support initiatives to establish car club schemes and provide associated infrastructure including on-road parking spaces and signage.

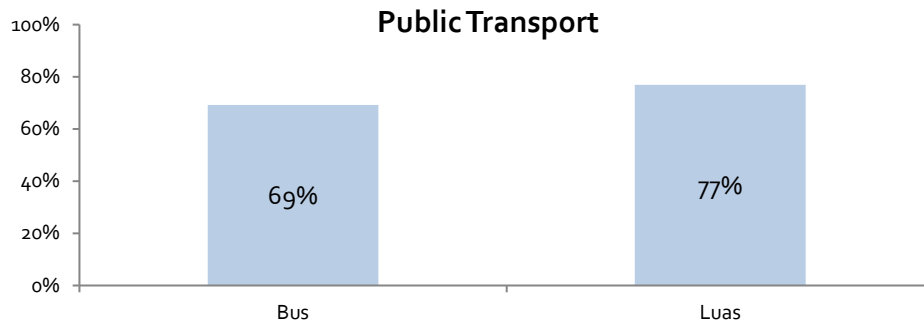
'I am concerned that the Luas has already reached or is close to maximum capacity especially at peak times, and yet there are thousands of new housing units in the future pipeline, how will it cope?'

'The current bus services are slow and infrequent.'

'Support private and public initiatives to establish car club schemes...Provide on-road parking spaces to be designated for car clubs through appropriate signage.'

4.2.3 Recurring Issues - Quantitative Findings

As shown below, the two issues raised most frequently with regard to public transport in the BELAP area related to Luas (77%) and Bus (69%), with a high number of submissions referencing both modes of transport.



Recommendations for Draft LAP

Based on the submissions received as part of the Pre-Draft consultation process, it is the recommendation of the DLR Forward Planning Team that the following points should be investigated in the formation of the Draft LAP.

- Assess public transport within the BELAP area and identify areas where DLR could influence policy and provision in this sector, being mindful of the limited role of Local Authorities in the provision of public transport
- Consider the current and future projects of relevance to public transport provision in the BELAP area and assess how this will influence future service provision
- Consider potential measures within DLR's control that would enhance the integration of land use and public transportation.



4.3 Pedestrian and Cycle Movement

4.3.1 The Question

What are the planning issues relating to Pedestrian and Cycle movement that should be considered in the preparation of this Local Area Plan?

This question sought to elicit information about the existing situation for pedestrians and cyclists in the area, as well as seeking people's opinions on whether facilities should be improved, and if so, how that might be achieved.

4.3.2 Summary of Responses

This question received the joint highest response rate and generated the largest amount of content of any of the questions posed. The submissions received focussed on a range of aspects regarding pedestrian and cyclist movement in the BELAP area and included: connectivity with areas external to the plan area; limitations of existing local level links; proposals for new routes and for increasing permeability within the plan area; improvements to existing cycling and pedestrian infrastructure; and the achievement of strategic policy goals for sustainable movement.

- **Permeability** - The body of the submissions convey a general view that pedestrian and cyclist connectivity and permeability within and external to the plan area is limited. It was submitted that the poor permeability of the area, in addition to low densities of direct pedestrian and cyclist facilities, was resulting in existing journeys being over-reliant on the private car. The 'Carrickmines Quarter' and Kilgobbin Road were highlighted as being particularly problematic areas

- **Connectivity** - In terms of external connectivity, the M50 was considered to be a significant barrier for accessing areas north of the plan area, including the major employment node at the Sandyford Business District, and furthermore, it served to separate the BELAP community from its natural hinterland. This issue was specifically flagged in the submissions from both the NTA and TII. In terms of existing crossing points, it was submitted that there was sub-optimal walking and cycling provision at Junctions 14 and 15 of the M50.

The planned east-west Greenway Spine from the CDP's Green Infrastructure Strategy, which was presented in the issues paper was also welcomed. It is seen as a potential means of significantly increasing pedestrian and cyclist access to areas external to the plan area, including Belarmine and Fernhill Park to the west and Ticknick Park and Cherrywood to the east.

- **Suggested New Linkages** - A number of suggestions were made with regard to the introduction of specific new pedestrian and cyclist routes within the BELAP area and these routes are illustrated in Figure 6 below. North-South Linkages from Enniskerry Road to the Luas, through the Stepside and Kilgobbin Quarters featured heavily.

'The M50 corridor restricts pedestrian and cycling access to the Leopardstown Racecourse/South County Dublin Business Park and Sandyford Industrial Estate, which separates the communities from their natural hinterland.'

'We need better pedestrian and cycle links to the Luas and Samuel Beckett Civic Campus from Stepside and Kiltiernan.'

'Cycle routes need to link up throughout the Plan area and safe cycle parking and shelters provided (e.g. near Luas stops).'

'Kilgobbin Road between the Glencairn Luas and Stepside, badly need cycle lanes. It's very commonly used by cyclists, causing major traffic disruptions as it's nearly impossible to overtake them (safely) on the road. It's a traffic accident waiting to happen.'

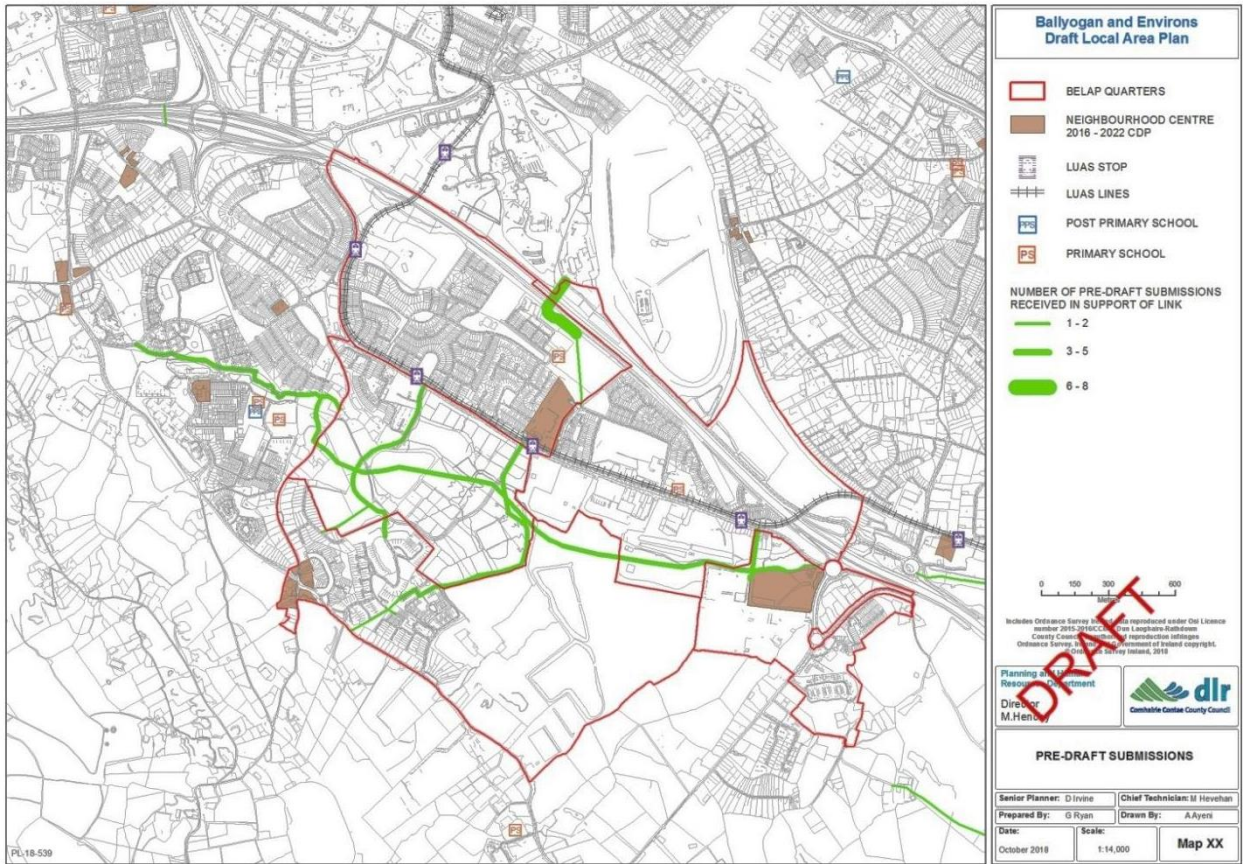
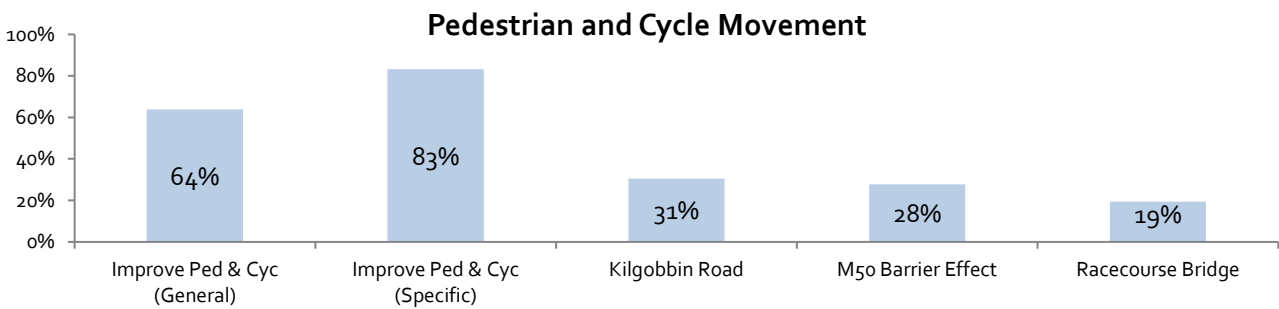


Figure 6 -: Suggested pedestrian and cycle routes from public submissions

4.3.3 Recurring Issues - Quantitative Findings

The quantitative analysis of responses to this question highlights a range of issues in relation to pedestrian and cycle infrastructure in the BELAP area. The specific issues most frequently raised included: the M50 barrier effect; the opening of Leopardstown Racecourse Bridge over the M50; and concerns regarding the Kilgobbin Road.



Recommendations for Draft LAP

Based on the submissions received as part of the Pre-Draft consultation process, it is the recommendation of the DLR Forward Planning Team that the following points should be investigated in the formation of the Draft LAP.

- Consider potential measures that may be taken to improve connectivity with areas outside of the plan area.
- Consider measures that may address the severance and barrier effect of the M50 in partnership with other agencies.
- Identify potential specific new linkages that may improve permeability within the plan area.
- Explore mechanisms for the delivery of new pedestrian and cycle linkages.

4.4 Roads and Streets

4.4.1 The Question

What are the planning issues relating to Roads and Streets that should be considered in the preparation of this Local Area Plan?

4.4.2 Summary of Responses

The submissions received on this question raised a broad range of issues relating to both the existing and future road network of the BELAP area. Overall, there was a general view that traffic congestion is currently being experienced throughout the BELAP area and that improvements to the road network were required to facilitate future development.

- **Road Capacity** - A submission from TII noted that in light of the scale of intended development in the BELAP area, in conjunction with development in adjacent plan areas including Kiltiernan and Cherrywood, that impact on the M50 mainline and associated interchange Junctions 14 and 15 was expected. The TII in their submission recommended that the BELAP should consider the inclusion of mitigation measures to address existing limitations of the area including: poor linkages from the area to environs north of the M50; the high level of movements to and from the area that are car focussed and road dependent (despite the nearby Luas service); and, movements to and from the area that are dependent on the M50 corridor.

- **Kilgobbin Road** – The condition, function and role of the Kilgobbin Road was raised in a number of submissions, with the majority of respondents advocating the preservation of its historic, rural and sylvan character. However, the issue of existing traffic safety concerns were also highlighted. Measures put forward to alleviate traffic safety concerns on the Kilgobbin Road included the introduction of limited vehicular access for buses and local car access only, and the introduction of appropriate cycle and pedestrian infrastructure.

Notwithstanding the above, other submissions requested that the BELAP should acknowledge the potential for existing entrances on the Kilgobbin Road to cater for a certain quantum of development of residential zoned lands to the east. Other changes suggested for the Kilgobbin Road included the introduction of a dropping off point for school children to reduce the need for parents to drive into the schools in Belarmine.

- **Ballyogan Road** - There was a general view that Ballyogan Road is austere in its character and appearance. A number of suggestions were put forward to improve the appearance and aesthetic of the road including the introduction of trees and planting as part of a greening plan and the incorporation of traffic calming measures. The road's junction with Kilgobbin Road was also raised as a point of significant congestion that should be addressed. It was highlighted that residents of the Gallops were experiencing delays exiting the estate due to the increased frequency of the Luas and on this basis it was suggested that the development of lands surrounding Glencairn House should not be permitted vehicular access through the Gallops. Rather, the case was made that the development of the Glencairn North lands should be conditional on access being provided via a new road across the M50 from Murphystown Way, as per a 'Long Term Road Proposal' contained in the CDP.

- **Congestion** - It was suggested that the existing road network around Stepside was struggling to cope with the growing population in the area. In this regard it was recommended that the long term road proposal for the Stepside bypass should be progressed. Access to Stepside Park was also raised as an issue and it was suggested that a roundabout or traffic lights should be provided. A number of concerns were also raised with regard to existing

'Road improvements are essential to facilitate additional housing and safe road use for all.'

'Kilgobbin Road is a beautiful road and future development should be in keeping with the character of the area.'

'The Ballyogan Road is austere in its current form. Introducing a greening plan for the Ballyogan Road would reduce the industrial appearance of the road'

'There has been significant development in recent years of the Stepside area and the existing road network is struggling to cope with the growing population.'

congestion on the Glenamuck Road. It was submitted that new developments on the Glenamuck Road, in addition to development in the Stepside and Kiltiernan areas was causing serious traffic problems as residents use the Glenamuck Road as a link road to the M50. Measures suggested to mitigate the congestion included a roundabout at the Golden Ball, road widening and prioritising the advancement of the new Glenamuck Distributor Road.

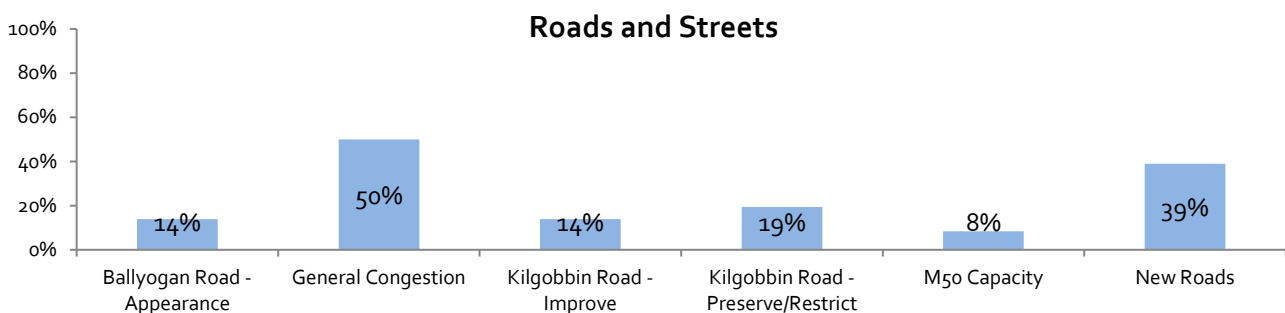
- **Clay Farm Loop Road** - A number of recommendations were made with regard to the design of the proposed Clay Farm Loop Road. These included: the provision of a strong active frontage for the road; providing a change in character at the mid-point of the Loop Road where traffic volumes would be at their lowest to allow for a more place-based, integrated design approach in accordance with DMURS; and, the provision of an attractive public space that would facilitate a slowdown in traffic and the delivery of a place rather than a movement space to be passed through at speed.

A site specific submission in relation to the Oldtown House lands requested that any future applications relating to the Clay Farm Loop Road, or adjoining residential sites, should include a requirement for a road connection to serve future residential development lands to ensure that lands can be brought forward in a timely manner for development.

- **The Park Carrickmines** - A submission in relation to the Park at Carrickmines set out that the potential future Neighbourhood Centre at the site would reduce the need for car based journeys from the local catchment to other centres located outside of the area. In addition, it was requested that the alignment of the 6 year road objective for 'The Park Carrickmines Northern Access', as shown in the Issues Paper, be amended to reflect the route that the developer has agreed with the Council.

4.4.3 Recurring Issues - Quantitative Findings

As can be seen below, the analysis of responses to this question highlights a wide range of issues raised in relation to roads and streets. The topic of congestion was raised in 50% of all responses while suggested new roads were discussed in 39% of submissions. The Kilgobbin Road was discussed in 33% of all responses with varying opinions on its future development; softening the appearance of Ballyogan Road was raised in 14% of all responses; while concerns regarding M50 capacity were highlighted in 8% of submissions.



Recommendations for Draft LAP

Based on the submissions received as part of the Pre-Draft consultation process, it is the recommendation of the DLR Forward Planning Team that the following points should be investigated in the formation of the Draft LAP.

- Consider potential measures that could reduce congestion on the road and street network of the plan area.
- Assess the planned new roads for the BELAP area and how this will affect the functioning of the road network.
- Consider the requirement for any additional new roads/links as part of the future growth of the BELAP area.
- Consider measures that may be taken to improve the design, appearance and environmental quality of the road network.

4.5 Leisure and Amenity

4.5.1 The Question

What are the planning issues relating to Leisure and Amenity that should be considered in the preparation of this Local Area Plan?

4.5.2 Summary of Responses

The majority of submissions received on this topic called for additional leisure and amenity facilities for the BELAP area. The single biggest suggestion raised by respondents was for the advancement of Jamestown Park, while the remaining submissions either sought the protection of existing amenities or the introduction of new facilities.

- **Jamestown Park** - There was significant interest and support for the future establishment of Jamestown Park. Submissions recommended the incorporation of the Jamestown Park Masterplan into the BELAP and emphasised the expedition of remediation works at the former landfill site. Recommendations with regard to amenities to be considered for Jamestown Park included: a playground; dog park; BMX track; tennis courts; community gardens / allotments; and a multi-use indoor arena.

In addition it was recommended that there be multiple entrances from the park to adjoining lands allowing for greenway cycle routes and pedestrian permeability, while car parking should be kept to a minimum. The development of Phase 2 of the Samuel Beckett Civic Campus was also welcomed with suggestions for additional sport facilities at the Civic Campus such as tennis and basketball, while the development of Fernhill Park and Gardens as a visitor attraction was also supported.

- **Dublin Mountains** - A number of submissions highlighted the Dublin Mountains as an important amenity for the BELAP area. One submission sought the preservation of the mountains and its foothills for recreational users while another submission sought improvements in access to the mountains from Stepside Village.

- **Greenway Spine** - The proposed Greenway Spine was recognised as an important future amenity for the BELAP area with a number of submissions raising the potential for it to incorporate a Heritage Trail linked with the Pale Ditch, with information platforms detailing its historical significance.

- **Specific Amenity Areas within BELAP** - One submission recommended the protection of all existing green areas in the Glencairn Quarter and also the joining up of the green area opposite Orby Park with the park area alongside Glencairn Drive. The tennis courts in Glencairn Estate were also noted as falling into disrepair and being in need of maintenance. Another submission sought the protection of the amenity open space at the rear of St. Patrick's Park in Stepside and requested that measures be taken to improve the space and make it more attractive for residents and children.

The recreational use of Kilgobbin Road was also noted as a local amenity for walkers and cyclists and it was suggested that the road be improved to enable safer travel and the enjoyment of its natural and historic beauty.

A site specific submission in relation to the Park at Carrickmines advocated the inclusion of a cinema in 'Quadrant 3' at the Park, while another submission raised the possibility of an ice rink in the BELAP area.

'A large local park in the Jamestown area would be hugely beneficial.'

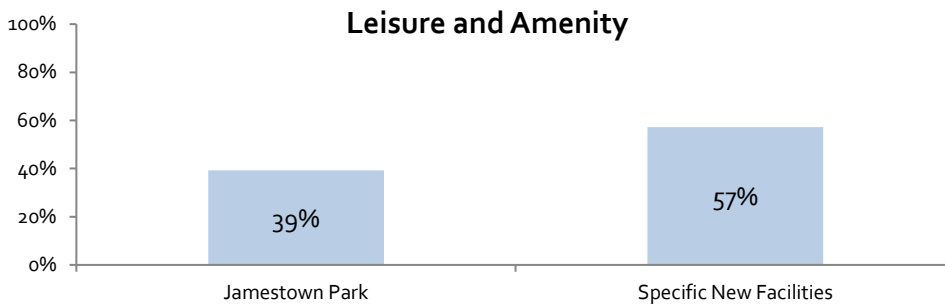
'Public facility projects such as the Samuel Beckett Centre expansion and Fernhill Gardens should be expedited.'

'The Dublin Mountains and foothills should be preserved for their natural inhabitants, the environment, local people and the thousands of Dublin City dwellers who benefit from them every day and especially at the weekends for walking, cycling etc. .'

- **Leopardstown Racecourse** - A submission made on behalf of the owners of Leopardstown Racecourse requested that the importance of the racecourse as a major leisure facility in the County be reflected in the BELAP (as set out under Specific Local Objective 26 of the CDP). For reference purposes, SLO 26 states the following 'To support the status of and continued viability of Leopardstown Racecourse as one of Europe's premier racetracks and a major leisure facility in the County by encouraging its future development and facilitating the development of supporting facilities.'

4.5.3 Recurring Issues - Quantitative Findings

As can be seen below, nearly 40% of the submissions received on the topic of leisure and amenity sought the progression of Jamestown Park while just over 50% of submissions sought other specific new facilities for the BELAP area.



Recommendations for Draft LAP

Based on the submissions received as part of the Pre-Draft consultation process, it is the recommendation of the DLR Forward Planning Team that the following points should be investigated in the formation of the Draft LAP.

- Consider how best to facilitate the future delivery of Jamestown Park in conjunction with adjoining lands and the Greenway Spine.
- Consider potential leisure and amenity facilities that may be required for the area taking into consideration both existing and future demand.
- Consider what measures could be taken to facilitate the creation of an environment that promotes/encourages active living including active travel (walking/cycling/public transport) and access to recreational spaces.



4.6 Environment and Ecology

4.6.1 The Question

What are the planning issues relating to the Environment and Ecology that should be considered in the preparation of this Local Area Plan?

4.6.2 Summary of Responses

A significant emphasis in the submissions was on the preservation of existing biodiversity and natural habitats and also their on-going protection in the context of the future development of the area. Other submissions sought protection from wider human health concerns relating to noise and air pollution while also emphasising the transition to a climate resilient and low carbon society.

- **Strategic Environmental Assessment** - A submission received from the Environmental Protection Agency set out an extensive list of considerations to be assessed in preparing the Strategic Environmental Assessment (SEA) for the BELAP. Key matters recommended to be considered as part of the SEA included *inter alia*: the protection of European and National Designated Sites; assessment of areas of groundwater vulnerability; protecting surface water quality; ensuring land use zoning is appropriate to risk of flooding identified; supporting the transition to a climate resilient and low carbon society; protecting and enhancing non-designated biodiversity; and the assessment of historic landfill sites in the area.

- **Flora and Fauna** - A number of local submissions highlighted the presence of deer living in the BELAP area, with one submission suggesting the deer potentially inhabiting Jamestown Park in the future. Some specific measures to improve biodiversity in the BELAP area were also raised including: the preservation of the green area between Glencairn House and the M50 as a wildlife area; the introduction of a small biodiversity area at the green area opposite Orby Park; and, the maintenance of protected trees and hedgerows along the western part of the proposed new Loop Road. The HSE suggested the inclusion of policies to preserve green spaces and develop Local Biodiversity Action Plans.

- **Flooding, Noise and Air** - The potential for flooding in the area was raised in a number of submissions with recommendations put forward for the protection and re-enforcement of watercourses. One submission noted that the Ballyogan Stream was silted up at Kilgobbin Road and was a potential flood risk, while another submission recommended the restoration of a stream running from Stepside Park through lands at Clay Farm. Noise and air pollution were also raised as environmental concerns..

'Protect existing hedgerows and listed trees...'

'There are bats, badgers, foxes and deer on lands south of Ballyogan Road. Provide wildlife tunnels, routes and nature corridors'

'Stream banks need protecting and reinforcing.'

4.6.3 Recurring Issues - Quantitative Findings

This question had a comparatively low response rate and the submissions were quite diverse and wide ranging. On this basis, no quantitative findings were measured for this particular question.

Recommendations for Draft LAP

Based on the submissions received as part of the Pre-Draft consultation process, it is the recommendation of the DLR Forward Planning Team that the following points should be investigated in the formation of the Draft LAP.

- Prepare a Strategic Environmental Assessment Scoping Report for the next stage of the plan-making process.
- Consider measures to protect and where possible enhance existing biodiversity and natural habitats in the area.



IMG_3948 Photo: Barrow Coakley Photography Tel: 087-2856527, 15th February 2016



4.7 Retail and Neighbourhood Centres

4.7.1 The Question

What are the planning issues relating to Retail and the Neighbourhood Centres in the plan area that should be considered in the preparation of this Local Area Plan?

This question sought to elicit respondents’ opinions on the existing and potential future retail mix within the LAP area, with specific focus on the three Neighbourhood Centres (two existing and one proposed) at Stepaside Village, Leopardstown Valley, and Carrickmines.

4.7.2 Summary of Responses

Submissions on this topic were vocal in calling for more retail and retail services within the plan area, with reference both to an existing shortfall as well as catering for the future population. Just one submission sounded a note of caution around the risk of duplicating retail, in that it might lead to viability issues at existing centres. The need for additional convenience retail (i.e. grocery shopping) came through in a majority of the submissions, as well as uses such as non-retail entertainment – cookery school, crafting, a cinema – as well as coffee shops and public houses. Overall, a broader mix of retail and retail services was sought.

‘The area lacks sufficient retail space. There is just one supermarket in the area. The Carrickmines area has nowhere to get groceries without a car or getting public transport.’

- **Carrickmines NC**– Across the existing and proposed Neighbourhood Centres, the majority of submissions related to the ‘Carrickmines Quarter’ and the lack of everyday retail opportunities for people living and working in this area. Submissions focussed on the lack of convenience retail within the quarter itself, and also on the lack of connections, aside from by car, to areas where retail and retail services currently exist.

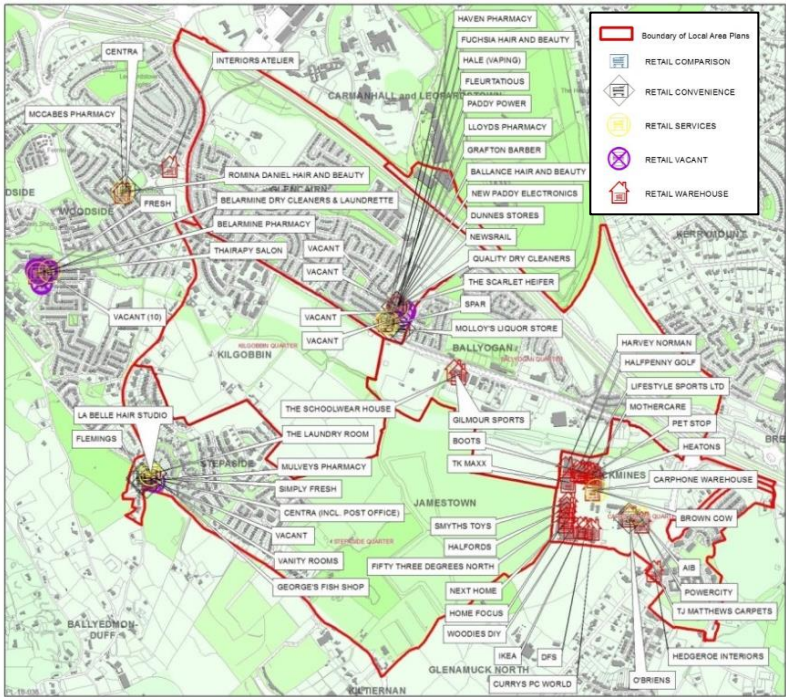
‘The 25 year old partly two-story Leopardstown Valley Neighbourhood Centre provides a very unique and historical look and should be a focal point for the communities between the Glencairn Quarter, Kilgobbin Quarter and Ballyogan Quarter.’

There was broad support for the provision of a Neighbourhood Centre in this area, as per the Specific Local Objective of the CDP. A submission on behalf of the owners of ‘Quadrant 3’ of the Park in Carrickmines, where the SLO is located, also extolled the virtues of retail at this location. At the time of writing, there is a live application for a mixed use scheme, including retail and retail services, at this location (see DLR Ref. D18A/0257).

‘The existing character of the area needs enhancing i.e. ensure Stepaside Village remains a core retail and restaurant area...’

- **Leopardstown Valley NC** – Submissions highlighted that this is the only grocery option in the area, as well as being identified as an area that could benefit from improvement. It was submitted that Leopardstown Valley was a suitable focal point for the communities of Glencairn, Kilgobbin and Ballyogan and there was potential for further enhancement through landscaping, the introduction of weekend markets and the incorporation of new uses such as cafes, restaurants and bars.

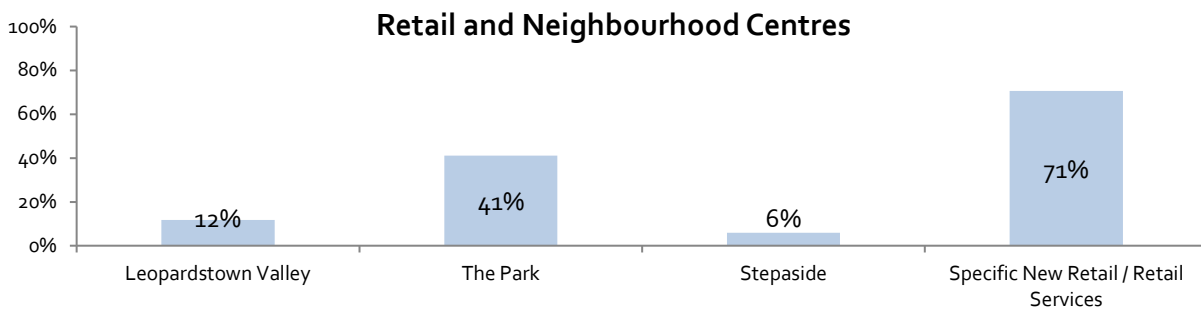
Figure 7 – Retail clusters at Stepaside, Leopardstown Valley and Carrickmines, taken from the BELAP pre-draft issues paper.



-Stepaside NC - The future of Stepaside Village was referenced in the submissions with a wish for it to remain a core retail and restaurant area. It was also submitted that there should be a strong focus on design as part of any future development of the Village.

4.7.3 Recurring Issues - Quantitative Findings

As can be seen in the below, 70% of submissions received sought additional retail in a general sense, or sought specific additional retail offerings. Just over 40% of submissions referenced retail at the proposed Carrickmines Neighbourhood Centre, or within the wider Carrickmines Quarter. The Neighbourhood Centre that was referenced least in submissions was Stepaside Village (6% of submissions).



Recommendations for Draft LAP

Based on the submissions received as part of the Pre-Draft consultation process, it is the recommendation of the DLR Forward Planning Team that the following points should be investigated in the formation of the Draft LAP.

- Consider in broad terms how best to facilitate the provision of retail and retail services in a phased way in line with population increases within the BELAP area.
- Consider how best to facilitate the delivery of the proposed new Neighbourhood Centre at Carrickmines.
- Consider how public realm improvements might help the vitality and viability of the existing Neighbourhood Centres at Leopardstown Valley and Stepaside and how this might be delivered.
- Consider how best to improve linkages between Neighbourhood Centres and their hinterland for all modes of transport.



4.8 Employment

4.8.1 The Question

What are the planning issues relating to Employment lands within the plan area, and links to Employment centres outside the plan area that should be considered in the preparation of this Local Area Plan?

4.8.2 Summary of Responses

The majority of submissions made with regard to employment recognised The Park at Carrickmines as being the main centre for economic activity in the BELAP area and viewed its completion as a significant opportunity for future employment growth.

- **Carrickmines Quarter** - Site specific submissions were made with regard to the future development of both 'Quadrant 3' and 'Quadrant 4' at the Park. With regard to 'Quadrant 3' the case was made for the BELAP to include policies which would reinforce and support the existing policy of the CDP in terms of the zoning of the lands for economic development and employment. It was further submitted that the BELAP should seek to support a wider range of employment generating uses at 'Quadrant 3' which could provide employment for the existing and future population of the area. With regard to 'Quadrant 4' the case was made for the inclusion of a specific objective in the BELAP that would identify the area as a suitable location for a private hospital / specialist clinic.

- **Broad Employment Issues** - In terms of other employment types, a submission was made that encouraged provision to be made in the BELAP for live/work units and small business/services units. Another submission highlighted the importance of providing local employment as a means of alleviating traffic problems in the area, while another submission encouraged the adoption of flexible working policies including e-working.

'Quadrant 3 (at the Park Carrickmines) should be prioritised and form a key part of the BELAP given its potential for employment and economic activity.'

'Make provision for live / work units or small business / service units'

'Provision of local employment might go some way towards reducing the traffic problems.'

4.8.3 Recurring Issues - Quantitative Findings

The question on employment was the least answered question of the online survey with a response rate of just 9%. Given the low number of submissions received on this topic a quantitative analysis of the findings was not gathered.

Recommendations for Draft LAP

Based on the submissions received as part of the Pre-Draft consultation process, it is the recommendation of the DLR Forward Planning Team that the following points should be investigated in the formation of the Draft LAP.

- Consider the future role of The Park at Carrickmines as a key employment centre in the BELAP area.
- Assess the demand for other forms of employment across the wider BELAP area.
- Consider how best to balance the provision of employment having regard to sustainable transport objectives.



4.9 Community Facilities

4.9.1 The Question

What are the planning issues relating to Community Facilities that should be considered in the preparation of this Local Area Plan?

4.9.2 Summary of Responses

The majority of submissions received in response to this question called for additional community facilities to be provided within the plan area. In general terms, the two suggestions that featured most often were the advancement of Phase 2 of the Samuel Beckett Civic Campus and the re-opening of the former Stepside Garda Station. The remaining submissions primarily sought the introduction of new community facilities to the area.

- **Samuel Beckett Civic Campus** - The existing Samuel Beckett Civic Campus was highlighted in a number of submissions as a great addition to the community. A number of submissions welcomed the plans to develop Phase 2 of the Civic Campus and emphasised the expedition of the project works. It was also suggested that the Civic Campus could be used for other activities including public events and a library.

- **Garda Station** - There was significant support for either the re-opening of the former Stepside Garda Station or the construction of a modern fit-for-purpose station elsewhere in the plan area. It was suggested that crime and anti-social behaviour was a growing concern in the area and that easy access to Garda facilities and support was vital, particularly when future planned population growth is considered.

- **Other Community Facilities** - There was support for the provision of a fit-for purpose scouting facility within the BELAP area. It was requested that an objective for a scout facility be included in the LAP in order to increase troop sizes and cater for significant existing demand in the area.

Other submissions sought the inclusion of a community centre that could cater for a range of uses such as: community based facilities for people with disabilities; rooms for community projects and community sports; a meeting place for retired and elderly people; and a youth centre. One submission requested the inclusion of a youth centre in Stepside Village while another submission suggested the inclusion of an Intreo Office within the BELAP area.

While the majority of submissions sought the introduction of additional community facilities to the area, one site specific submission requested the LAP process review a CDP Objective for the provision of a community facility on lands immediately to the south-west of Stepside Village, outside the current BELAP boundary. Under Specific Local Objective 65 it is an objective of the Council *'To seek the development of a multi-purpose, multi-functional community centre south of Enniskerry Road proximate to the Stepside Village Neighbourhood Centre.'* The submission questioned whether the Objective should continue to apply to the lands taking into consideration the recent delivery of community facilities elsewhere, and sought the removal of the Objective and to have the lands re-zoned for residential use.

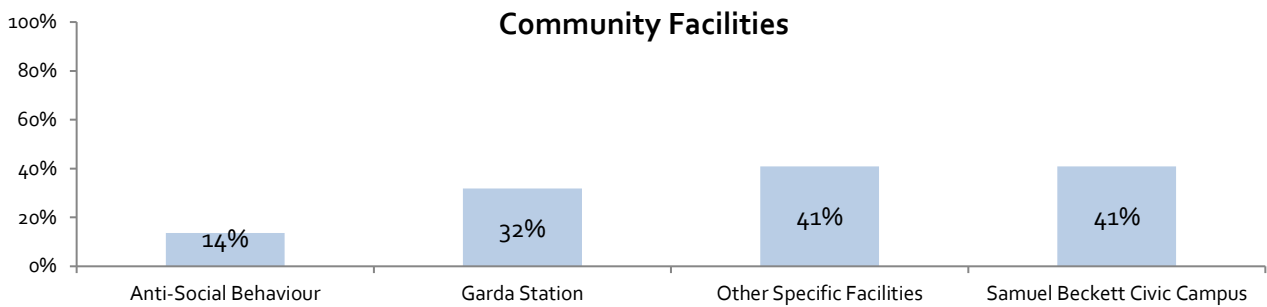
'Phase 2 of the Samuel Beckett Civic Campus is very much welcomed and should form part of the BELAP.'

'The re-opening of Stepside Garda Station must be supported by DLR. The increase in population has coincided with the closure of the Garda station leading to a significant increase in crime.'

'There are a number of scout and guiding groups in this area and none of them have appropriate facilities as most activities need outside space'

4.9.3 Recurring Issues - Quantitative Findings

As can be seen below just over 40% of submissions received referenced the Samuel Beckett Civic Campus, (the majority of which were in a positive light), while the same number of submissions sought specific new community facilities for the BELAP area. Just over 30% of submissions referenced the re-opening of the former Stepside Garda Station, while 14% of submissions raised the issue of anti-social behaviour being a concern in the community.



Recommendations for Draft LAP

Based on the submissions received as part of the Pre-Draft consultation process, it is the recommendation of the DLR Forward Planning Team that the following points should be investigated in the formation of the Draft LAP.

- Assess the existing and potential future role of the Samuel Beckett Civic Campus as a significant community service provider in the area.
- Consider potential community facilities that may be required taking into consideration both existing demand and the potential future population of the area.



4.10 Education

4.10.1 The Question

What are the planning issues relating to Education that should be considered in the preparation of this Local Area Plan?

This question was intended to elicit respondents' opinion on both the existing and future educational requirements of the BELAP area. The question did not focus on any one particular stage in the education cycle but rather the educational requirements of all persons living in the area.

4.10.2 Summary of Responses

The majority of submissions that were made with regard to education highlighted the pressing need for a post-primary school in the BELAP area. It was submitted that a post-primary school was badly needed in the area, with students currently having to travel significant distances to get to their nearest school. The submissions also stressed the importance of the LAP including adequate future provision for both primary and secondary schools in line with planned population growth.

- **Primary** - While the recent establishment of new primary level educational facilities in the area was welcomed, a number of submissions still had concerns regarding the provision of sufficient primary school places to cater for future increases in the population of the plan area, and requested that appropriate provision be made for same.

On the other hand, a submission in relation to lands to the east of the Kilgobbin Road (the Lawless family lands) questioned the requirement for the inclusion of a CDP Objective for a future primary school in the 'Kilgobbin Quarter' given the proximity of existing schools in Belarmine. The submission requested that should the Council deem there to be a real need for an additional school in the 'Kilgobbin Quarter' that the BELAP would provide for flexibility with regard to its exact location.

- **Post-Primary** - It was recommended that a Post Primary school be provided locally in order to minimise traffic, be properly linked with safe segregated cycling facilities, and be located in close proximity to public transport. A number of submissions welcomed progress on the new Stepside Educate Together Secondary School and emphasised the importance of the site being of sufficient size for a modern school. In terms of Further Education the potential for increased integration with the Sandyford Business District through the provision of training courses was noted as an avenue worth exploring.

- **Travel to Schools** - Traffic congestion and access to existing schools was also raised as an issue in a number of submissions. Concerns raised related to problems with parking and drop-off at schools and also congestion caused in the areas of Holy Trinity National School and Gaelscoil Sliabh Rua at peak times. Car dependent access from the plan area to the schools in Belarmine was also raised as an issue with a drop-off point on the Kilgobbin Road suggested as a possible solution.

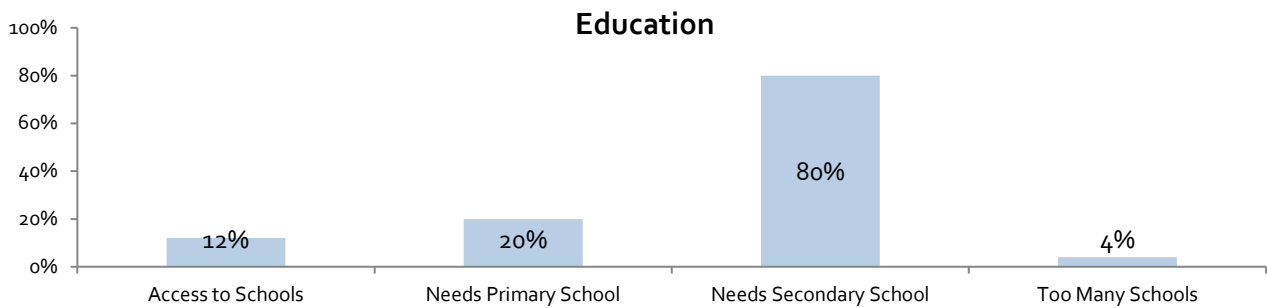
'Given the projected increase in population, the LAP should include adequate provision for both primary and secondary schools in the area.'

'...a number of new primary schools have been built over the last 5 years...there is no feeder school. This is a huge problem for parents and pupils alike.'

'Potential sites should be identified in the LAP so that the educational infrastructure can be developed in line with residential development.'

4.10.3 Recurring Issues - Quantitative Findings

As can be seen below, 80% of submissions received highlighted the need for a secondary school in the plan area. A total of 20% of submissions stated a need for a primary school while access to schools was raised as an issue in 12% of submissions.



Recommendations for Draft LAP

Based on the submissions received as part of the Pre-Draft consultation process, it is the recommendation of the DLR Forward Planning Team that the following points should be investigated in the formation of the Draft LAP.

- Consider how best to facilitate the delivery of a post-primary school within the BELAP area.
- Consider future educational requirements (both primary and secondary) in line with projected population growth.
- Consider the spatial factors that integrate schools and neighbourhoods, minimise car based trips and encourage sustainable modes of transport.



4.11 Future Development

4.11.1 The Question

What are the planning issues relating to Future Development that should be considered in the preparation of this Local Area Plan?

Given the extent of zoned, undeveloped land and the significant potential for development envisaged within the plan area, this question sought to elicit respondents' opinions on the pertinent planning issues that the area faces in relation to its future development.

4.11.2 Summary of Responses

In general, the submissions received on this question included a contrasting mix of opinions that comprised local residents and groups who advocated a cautionary approach to future development and emphasised placing a focus on the protection of existing residential amenity standards and, submissions from landowners in relation to large land-holdings that generally requested the inclusion of policies to encourage and facilitate future development in the area.

'This area is one of the areas of highest growth in the Country. We need to ensure the housing crisis doesn't lead to poorly planned accommodation fast tracked through and ensure quality of life for citizens of the area.'

- **Development Capacity** - There was general concern amongst a number of local residents that current residential development was happening in advance of the necessary infrastructure and services being put in place, and it was recommended that the LAP should ensure that infrastructure is improved before any more residential development occurs. One submission suggested the phasing of future development in line with the capacity, while another submission highlighted concerns over the sustainability of the area long-term in terms of traffic, transport and facilities. In terms of the wider geographic area it was observed that there did not appear to be a joined up approach to how the BELAP area was being planned to develop in conjunction with nearby growth areas including the Cherrywood SDZ and the Kiltiernan LAP.

'...residential and mixed use zoned lands along the Luas Green Line corridor, particularly in close proximity to Luas stops, such as Clay Farm and Glencairn...are particularly suitable for higher density apartment developments, build to rent schemes and reduced parking provision.'

At the foothills of the Dublin Mountains it was suggested that a clear demarcation should be made between the developable land and the rural land, and that no further residential development should take place on the west side of Enniskerry Road.

- **Building Heights and Density** - Specific submissions opposed increased building heights and/or residential densities at the Gallops Estate, and Stepside Village.

The matter of residential density was also addressed in a submission from the NTA who stated their support for higher density residential development within 1km of Luas stops. The submission observed that most of the undeveloped residential land in the BELAP area was adjacent to the Luas Green Line and as such was considered to be appropriately sited for development, given its adjacency to a high capacity public transport corridor. The NTA recommended that the Draft LAP include maps showing both the current 1km walking distance from Luas stops on the existing road network and the future 1km walking distance from Luas stops on the future road/walking and cycling networks.

- **Development Standards** - There was local concern over the standard of accommodation being delivered in the area, and also the potential for poorly planned residential development being permitted in an attempt to alleviate the current housing crisis.

Aside from Building Heights and Residential Density, the standards most frequently raised by local residents as matters of concern related to *inter alia* parking and open space provision.

A number of submissions raised concern with the loss of existing green space in the area and the quantum of public and private open space being provided in new residential schemes. It was also suggested that all dwellings should have their own parking space. In terms of design standards it was recommended that future schemes be sustainable and energy efficient, be family and age friendly, provide adequate storage and have a community focus.

A submission from the HSE suggested that the BELAP should place prevention and minimisation at the forefront of any waste policy.

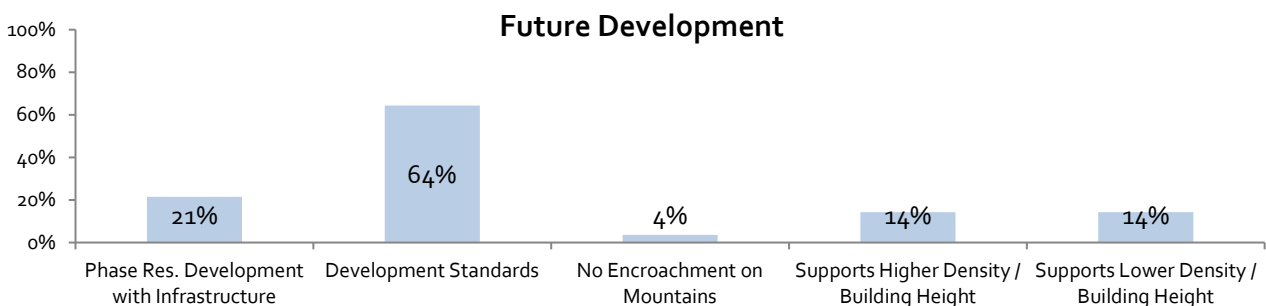
- Site-Specific Representations from Landholders - A number of site specific submissions were made on behalf of large landowners in the BELAP area with regard to the future development of the area across 9 parcels of land.

There was contrasting views submitted with regard to whether 'Site Development Frameworks' should be incorporated into the BELAP. Victoria Homes submitted an indicative layout of a Masterplan for lands in the 'Kilgobbin Quarter' and requested that the submitted layout be reflected in the BELAP. On the other hand, a submission on behalf of the McGarrell Reilly Group requested that the LAP does not include a 'Site Development Framework' for their lands, and rather recommended that the lands should be progressed at detailed design stage with the various stakeholders. A submission on behalf of Park Developments Group suggested that it would be appropriate for mini-master plans to be developed within the LAP for key areas that have the potential to be developed, but for larger sites, indicative densities, frontages, residential mix and connectivity, could be illustrated.

- Services - A submission from Irish Water noted that they were generally in agreement that in order to build out the undeveloped zoned lands within the BELAP area that some additional local network infrastructure would be required, but that no major infrastructural interventions would be required.

4.11.3 Recurring Issues - Quantitative Findings

As can be seen below, 64% of submissions received referenced development standards, the majority of these being in relation to future residential development. Balancing residential development with associated infrastructure and services was raised in 21% of submissions, while 14% of submissions supported increases to residential density and building height while 14% of submissions were against.



Recommendations for Draft LAP

Based on the submissions received as part of the Pre-Draft consultation process, it is the recommendation of the DLR Forward Planning Team that the following points should be investigated in the formation of the Draft LAP.

- Assess the range of appropriate planning mechanisms for providing the framework for the future development of both large and small land holdings in the BELAP area.
- Consider how best to balance the future development of the area in line with existing infrastructure and potential capacity constraints.
- Consider how the future development of the BELAP area may enhance existing residential amenity and quality of life.

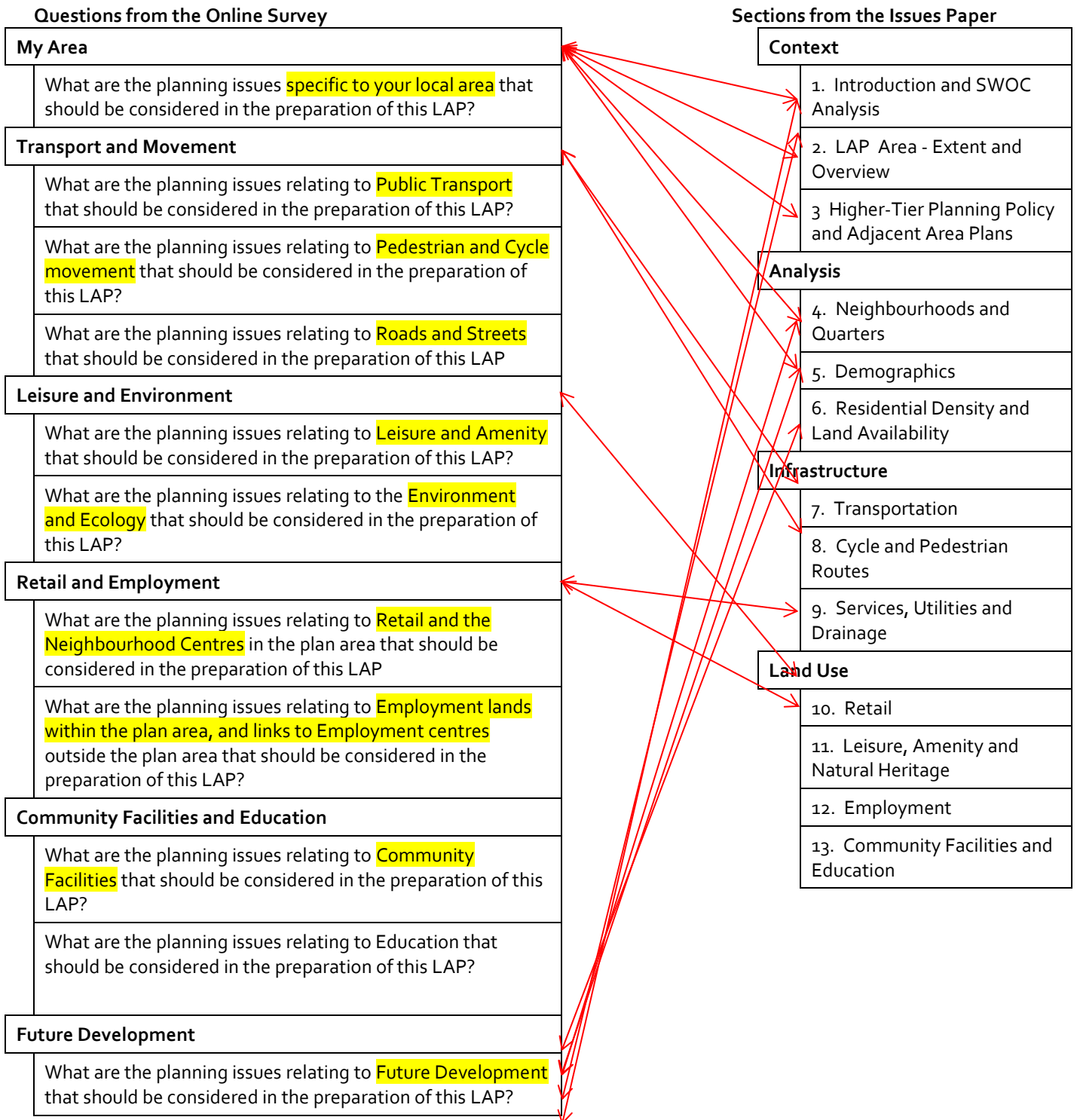
Appendix 1 – Schedule of Submissions Received

DLR Unique Identifier	Name	Citizen / Organisation	What is your organisation?
1	Jamie O’Grady	Private Citizen	N/A
2	Olga Wogan	Private Citizen	N/A
3	Derek Keogh	Private Citizen	N/A
4	Declan Ryan	Private Citizen	N/A
5	Roisin O’Callaghan	Organisation	Inland Fisheries Ireland
6	Brian Stapleton	Private Citizen	N/A
7	Niall Gilligan	Private Citizen	N/A
8	Sophie Stapleton	Private Citizen	N/A
9	Alan O’Tuathaigh	Private Citizen	N/A
10	Martin Coughlan	Organisation	10th Kiltiernan Scout Troop
11	Jennifer Grey	Private Citizen	N/A
12	Cllr Chris Curran	Organisation	Sinn Féin - Dún Laoghaire Rathdown County Council
13	Fran McNally	Private Citizen	N/A
14	Stephen Lenihan	Private Citizen	N/A
15	Niall White	Private Citizen	N/A
16	Derek Gray	Organisation	Glenside Residents Association (GRA) Carrickmines Green
17	Cian O’Mahony, Scientific Officer	Organisation	Environmental Protection Agency
18	Alison Molloy	Private Citizen	N/A
19	Richard Geoghegan	Private Citizen	N/A
20	Dolores Hanratty	Private Citizen	N/A
021 and 024	Eamonn Wyr	Organisation	BMX Commission of Cycling Ireland
22	Claire Murphy	Private Citizen	N/A
23	Katie Holland	Private Citizen	N/A
25	susan lynch	Private Citizen	N/A
26	Carla O’Kelly	Private Citizen	N/A
27	David Bradley, Acting Higher Executive Officer	Organisation	Department of Education and Skills
28	Sean Parkes	Private Citizen	N/A
29	Rachel doherty	Private Citizen	N/A
30	Kevin Windle	Organisation	Gallops Residents Association
31	Kieran Carberry, Principal Environmental Health Officer	Organisation	Heath Service Executive
032 and 036	Pauline Byrne	Organisation	Brady Shipman Martin on behalf of Leopardstown Racecourse Club
33	Suzanne Dempsey	Organisation	Irish Water
34	Rosemarie McLaughlin	Organisation	MacCabe Durney Barnes on behalf of Park Developments

35	(Dr) Sylvia S Dockeray	Organisation	Kilgobbin Residents Association
37	James & Mary Rigney	Private Citizen	N/A
38	Cathriona Fitzsimons	Private Citizen	N/A
39	Lynn Darby	Private Citizen	N/A
40	Eva Stack	Private Citizen	N/A
41	Paul Schwartzman	Private Citizen	N/A
42	Mary White	Private Citizen	N/A
43	Elaine Pennefather	Organisation	Sandyford Hall Residents Association
44	Niall Byrne	Organisation	John Spain Associates on behalf of Park Developments Group and Castlethorn Construction
45	Niall Byrne	Organisation	John Spain Associates on behalf of Park Developments Group
46	Niall Byrne	Organisation	John Spain Associates on behalf of IPUT Plc.
47	Niall Byrne	Organisation	John Spain Associates on behalf of Park Developments Group
48	Tara Spain	Organisation	Transport Infrastructure Ireland
49	Orlin Tzvetanov	Private Citizen	N/A
50	Simon Pleass	Private Citizen	N/A
51	Gilbert Carey	Private Citizen	N/A
52	Richard Collins	Organisation	Ferreira Architects on behalf of Victoria Homes
053 and 057	Pamela Gill	Organisation	Conroy Crowe Kelly Architects, on behalf of the Lawless Family
054 and 058	Paul McVeigh	Organisation	Conroy Crowe Kelly Architects on behalf of McGarrell Reilly Group
55	Michael MacAree, Head of Integrated Planning	Organisation	National Transport Authority
56	Brendan Mitchell	Organisation	St Patricks Park Stepside Residents Association
59	Trevor Sadler	Organisation	McGill Planning Ltd.

Appendix 2 – Sourcing of Baseline Information

As illustrated below the 11 no. key questions of the online survey were referenced back to relevant sections of the Issues Paper where baseline information on the topic could be found.



Appendix 3 – Detailed submissions on Pedestrian and Cycle movement

Permeability – Carrickmines Quarter

- **Existing Situation** - This area was highlighted as an area that currently suffers from sub-optimal provision of pedestrian and cyclist infrastructure that inhibits walking and cycling, and increases reliance on the private vehicle. One such submission went as far as to state that the residents of Carrickmines were 'boxed in' for walking and cycling. The lack of safe pedestrian crossing points on the roads in the area was noted as making short local level journeys to locations, such as the Luas, difficult and unsafe to undertake, while the existing cycle lane network did not link up effectively and was in a poor condition.

- **Suggested improvements** - A submission on behalf of the owners of 'Quadrant 3' at the Park made the case that the provision of a Neighbourhood Centre at the site could deliver important cycle and pedestrian links and potentially the provision of a local bus service for the area.

Permeability – Kilgobbin Road

- **Existing Situation** - The current condition of this road was raised as an issue of significant concern within the plan area. It was highlighted that the road's footpaths are narrow and there are no cycle lanes in place, and as a result the road was dangerous for pedestrians and cyclists.

- **Interface with East-West Greenway** - There were a number of concerns regarding the introduction of the Greenway (that is planned to traverse the Kilgobbin Road) and the safety of pedestrians and cyclists crossing the road at this point. It was noted that the road was narrow with poor lines of sight and cars frequently travelled at speed along its route

- **Suggested Improvements** - A range of suggestions for improving the Road were made including the widening of the road to facilitate the provision of footpaths and cycle lanes, or if the road could not be widened, making the road one-way only to allow space for pedestrians and cyclists. It was also suggested that consideration should be given to making the road local access only, enabling traffic calming measures to be introduced and allowing for the safe traversing of this road by the Greenway.

- **Other Roads with Comparable Issues** - In addition to Kilgobbin Road, Enniskerry Road and Glenamuck Road were also referenced as being particularly narrow and dangerous with limited pedestrian footpath provision and no cycle lanes in place.

Connectivity - M50 barrier effect

- **Junction 14 (Sandyford)** - It was noted that the Kilgobbin Road Junction with the M50 (Junction 14 west) did not have provision for pedestrian and cyclist crossing. While the Sandyford crossing of the M50 from Murphystown Way (Junction 14 east) had cycle lanes, it was considered difficult for cyclists to navigate and provided only for routes eastwards and not northwards towards Dublin City.

- **Junction 15 (Carrickmines)** - The Carrickmines Junction of the M50 (Junction 15) was also noted as being difficult to cross both on foot and by bicycle.

- **Racecourse Bridge** - There was also considerable support for the opening to the public of the existing bridge adjacent to Levmosh Park that crosses the M50 and accesses Leopardstown Racecourse. It was submitted that the opening of this bridge would provide a safe segregated cycling and pedestrian route and significantly improve connectivity with areas north of the M50, including the Sandyford Business District and beyond.

Connectivity – East-West Greenway

- **Overview** - The planned future Greenway Spine was recognised as an important route that could provide safe access for children to walk and cycle to and from the area to existing schools in Belarmine, decrease reliance on the private car, and reduce congestion associated with school drop-off traffic. It was also stated that the route would improve accessibility to the Gallops Luas stop for residents of Belarmine and, The Greenway was also welcomed as a means of

improving access to amenity areas to the east of the plan area including Cabinteely Park, Ticknick Park and Cherrywood, along with improved pedestrian access from Stepside to Fernhill Park and pedestrian/hiking access to the Dublin Mountains.

- **Route at Kilgobbin Quarter**- In terms of the design of this link, it was recommended that the route be taken 'off-road' within the '*Kilgobbin West*' and '*Kilgobbin South*' Neighbourhoods, and be well overlooked by residential development.

- **Route at Carrickmines Quarter** - While supporting the introduction of the Greenway, one submission suggested that rather than routing the Greenway over the M50 at Junction 15, it should instead be routed from the Park at Carrickmines to Ticknick Park via Glenamuck Road, some minor back roads, and lands owned by the Carrickmines Equestrian Centre.

- **Feeder Route in HRI Neighbourhood** - One submission on the routing of the Greenway recommended its integration with the Leopardstown Greenway to the north of the M50. In this regard it should also be noted that a submission on behalf of the owners of Leopardstown Racecourse highlighted that the proposed route of the Leopardstown Greenway, while indicative only, was indicated as running through the racecourse lands, and in this regard it was recommended that the BELAP should more accurately reflect the intention of the route to align with the former Harcourt railway line.

Suggested New Linkages

-North-South Links through Kilgobbin and Stepside Quarters -

Residents of Kilgobbin Heights, Stepside Park, Cruagh Woods and the Kiltiernan area all sought improved pedestrian and cyclist access from Enniskerry Road to Ballyogan Road, and in particular to the Luas. Currently residents are required to walk/cycle via Kilgobbin Road or Glenamuck Roads, roads that are perceived as sub-optimal with regard to their pedestrian and cyclist infrastructure. These routes were also flagged as serving residents of Ballyogan and Glencairn who would wish to access destinations such as Stepside and Fernhill Park.

Other suggestions for new routes included a designated pedestrian route from Ballyogan Avenue to Holy Trinity National School that would avoid the current dangerous situation of school children having to walk through the Leopardstown Valley car park and also improved pedestrian/cycle access to the Park at Carrickmines from the Ballyogan Road/Ballyogan Luas stop.

Policy and Strategic Considerations

- **Strategic Routes** - A submission from the NTA noted that Ballyogan Road (that connects Carrickmines to Goatstown as part of Secondary Route 11C) and a proposed feeder route connecting Stepside to Leopardstown Valley are both included in the *Greater Dublin Area Cycle Network Plan* (2013) and as such recommended their specific inclusion in the Draft Plan. In addition to the development of Greenways, the NTA also recommended that the Draft BELAP should plan for cycle routes along existing and proposed road alignments, to serve the full range of cycling origins and destinations. In this regard, it was submitted that a network of cycle routes should be included in the Draft Plan, connecting all residential areas with the Neighbourhood Centres at Stepside, Leopardstown Valley and Carrickmines, and in particular to the planned District Centre at Cherrywood and the major employment destination at Sandyford Business District. The network should also identify routes that serve local education and leisure facilities.

- Cycle and Pedestrian Infrastructure –

It was suggested that safe cycle parking and shelters should be provided throughout the BELAP area in appropriate locations such as near Luas and bus stops, and additional station-less bikes (e.g. Bleeper Bike) should be introduced to areas such as the Ballyogan Road.

Other specific suggestions for improving the existing pedestrian and cyclist infrastructure in the area included: the introduction of tree cover on key cycle routes such as the Ballyogan Road to mitigate the effect of strong winds; cutting back the overgrown foliage running alongside the laneway from Holy Trinity National School to Glencairn Luas Stop to increase passive surveillance and deter anti-social behaviour and littering; the introduction of more pedestrian crossings at the western end of the Ballyogan Road; the extension of pedestrian crossing times at Luas stops; and increased maintenance of paths that are in a poor condition.

A submission from the HSE made a number of recommendations for consideration as part of the plan making process that included inter alia: making junctions safe for cyclists; ensuring surfaces used by cyclists are maintained, well lit and signposted; integrating cycling and public transport; ensuring urban road infrastructure is designed/retro-fitted to be cyclist friendly; re-prioritising traffic signals to favour pedestrians; providing wide, safe, well lit and signposted pedestrian routes; and the identification and implementation of safe walking and cycling routes to and from schools and other educational institutions.

- **County Development Plan** - It is worth comparing the map below, which is existing policy from the CDP with Figure 6 in the Main Report which shows suggested links from the public consultation.

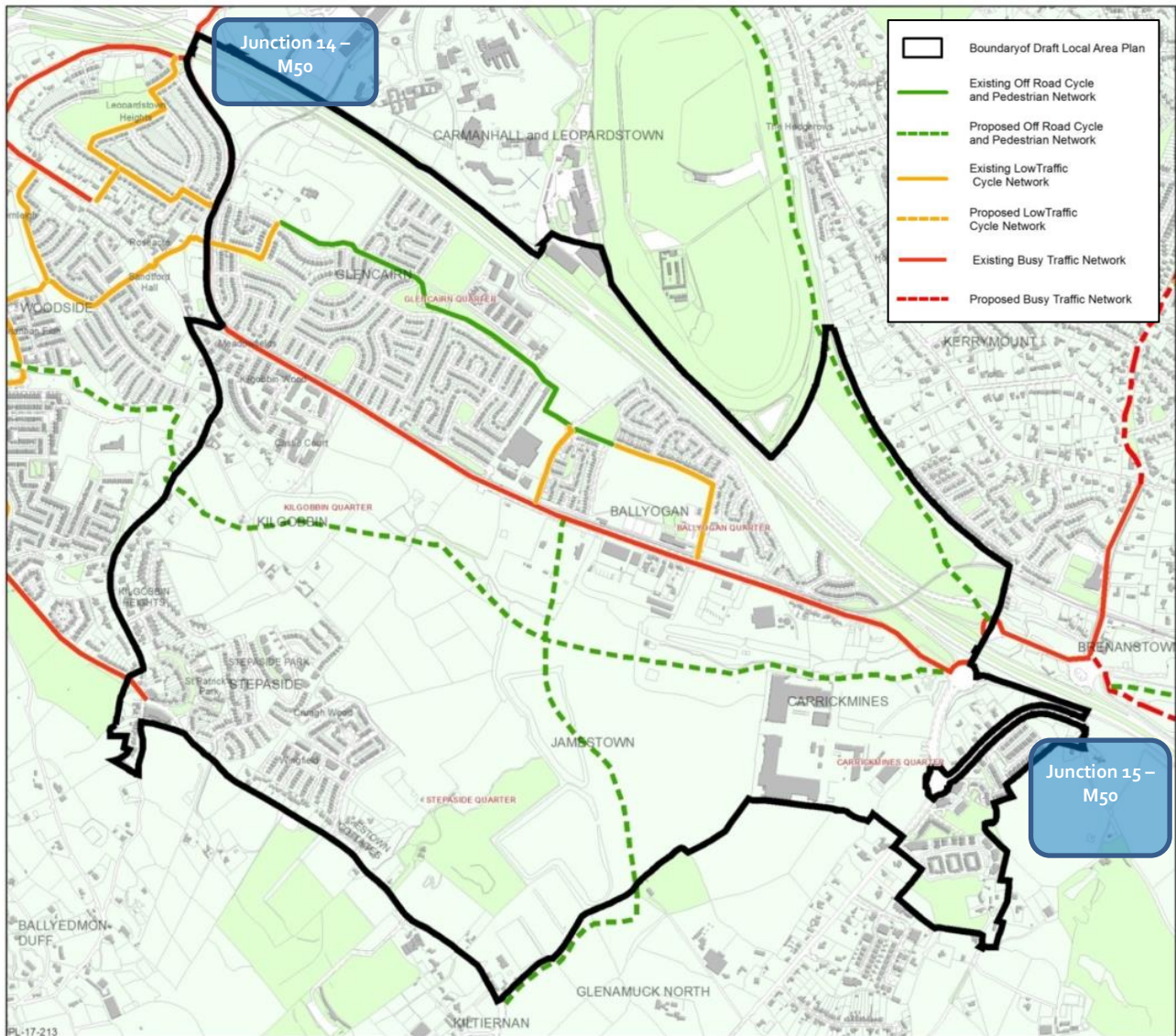


Figure 8 -: Existing and Proposed Pedestrian and Cycle Network from 2016 CDP (Appendix 14), taken from the BELAP pre-draft issues paper.

Appendix 4 – Roads Proposals from the County Development Plan

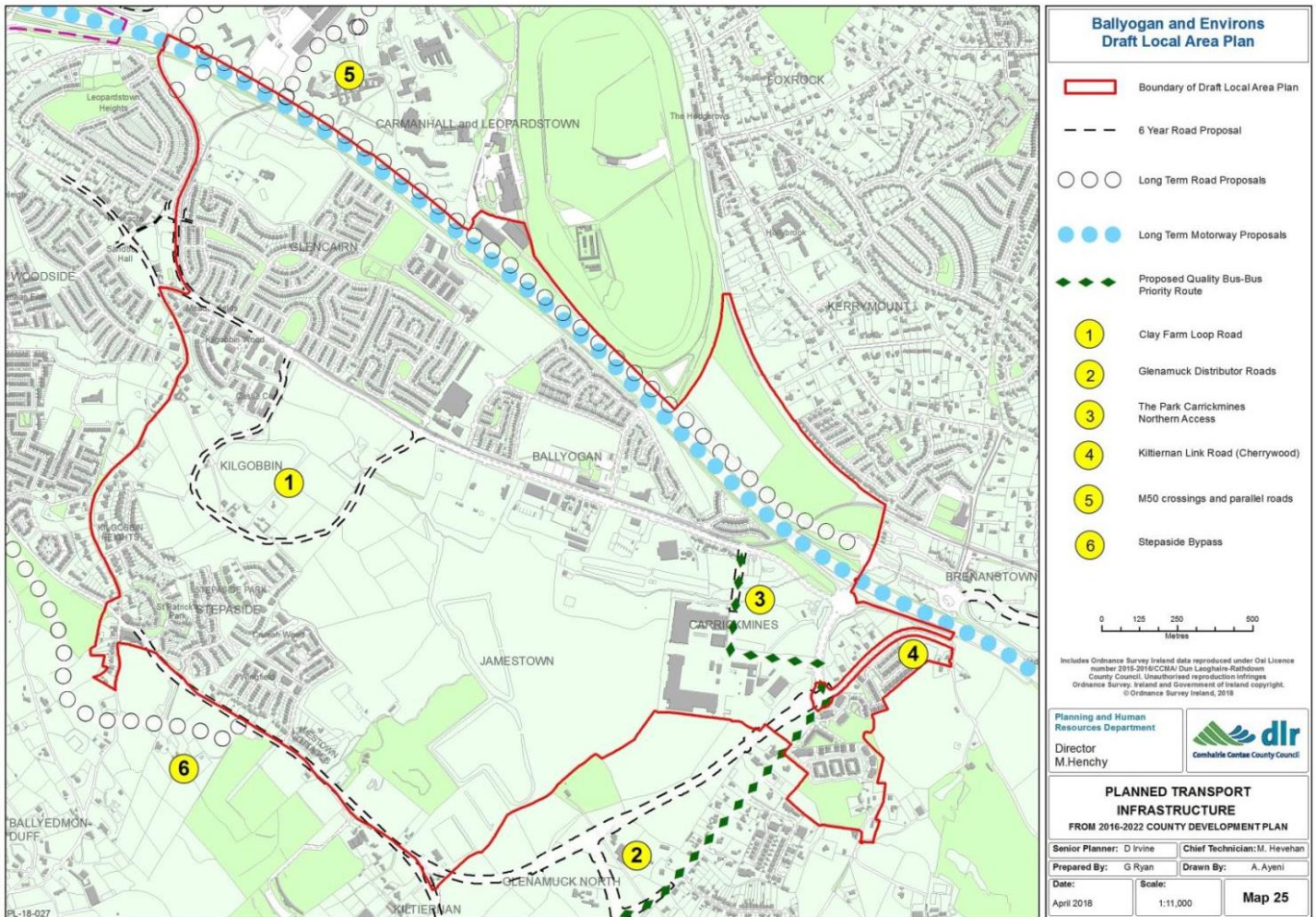


Figure 9 :- Planned Road and Transport infrastructure from 2016-2022 CDP), taken from the BELAP pre-draft issues paper.

Appendix 5 – Detailed submissions on Future Development

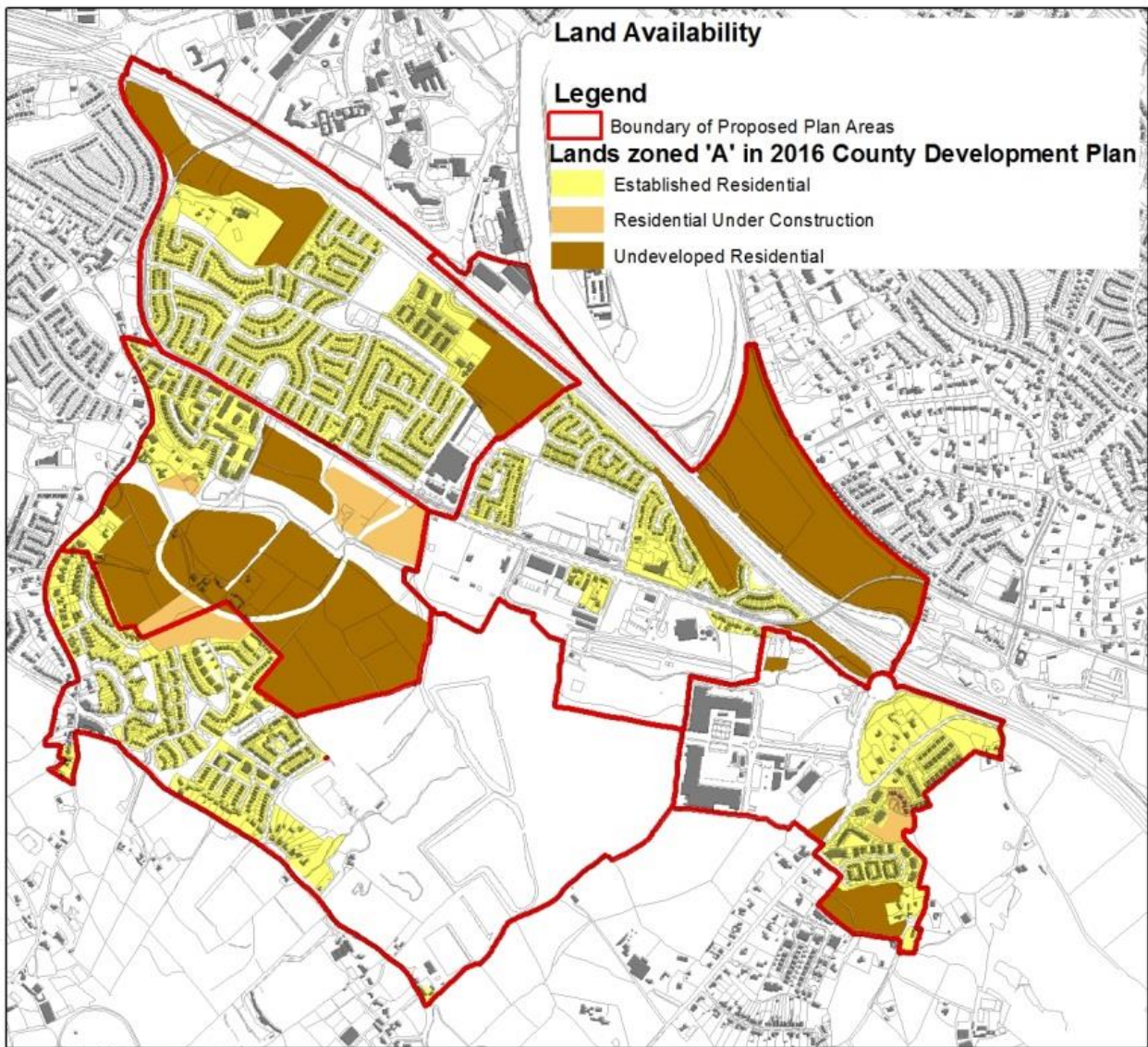


Figure 10 – Current Status of 'A' (Residential) zoned land in BELAP, taken from the BELAP pre-draft issues paper.

Site-Specific Representations from Landholders

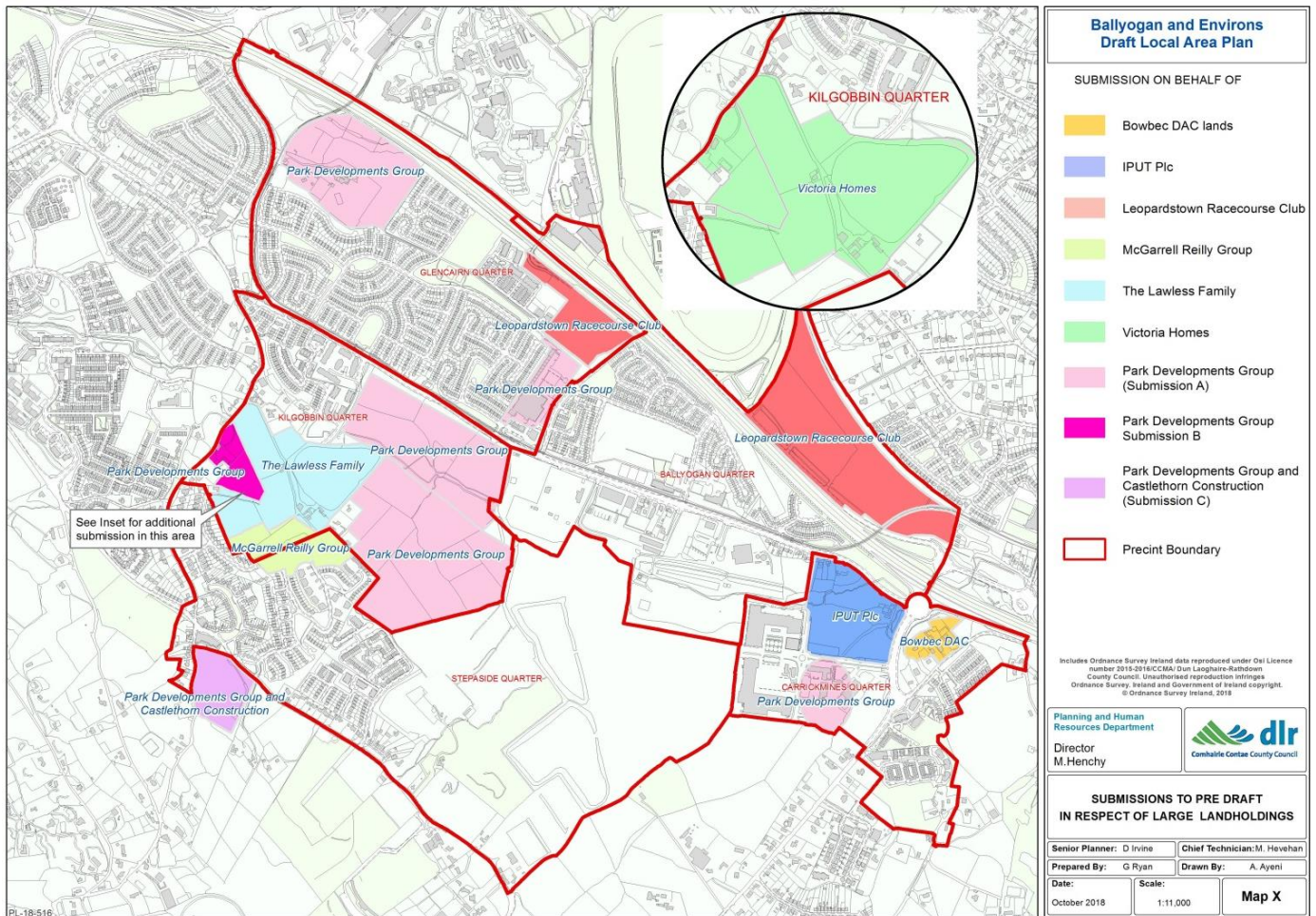


Figure 11: Submissions to Pre-Draft Consultation in respect of Large Landholdings

- **Park Developments** - Three separate submissions were received from Park Developments Group (one of which was in conjunction with Castlethorn Construction) regarding the future development of lands in which they hold an interest. A general submission, made in relation to their overall landholding, requested the BELAP have regard to new planning policy and guidelines including the *'Design Standards for New Apartments – Guidelines for Planning Authorities'* (2018) and the *'National Planning Framework'*.

The case was made that residential and mixed-use zoned lands in proximity to Luas stops were suitable for higher density apartment developments, build-to-rent schemes, and reduced car parking provision, and the BELAP should reflect same by including the key Specific Planning Policy Requirements (SPPR's) included in the 2018 Apartment Guidelines. In addition, it was requested that the BELAP should support the National Planning Framework's recommendation to remove general restrictions on building height in urban locations and base the assessment of height on performance criteria, particularly along public transport corridors and adjacency to Town, District and Neighbourhood Centres.

It was also submitted that the BELAP should support a broad mix of uses at The Park in Carrickmines and at Leopardstown Valley. In relation to lands adjacent to Oldtown House on Kilgobbin Road, it was suggested the BELAP should acknowledge the potential for residential development to be delivered within the grounds and curtilage of the protected structure (Oldtown House). Furthermore, it was recommended that the LAP should acknowledge the potential for a sensitively designed residential scheme, which is appropriate and respectful of the character and setting of the protected structure. An additional site specific submission, made in conjunction with Castlethorn Construction, related to lands adjacent to Stepside Village and sought the inclusion of the site within the BELAP boundary, and also requested the re-zoning of the site for residential development or alternatively for a retirement village.

-Kilgobbin Quarter - In the 'Kilgobbin Quarter', submissions were made in relation to the Lawless Family lands and the McGarrell Reilly Group lands (see Figure 11 above). These submissions requested that target residential densities included in the BELAP should take account of factors including: distance to Luas stops; gradation; and furthermore, densities should allow flexibility such as a range because of the varying site context conditions and topography across the lands. In terms of dwelling type, it was requested that the LAP takes account of the need for housing in certain locations, due to the existing lower density housing adjoining the Kilgobbin West and Kilgobbin South quarters. In terms of public open space, the case was made that a maximum standard of 10% public open space should apply to the subject lands on the basis of proximity to both Fernhill Park and the future Jamestown Park.

- The Park Carrickmines - A site-specific submission in relation to 'Quadrant 3' at the Park, on behalf of IPUT Plc., made the case for increased building heights and specifically a tall landmark building at the site. It was suggested that in the context of the location of 'Quadrant 3', in proximity to the Luas and existing and proposed bus services, that an objective to provide for increased building heights including a landmark building should be included in the BELAP. A separate site-specific submission in relation to the Bowbec DAC lands at Golf Lane also requested that the site be considered for a tall landmark building.