

Our Neighbourhoods

Overview

‘Our Neighbourhoods’ collates the key objectives specific to each particular neighbourhood area which when combined will contribute towards the achievement of the overall vision for the plan within each neighbourhood and the delivery of compact and sustainable neighbourhoods.

12.0 Introduction

It is the aim of the plan to achieve an efficient use of land with a focus on key urban centres, and to achieve development densities that can support vibrant, compact, walkable places that prioritise pedestrian movement. The implementation of such measures requires a compact development form and when successfully achieved can play a significant role in climate action, reducing the need for car-based travel and carbon emissions while also facilitating opportunities for the use of more sustainable and renewable energy sources.

The plan identifies 7 geographical Neighbourhood Areas where key services and facilities were found to be common to particular towns/villages and urban centres within the County. This process has informed and facilitated a more tailored approach to the provision of key services and facilities as each area grows over the plan period.

The layout and format of this chapter follows the sequence of each of the plan chapters, abstracting and collating key objectives relevant to each particular neighbourhood area. When combined, these objectives will contribute towards the achievement of compact and sustainable neighbourhoods within the County of South Dublin in line with the provisions of Chapter 5 section 5.3 Delivering Sustainable Neighbourhoods 'The Plan Approach'.



12.1 Sustainable Movement and the Neighbourhood Approach

In line with the provisions of Chapter 5 and creating ‘Connected Neighbourhoods’ Chapter 7 of the plan sets out specific policies and objectives which will facilitate sustainable movement patterns within each neighbourhood and throughout the County.

Such measures not only aim to promote sustainable modes of transport but also focus on the need for transport by facilitating measures which will allow people to have access in so far as possible to all the services they need in their day to day lives by walking, cycling and public transport. These provisions are supported by the RSES which promotes the 10-minute settlement concept whereby all community facilities and services are accessible within a 10-minute walk or cycle from home or accessible via public transport services connecting people to larger scaled settlements where such services are available.

The specific transport objectives set out in Chapter 7 and depicted in this chapter have been informed by sustainable movement studies which have been undertaken for each area with the support of the NTA.

Travel Data for the County Indicates:

The detail of such studies is set out in under the sustainable movement section for each Neighbourhood Area and aims to;

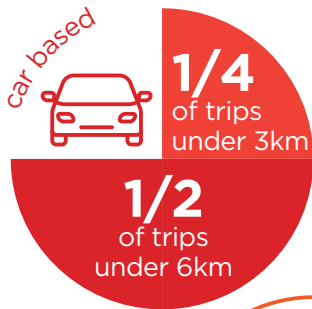
- **Paint a picture of movement issues within each area;**
- **Identify measures to increase active transport modes (walking and cycling), public transport and reduce unnecessary car use**

The Studies Identify various measures including:

- **Improvements to public transport waiting facilities**
- **Traffic calming measures**
- **Footpath widening and surface enhancement**
- **Creating more permeable connections for walking and cycling**
- **Improvements to cycle lane and cycle parking provision**

The studies have identified a number of potential projects within the County which will be set out in a Sustainable Movement Report for the County which will accompany the plan. Significant funding is available from the NTA to carry out these improvements. Over time the implementation of these measures will result in more people walking, cycling and using public transport and less people using the private car.

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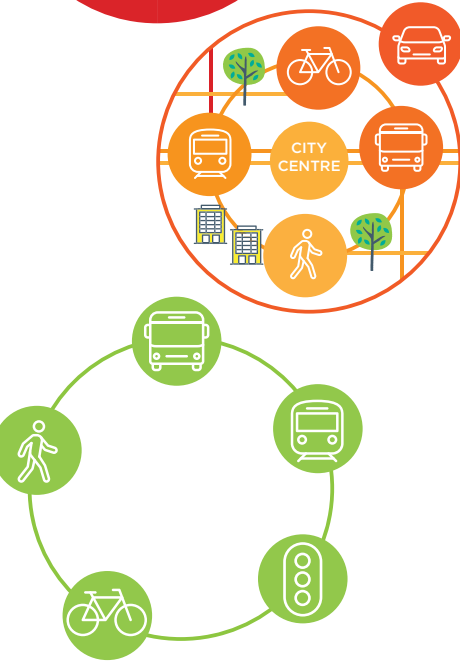
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- Improvements to public transport waiting facilities
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The studies have identified and collated a list of specific projects within the County which is set out in a Sustainable Movement Report for the County which will sit as an accompanying report to this Plan. Significant funding is available from the NTA to carry out these improvements. Over time the implementation of these measures will result in more people walking, cycling and using public transport and less people using the private car.

Such measures will result in many widespread benefits including:



A more active and healthy population



An increase in road safety



A reduction in greenhouse gas emissions and consequent positive climate impact



A reduction in traffic congestion



Improved air quality



Citywest/Saggart/Rathcoole/Newcastle

1. Introduction and Context

The Citywest/Saggart/Rathcoole/Newcastle neighbourhood is located 13km west of Dublin City Centre, forming the central western part of South Dublin County, part of Dublin City suburbs and the wider Metropolitan Area. It lies west of Tallaght and generally to the south of the N7. The new district at Fortunestown is a key development area located within the neighbourhood, identified for residential growth. This neighbourhood area also includes the historic villages of Saggart, Rathcoole, and Newcastle further west along the R120. The remainder of the neighbourhood is rural in character.

The neighbourhood includes bus transportation links to Dublin City Centre and to Tallaght. The Red Luas Line serves 3 stops within the area including the terminus stop at Saggart. Several business and industrial parks and retail centres are located within the boundary of the neighbourhood and serve a key role in employment and economic development.

2. Core Strategy and Settlement Strategy



This neighbourhood is comprised of four distinct settlements. Table 2.1 below provides a breakdown of their 2016 populations and the projected growth set out in the Plan for each of the distinct settlements located within this neighbourhood area. Note this excludes the rural population figures.

Year/Settlement Area	2016 Census Population	Population Growth	2028 Projected Population
Citywest/Fortunestown	8,238	7,662	15,900
Saggart	3,133	398	3,531
Newcastle	3,093	1,946	5,039
Rathcoole	4,351	2,058	6,409

The Citywest/Fortunestown area forms part of the wider Dublin City and Suburbs settlement. This relatively new district area has been developing over the last number of years at a significant pace and is subject to a Local Area Plan. Its proximity to the Citywest Business Park has facilitated the delivery of housing and employment beside each other, which is supported by the Red Luas Line. The level 3 District Centre of Citywest shopping centre forms the centre of the new district area. It has been one of the most active areas in terms of the delivery of housing for the County during the 2016 - 2022 Development Plan period. The delivery of commensurate levels of social and physical infrastructure to match recent and continued growth is supported in the Plan.

This neighbourhood also has three separate settlements which fall outside Dublin City and Suburbs, namely Saggart, Newcastle and Rathcoole. Saggart is identified in Chapter 2 as a 'Self-Sustaining Town' recognising significant levels of past growth and its connection to Citywest/Fortunestown. The settlements of Newcastle and Rathcoole are identified as 'Self-Sustaining Growth Towns', falling within the category of medium sized towns. It is important that both these areas develop at an incremental pace, based on the delivery of social, physical and transport infrastructure and services. The capacity of zoned lands is considered to be sufficient to meet long term demand for each of these settlements.

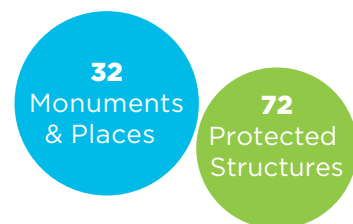
3. Natural/Cultural and Built Heritage



The landscape character for this area is 'Urban' and has formed around existing natural features as an extension of Dublin City Centre. An area of the Grand Canal running west of the neighbourhood is identified as a proposed Natural Heritage Area.

The area contains rich heritage, the conservation and preservation of which forms an important part of the Plan. In line with the provisions of Chapter 3, new development will need to respect the historic built environment, a key component of this area's identity.

The centres of Rathcoole and Newcastle villages are designated Architectural Conservation Areas (ACA), recognising high-quality groups of structures within the village areas. Newcastle contains landmark medieval structures, a relict field system morphology and a built form that underscores the historical significance of the area. Rathcoole contains a variety of landmark seventeenth to nineteenth-century structures and some remaining medieval landscape features in the extant linear plots behind Main Street properties, all of which provide it with a distinct historic character. Saggart's historic legacy can still be seen through the surviving mill fabric and other fine examples of vernacular buildings and features.



4. Green Infrastructure (GI)



Chapter 4 of the Plan and Appendix 4 set out the GI strategy for the County. This strategy has identified potential for the natural and riparian features within the Fortunestown LAP lands to enhance amenity and water quality, as well as provide for connections to the open spaces within the Fortunestown lands.

The open space at and beside Rathcoole Park, offers an opportunity for greater pedestrian and cycle linkages between Rathcoole and Saggart to serve both communities.

The Green Infrastructure Strategy has identified potential for a network of natural and semi-natural green spaces, linking parks, gardens, rivers, woodlands, trees and hedgerows. Key Green Infrastructure connections identified within this neighbourhood area are symbolised in the Neighbourhood Area Map below, located at the end of this section.

5. Quality Design and Healthy Placemaking



Policies in Chapter 5 support the development of successful and sustainable neighbourhoods throughout the County that are connected to and provide for a range of local services and facilities. New development will be required to implement 'The plan approach'. This approach aims to ensure that all development is designed and developed around eight key principles with the aim of ensuring every opportunity is harnessed to drive and support the vision for South Dublin County to create attractive, connected and functional places to live, work, visit, socialise and invest in.



Each of the villages in this neighbourhood has a unique character and offers a diverse range of professional and retail services serving their local communities. Fortunestown is a developing area with district level facilities and good public transport. An emphasis on the delivery of high-quality design and healthy

placemaking is provided for in this Plan, so that all new development responds in a positive manner to its surroundings, contributing significantly towards the overall aim of delivering successful and sustainable neighbourhoods within South Dublin County.

6. Housing



Chapter 2 of the Plan, in line with National and Regional policy provisions, sets out a compact settlement form which will require the consolidation of existing residential areas within this neighbourhood area in a manner which protects existing amenities and underpins existing and planned physical and community infrastructure.

In addition to the consolidation of the existing urban areas new residential development will be located within the Fortunestown/Citywest areas and on lands within and contiguous to the village centres of Newcastle and Rathcoole. In line with the Core Strategy Chapter 2, Table 10, the combination of infill and new residential development within this entire neighbourhood area will facilitate 23% of the County's housing growth with the Citywest/Fortunestown area providing for 16% of this total. 7% of new homes are planned within the three settlements: Saggart, Newcastle and Rathcoole which will develop at an incremental pace based on the delivery of social, physical and transport infrastructure and services. This equates to an overall total of 4,147 new units over the lifetime of the plan.

Chapter 6, Housing sets out the policies and objectives of the Plan ensuring that new housing is delivered in a manner which facilitates the needs of a diverse range of people, providing a balance of unit mix and tenure types. The design, function and layout of residential schemes can contribute significantly towards the delivery of healthy placemaking and Climate Action.

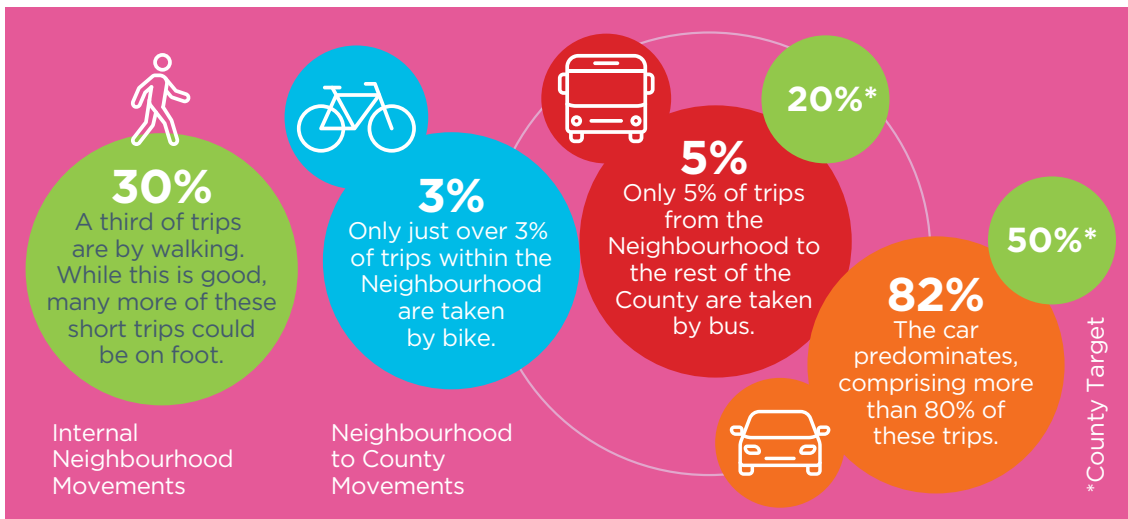


7. Sustainable Movement



Chapter 7 of the Plan contains policies and objectives for sustainable movement that facilitate an increase in walking, cycling and the use of public transport and a decrease in use of the private car. Sustainable Movement Studies carried out as part of the preparation of the Development Plan have informed this process and involved a close examination of movement patterns within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport.

The studies identify a number of key issues and proposed solutions for this area which are identified below.



Journeys taken by Car:

<p>18% 0-3km Prioritise Walking</p> <p>18% of car journeys are for distances under 3km - Many of these very short trips could be done on foot.</p>	<p>19% 3-6km Prioritise Cycling</p> <p>19% of car journeys are for trips of 3km-6km - A lot of these short to medium length trips could be done by cycling.</p>	<p>63% 6km+ Prioritise Public Transport</p> <p>63% of car journeys are for distances above 6km. There is scope to shift to public transport for these longer trips.</p>
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Main Issues Summary



Main streets of local villages are often thoroughfares where motorised vehicles are dominating the streetscape.



Lack of cycle lanes along main streets and within estates makes it less attractive for cyclists who must share the road with cars, trucks and buses.



Bus waiting facilities and route options remain poor with a focus on routes towards the City as opposed to branching out within the County.



Main streets lack spaces for people to occupy, relax and move through. Estates designed as cul-de-sacs with dead-ends result in weak permeability by creating barriers and obstacles to movement and make short trips longer.

Proposed Solutions

Footpaths need to be widened, and traffic calming measures and further crossing facilities should be provided to ensure a safer and more pleasant walking experience, where cars and car parking are not dominating the public realm.

Review cycling facilities within villages in addition to the Cycle South Dublin initiative that will provide cycle links between Newcastle, Saggart, Rathcoole, Citywest and West Tallaght. Bike parking is needed at key destinations such as shops and public transport stops.

Public transport options need to link seamlessly and offer upgraded on-street facilities (benches, shelters, etc). Bus Connects routes W4, W8 and S8 will offer much-needed orbital route choices in this area.

Reclaim road space to widen footpaths; create on-street areas to relax (e.g. 'parklets'); install traffic calming measures; and remove barriers to shorten distances.



Climate Action

Measures to increase walking and cycling and decrease the use of private cars will ensure reduced carbon emissions, which will result in better air quality and a positive climate action impact.

Addressing the issues identified in these movement studies alongside the significant program of works set out in 'Cycle South Dublin' and the National Transport Authority's Bus Connects programme will contribute significantly towards offering people of all ages and abilities an attractive and credible alternative to using the private car within this Neighbourhood Area.

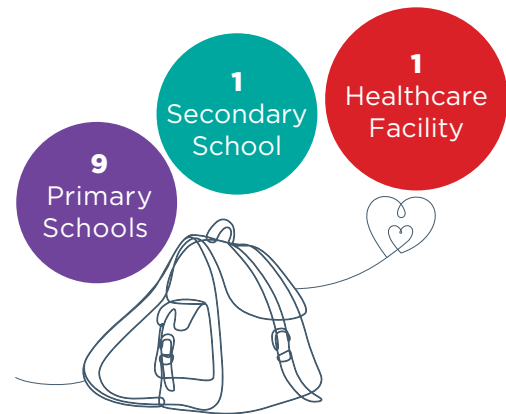
8. Community Infrastructure and Open Space



Successful and Sustainable Neighbourhoods are supported by a range of community facilities that are fit for purpose, accessible and adaptable now and into the future.

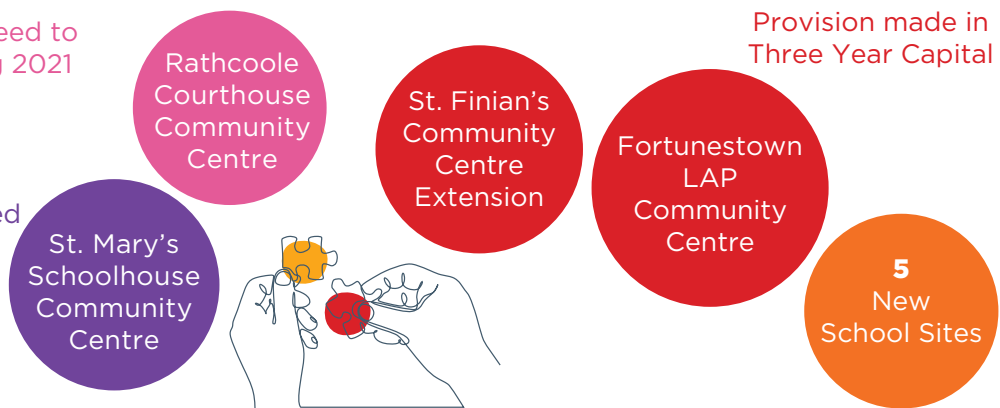
This Neighbourhood Area has a number of existing Community facilities with a number of new facilities committed or planned over the plan period to cater for the existing and future population of the area.

Chapter 8 of the Plan sets out policies and objectives which will support and facilitate the delivery of new facilities. Such new provision will include a new Library in Rathcoole and the refurbishment of Rathcoole Courthouse as a community centre. In Saggart, St. Mary's School House will be refurbished as a community centre, while in Newcastle the St. Finian's Community Centre will be extended. An upgrade is also proposed for Rathcoole Park. This Plan in consultation with the Department of Education, has also identified 5 new school sites for this area.



To Proceed to Planning 2021

Planning Approved



9. Economic Development and Employment



The plan facilitates mixed use/employment growth within the identified centres within this neighbourhood area in a manner which protects and conserves its special character particularly within the villages of Saggart, Newcastle and Rathcoole.

Chapter 9 of the plan sets out policies and objectives to support economic and employment growth within the County. The industrial areas comprising a mix of largely warehousing and manufacturing facilities at Greenogue, Aerodrome, Baldonnell and Magna Business Parks provide a significant existing and future employment landbank within this area. Such areas are capable of providing for a significant proportion of the County's employment growth. The Plan identifies the ability of Citywest Business Campus to accommodate office/research/manufacturing facilities which will support the development of hi-tech manufacturing, research and development and associated uses.

Chapter 9 of the Plan also identifies tourism as a significant economic driver, supporting job creation across a diverse range of sectors. This plan supports the development of tourism within this area centred on the significant natural heritage and links within and between the villages of Saggart, Rathcoole and Newcastle and their rural hinterlands.

10. Energy



Chapter 10 sets out the policies and objectives relating to Energy. Promoting a compact development form facilitates opportunities to develop energy efficiencies within Neighbourhoods. This area could have potential for geothermal energy, subject to further assessment. While retrofitting established neighbourhoods to major energy infrastructure may not always be feasible the Plan's focus within such areas is to; promote energy efficiencies within existing buildings, encourage and facilitate retrofitting, require high quality design with energy efficient new homes in line with Chapters 5 and 6, and promote and facilitate more sustainable and active modes of transport and the roll out of E-charging points in line with Chapter 7 of this plan.

11. Infrastructure and Environmental Services



The alignment of land use and water and wastewater infrastructure will increase infrastructure efficiency within this area. Details on Infrastructure and Environmental Services are set out in Chapter 11.

This area is served by the Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart. Consultation with Irish Water identifies no issues with the Strategic Water Supply. Localised issues have been identified with Wastewater infrastructure which may require local distribution upgrades or network extensions depending on the scale of development. Such works will be developer led in conjunction with Irish Water. Irish Water is delivering Drainage Area Plans in Dublin to improve the performance of the wastewater networks, protect the environment and facilitate social and economic development over the coming years.

12. Neighbourhood Area - Climate Action Audit



Climate Action Audit

The provisions set out in the Development Plan aim to promote a compact and connected settlement form. Consolidation of existing residential areas will contribute towards this compact development form and the delivery of a climate resilient Neighbourhood Area.

The Plan aims to facilitate an efficient use of land within this neighbourhood focusing on the development of key Village centres and the LAP lands. This will facilitate the achievement of development densities and uses that can support vibrant, compact, walkable places that prioritise pedestrian and cyclist movement.



Through focused growth and an ecosystem services approach to development, natural areas can be supported and enhanced through green infrastructure, providing benefits to people and to the natural environment as set out in Chapter 4.

CITYWEST / SAGGART / RATHCOOLE / NEWCASTLE



18,815

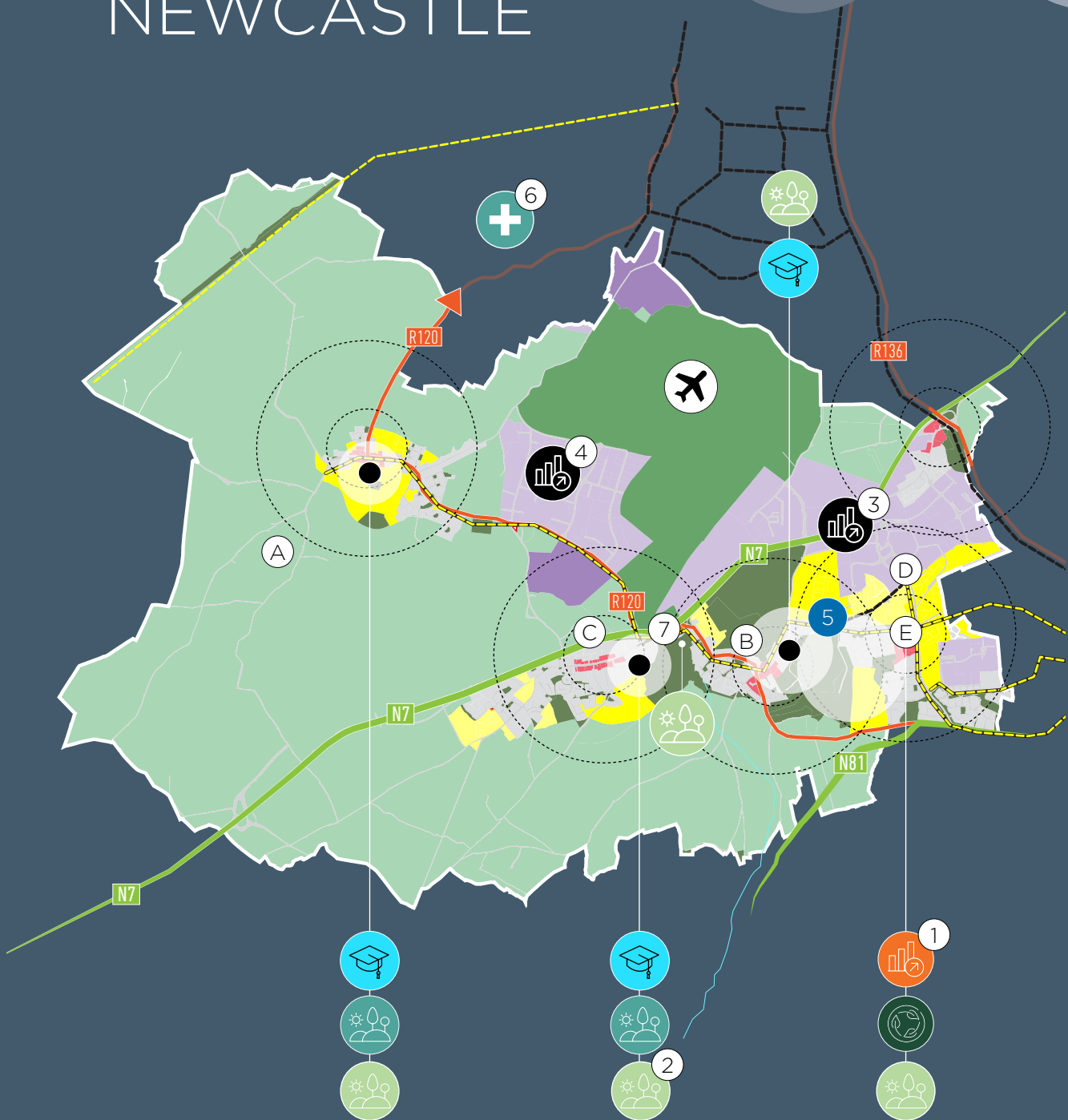
Current
Population



30,879

2028 Projected
Population

Our Neighbourhoods (N)





- New Schools
- Parks and Recreation
- Community Facilities New/Upgrade
- Green Infrastructure
- Economy (Retail)
- Economy (Employment)
- Casement Aerodrome
- Sustainable Movement/ Luas Stop
- Motorway
- National Roads
- Road
- c.10 minute walking band
- c.10 minute cycle band
- Existing and Improved Cycle Routes
- Proposed Cycle Schemes
- Newcastle
- Saggart

- Rathcoole
- Citywest
- Fortunestown
- Citywest Shopping Centre
- Rathcoole Park Upgrades
- Citywest Business Campus
- Greenogue Business Park
- Saggart Luas Stop
- Peamount Hospital
- Avoca
- New Residential
- Town/Village/District/Local Centres
- Employment Growth
- Parks and Recreation
- Open Space
- Rural Land
- Neighbourhood Boundary



Clondalkin/Clonburris/Grange Castle

1. Introduction and Context

The Clondalkin/Clonburris/Grange Castle neighbourhood is located 11km west of Dublin City Centre, and forms part of Dublin City suburbs and the wider Metropolitan Area. It lies on the northern side of the N7 economic corridor and generally to the south of the Grand Canal and Kildare rail line, stretching westwards towards the Kildare boundary.

The Regional Spatial and Economic Strategy identifies this area as part of the south-west strategic residential and employment corridor. The aim of these corridors is to create sustainable compact communities with improved housing choice, access to social and economic opportunities and enhanced services and amenities.

The South-West corridor supports the consolidation of the new development areas planned for Clonburris and Kilcarbery and employment growth at Grange Castle. Consolidation is to be supported by increased transport capacity through the electrification of the Kildare line, and additional bus connections.

2. Core Strategy and Settlement Strategy



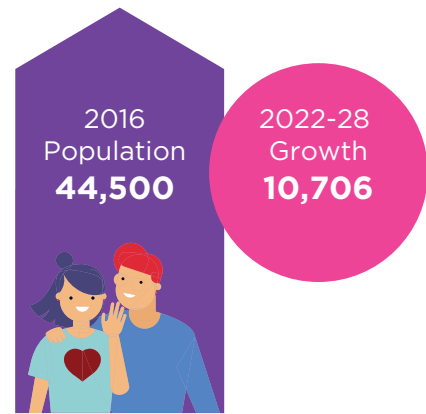
The census in 2016 indicated a population of 44,500 people. The area is targeted to grow to 55,206 people over the life of the plan. The Neighbourhood is located within the Dublin City and Suburbs Settlement Boundary as set out in Chapter 2 Table 13. The plan sets out that the continued development of the various urban centres in Dublin City and Suburbs will provide for new mixed-use development as the engines to drive growth in the urban environment.

Clondalkin is a secondary administrative centre for South Dublin County and identified as a Level 3 Retail Centre in the Regional Spatial and Economic Strategy. The plan identifies that there is significant potential for development on brownfield lands adjacent to Clondalkin Town Centre.

Outside of the centre, the area is characterised by low density suburban

neighbourhoods that are based around a network of local retail centres. A key component of this Development Plan is to support the consolidation of urban areas with access to services focused within local and town centres. This will support the concept of everyone being within a 10-minute walk or cycle of day-to-day services in line with regional and national policy.

Lands at Clonburris were approved as an SDZ Planning Scheme in 2019. This represents a major expansion of the footprint of Clondalkin along the Dublin-Cork rail corridor. Significant funding has been achieved through the Urban Regeneration and Development Fund to provide essential infrastructure to facilitate early development of the Clonburris lands, during the lifetime of the Development Plan.

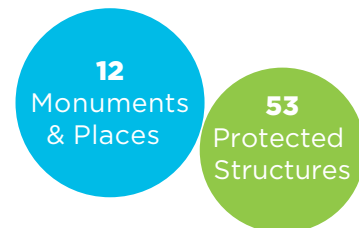


3. Natural/Cultural and Built Heritage



The landscape character for this area is 'Urban' and has formed around existing natural features as an extension of Dublin City Centre. The Grand Canal dissects this neighbourhood and the Canal corridor is identified as a Proposed Natural Heritage Area (pNHA). Corkagh park also provides an important green and amenity space in a mainly urban location with a number of recorded monuments and protect structures on site. The area contains rich heritage, the conservation and preservation of which forms an important part of the Plan.

In line with the provisions of Chapter 3, new development will need to respect the historic built environment, a key component of this area's identity. It is essential to recognise, protect and maintain these attributes now and into the future.



Clondalkin village is identified as an Architectural Conservation Area (ACA) as it incorporates a high-quality group of historic structures within the village area, including the Round Tower (which dates back to the 7th century), which now acts as a community hub for residents, while providing a tourism draw for visitors to the area. A tree preservation order (TPO) is currently in place at St. Brigid's along the New Road in Clondalkin.

4. Green Infrastructure (GI)



The River Camac extends from the west at Grange Castle right through to Clondalkin Village forming a key connection alongside the significant ecological corridor that the Grand Canal embodies. These waterbodies form the key axis for the GI network within this Neighbourhood Area. The area also contains a significant number of mature trees which form a key component of the GI network.

The Green Infrastructure Strategy, as set out in Chapter 4, with local objectives in Appendix 4, has identified potential for a network of natural and semi-natural green spaces, linking parks, gardens, rivers, woodlands, trees and hedgerows with key features symbolised in the Neighbourhood Area Map.

5. Quality Design and Healthy Placemaking



It is a policy in Chapter 5 to support the development of successful and sustainable neighbourhoods throughout the County that are connected to and provide for a range of local services and facilities. New development will be required to implement 'The plan approach'. This approach aims to ensure that all development is designed and developed around eight key principles with the aim of ensuring every opportunity is harnessed to drive and support the vision for South Dublin County to create attractive, connected and functional places to live, work, visit, socialise and invest in.



Within this neighbourhood area and in line with Policy QDP1 of Chapter 5 the network of urban centres as the targeted locations for new or improved mixed-use development is re-enforced. High quality urban design will be provided for, respecting the existing context and enhancing connectivity within the neighbourhood area. The provision of a high-quality public realm such as the Grand Canal to Lucan Urban Greenway will act as a key tourism connection between this area and Lucan while also improving accessibility within both neighbourhood areas. The provision of upgrades to the Clondalkin Civic Offices and Plaza will also improve the public realm within this area. Such measures will enable the delivery of successful and sustainable neighbourhoods.

6. Housing



Chapter 2 of the Plan in line with National and Regional policy provisions sets out a compact settlement form which will require the consolidation of existing residential areas in a manner which protects existing amenities and underpins existing and planned physical and community infrastructure.

In addition to the consolidation of the existing urban area, new residential development will be located within the Clonburris SDZ planning scheme and at Kilcarbery as set out in Neighbourhood Area map below. Clonburris SDZ planning scheme provides for a further 11,000 new homes within a wider community with retail, employment and services. This area is highlighted in map 12.2 below. Clonburris will develop homes along the rail line which connects to Dublin City and the rest of the country. Kilcarbery housing development will offer more than 1,000 homes on Local Authority lands. The scheme will provide a mixed tenure including 310 social houses to the wider community over 4 years, as well as delivering 50 discounted units to the market. In line with the Core Strategy Chapter 2, Table 10 outlines that infill and new residential development within this area will facilitate c. 30% of the County's housing growth. This equates to 5,385 new units over the lifetime of the plan.

30%
of County
Growth

In line with the provision of Chapter 6 Housing, the policies and objectives of the plan aim to ensure that new housing is designed in a manner which facilitates the needs of a diverse range of people, providing a balance in terms of unit mix and tenure types. The design, function and layout of such schemes can contribute significantly towards the delivery of healthy placemaking and Climate Action.

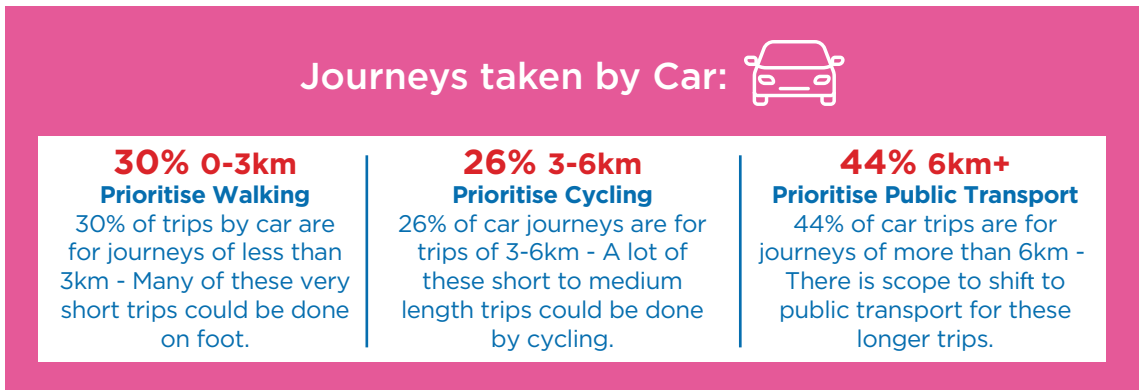
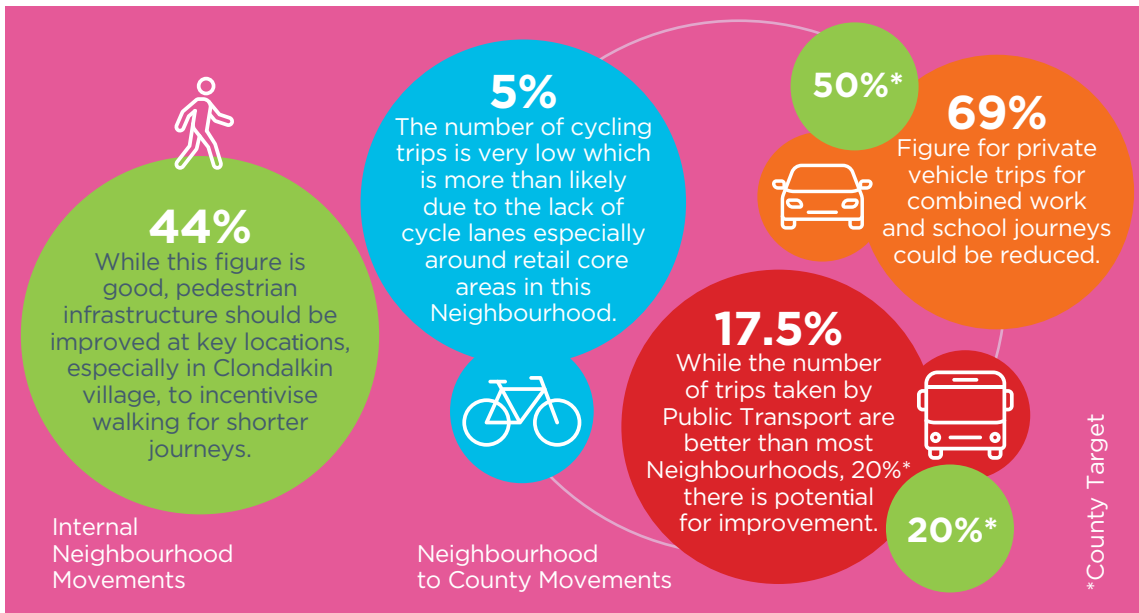


7. Sustainable Movement



Chapter 7 of the plan contains policies and objectives for sustainable movement that over time, will facilitate an increase in walking, cycling and the use of public transport and a decrease in use of the private car. Sustainable Movement Studies carried out as part of the preparation of the Development Plan have informed this process. They involved a close examination of movement patterns within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport.

The studies identify a number of key issues and proposed solutions for this area which are identified below.



Main Issues Summary	Proposed Solutions
<p> In specific locations such as Fonthill Road, Nangor Road and Monastery Road, footpaths require substantial works.</p>	<p>Upgrade pedestrian facilities on key streets /roads within the neighbourhood. Consider pedestrian only sections within Clondalkin village centre and the proposed Clonburris urban centres.</p>
<p> Cycling connections between Grange Castle and Clondalkin Village are lacking and create a poor environment for cyclists, particularly along the R134.</p>	<p>Provide further cycle lanes to improve connections between the settlements within this neighbourhood. Implement traffic calming measures within Clondalkin village to promote active travel.</p>
<p> Walls and gates act as barriers to access to public transport throughout the Neighbourhood.</p>	<p>Prepare and implement a strategy to remove walls and other barriers to movement near key public transport facilities and re-imagine movement through residential areas to remove obstacles.</p>
<p> Poor permeability is an issue with walls and gates preventing access, especially to parks.</p>	<p>Improve accessibility to the Canal greenway to encourage more cycling and walking trips along the canal. Create further access points to parks.</p>



Climate Action

Measures to increase walking and cycling and decrease the use of private cars will ensure reduced carbon emissions, which will result in better air quality and a positive climate action impact.

Other initiatives in the neighbourhood include Gaelscoil Chluain Dolcáin in the School Street Initiatives, which aims to restrict motorised traffic within an agreed street, or zone, outside the school gate to create a safer environment in which children can feel encouraged to cycle, walk or scoot to school. South Dublin County Council and the National Transport Authority are partners in the Initiative. The significant transport improvements planned for this area, alongside the implementation of the potential improvements identified, will contribute significantly towards offering people of all ages and abilities an attractive and credible alternative to using the private car.

8. Community Infrastructure and Open Space



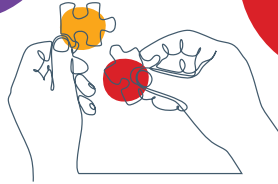
Successful and Sustainable Neighbourhoods are supported by a range of community facilities that are fit for purpose, accessible and adaptable now and into the future.

This Neighbourhood Area has a number of existing Community facilities with further facilities committed to or planned over the plan period to cater for the existing and future population of the area.



Chapter 8 of the plan sets out policies and objectives which will support and facilitate the delivery of new facilities within this neighbourhood area. Such new provision will include upgrades to St. Cuthbert's Park and Corkagh Park and new or enhanced community facilities at Kilcarbery, Orchard Lane, Clonburriss and Knockmitten. The new North Clondalkin Library will also contribute significantly to the community facility offer. This Plan in consultation with the Department of Education, has also identified 7 new school sites within this Neighbourhood Area.

Planning Approved



Provision made in Three Year Capital

Clonburris Community Centre

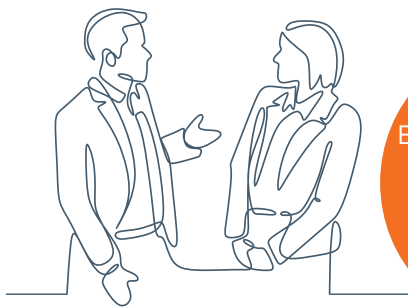
Knockmitten Community Centre Extension

7 New School Sites

9. Economic Development and Employment



The plan aims to facilitate mixed use/employment growth within the identified centres within this neighbourhood area alongside the significant potential for new employment development at Grange Castle and Clonburris.



Educated Bachelor's Degree (Ordinary) or higher
4,292 (15.4% Population)

37,857 (65.7%) Existing Labour Force

Unemployed **11.6%** (4,011 people)

Grange Castle is identified in the south west strategic corridor of the RSES and has an existing and future employment landbank to cater for a significant proportion of the county's growth promoting high-tech, manufacturing and research and development industry within this area. This area already contains many of the top Fortune 500 companies and will be developed to continue to attract high value business.

Chapter 9 of the Plan also identifies tourism as a significant economic driver, supporting job creation across a diverse range of sectors. This plan supports the development of tourism within this area centred on the significant built heritage assets such as the Clondalkin Round Tower and the Grand Canal Greenway. The 12th Lock located to the west of this neighbourhood area has the potential to act as a hub linking residential growth areas at Adamstown and Clonburris to Grange Castle, while also having the potential to act as a key tourism centre along the Grand Canal Greenway.

10. Energy



Chapter 10 sets out the policies and objectives relating to Energy. Promoting a compact development form facilitates opportunities to develop energy efficiencies within this Neighbourhood with potential identified for the delivery of Low Carbon District Heating at Clonburris/Grange Castle and Clondalkin. District heating utilises waste-heat from sources such as electricity generation through a network of insulated pipes typically providing space heating and hot water to residential and commercial buildings.

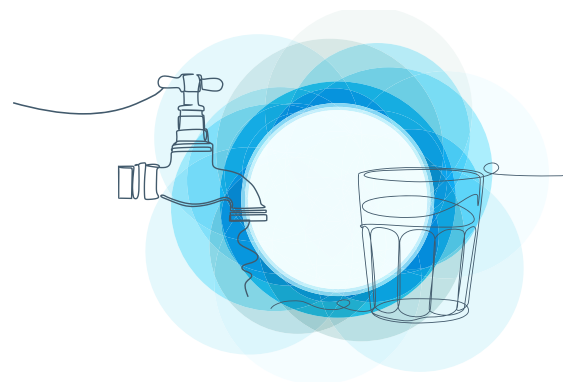
In addition to the above potential the Plan places a focus on; promoting energy efficiencies within existing buildings, encouraging and facilitating retrofitting, requiring high quality design with energy efficient new homes in line with Chapters 5 and 6 and promoting and facilitating more sustainable and active modes of transport and the roll out of E-charging points in line with Chapter 7 of this plan.

11. Infrastructure and Environmental Services

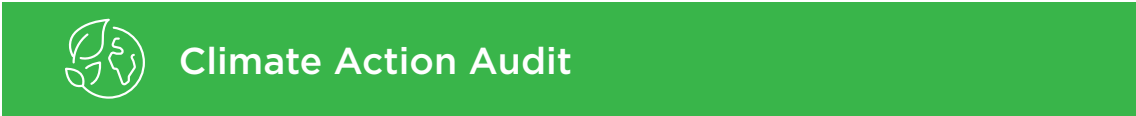


The alignment of land use and water and wastewater infrastructure will increase infrastructure efficiency within this area. Details on Infrastructure and Environmental Services are set out in Chapter 11. This area is served by the Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart and the Belgard Reservoir and the Leixlip Water Treatment Plant via the Peamount Reservoir. Capacity upgrades to the strategic sewer serving this area are required and include storm water storage. Such provisions have been provided for in the Irish Water Investment Plan. Key infrastructure provision within this area will include the Clonburris SDZ Surface Water Scheme and the Grange Castle West Access road, which will facilitate access to EE lands within the County.

The Water Supply Project for the Eastern and Midlands Region will be piped to a new termination point reservoir located at Peamount, which will supply treated water to all communities within the region. As well as investment in water infrastructure, Eirgrid will continue to upgrade Ireland's electrical infrastructure. Eirgrid have recently reinforced the electricity network to meet the demands in Grange Castle ensuring sufficient capacity is provided to cater for future growth.



12. Neighbourhood Area - Climate Action Audit



The provisions set out in the plan aim to promote a compact and connected settlement form making the best use of public transport and existing infrastructure investment.

The plan aims to facilitate the efficient use of land within this neighbourhood. The focus will be on the development of the key centres of Clondalkin and Clonburris alongside the consolidation of local centres. This will facilitate the achievement of development densities and uses that can support vibrant, compact, walkable places that prioritise pedestrian and cyclist movement facilitating the delivery of a climate resilient Neighbourhood Area.



Through focused growth and an ecosystem services approach to development, natural areas can be supported and enhanced through green infrastructure, providing benefits to people and to the natural environment as set out in Chapter 3.



CLONDALKIN



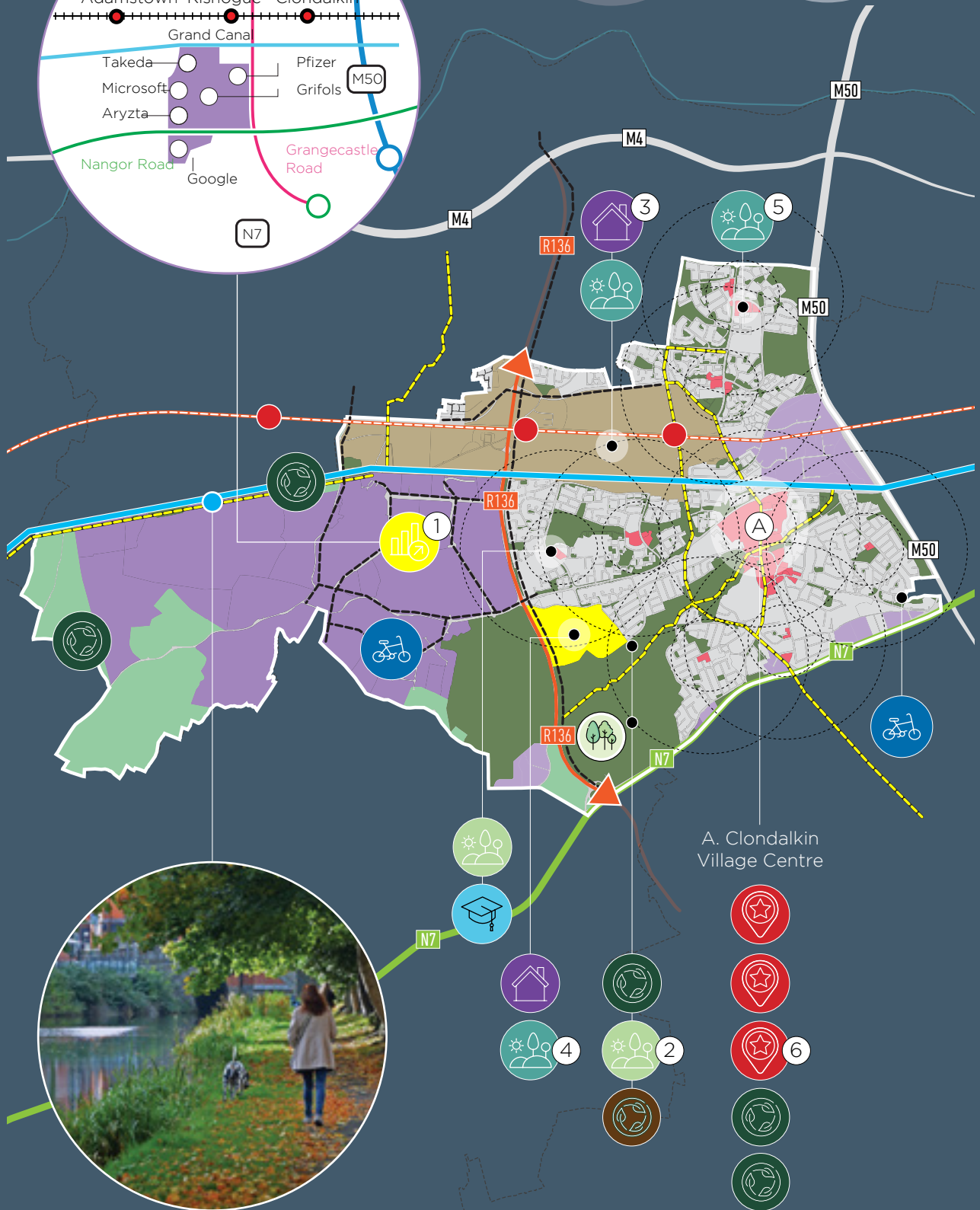
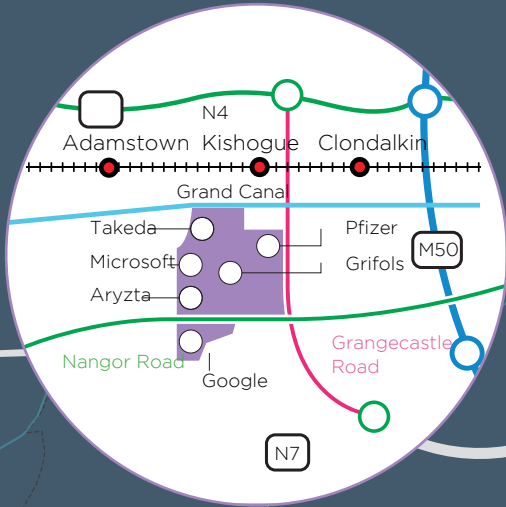
44,500

Current Population



55,206

2028 Projected Population



Our Neighbourhoods (N)



③ Clonburris SDZ



⑦ Clondalkin Leisure Centre


















Ⓐ Clondalkin Village











⑤ Grange Castle Business Park



① Grange Castle Business Park

-  New Schools
-  Parks and Recreation
-  Community Facilities New/Upgrade
-  Green Infrastructure
-  Public Realm Enhancements
-  Sustainable Movement
-  Housing
-  Flood Alleviation
-  Grand Canal
-  Motorway
-  National Roads
-  Road
-  c.10 minute walking band
-  c.10 minute cycle band
-  Existing and Improved Cycle Routes
-  Proposed Cycle Schemes
-  Rail Line
-  Train Station

- Ⓐ Clondalkin Village
- ① Grange Castle Business Park
- ② Corkagh Park
- ③ Clonburris SDZ
- ④ Kilcarbery Housing Development
- ⑤ North Clondalkin Library
- ⑥ Plaza at Clondalkin Civic Offices
- ⑦ Clondalkin Leisure Centre
-  New Residential
-  Town/Village/District/Local Centres
-  Employment Growth
-  Parks and Recreation
-  Rural Space
-  Enterprise/Residential-led regeneration
-  SDZ
-  Neighbourhood Boundary



Lucan/Palmerstown/Adamstown

1. Introduction and Context

The Lucan, Adamstown and Palmerstown neighbourhood is located between 9km and 16km west of Dublin city centre, with Palmerstown located inside the M50 orbital route closer to the city centre. The area forms the northern portion of South Dublin County, part of the Dublin City Suburbs and the wider Dublin Metropolitan Area. The neighbourhood is bounded to the north by the River Liffey which provides the natural division with Fingal County. It is dissected by the N4 and M50 transport and economic corridors and by the Kildare rail line with a station at Adamstown. The boundary of the neighbourhood to the south-west follows the ecological and amenity corridor of the Grand Canal.

Lucan and Palmerstown are two historic villages within South Dublin County, both developed due to their proximity to the River Liffey. The Regional Spatial and Economic Strategy identifies this area as part of the South-West strategic residential and employment corridor. The aim of these corridors is to create sustainable compact communities with improved housing choice, access to social and economic opportunities and enhanced services and amenities.

Consolidation is to be supported by increased transport capacity through the electrification of the Kildare line, and additional bus connections.

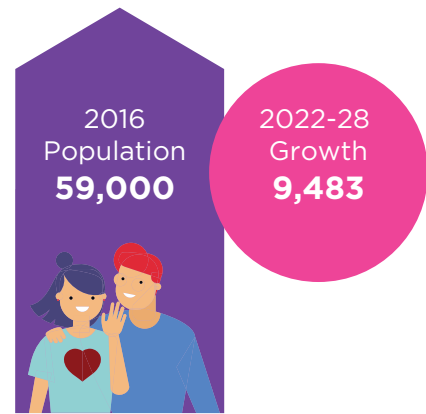
2. Core Strategy and Settlement Strategy



The Census in 2016 indicated a population of 59,000 people. The area is targeted to grow to 68,483 people over the life of the plan. The Neighbourhood is located within the Dublin City and Suburbs Settlement Boundary as set out in Chapter 2 Table 13. The Plan sets out that the continued development of the various urban centres in Dublin City and Suburbs will provide for new mixed-use development as the engines to drive growth in the urban environment.

Lucan and Palmerstown are characterised as villages surrounded by generally low-density suburban neighbourhoods that are based around a network of local retail

centres. Lands forming Adamstown SDZ Planning Scheme provide for an expansion of the footprint of Lucan along the Dublin-Cork rail corridor. Significant funding has been accessed through the Urban Regeneration and Development Fund to provide essential enabling infrastructure which will facilitate the further development of this area over the lifetime of the plan.



3. Natural/Cultural and Built Heritage



This neighbourhood has a rich natural heritage, with its ecological corridors and abundance of biodiversity of plant, animals, birds, insects and their associated habitats.

In line with the provisions of Chapter 3, the Liffey Valley is defined as a specific Landscape Character Area within South Dublin County and forms an important ecological corridor. The Liffey River Valley is an area of significant amenity value, which is further reinforced by the Liffey Valley Special Amenity Area Order designation and its identification as a proposed Natural Heritage Area (pNHA), details of which are set out in section 3.3.

The Grand Canal is also an area of significant amenity value which is identified as a pNHA and is an important ecological and amenity corridor which dissects the neighbourhood, linking Dublin Bay with the River Shannon.



In line with the provisions of Chapter 3 Natural, Cultural and Built Heritage, new development will need to respect the historic built heritage of this area. It is essential to protect, preserve, conserve and find appropriate reuse for these assets to prolong their existence into the future.

Lucan Village and Palmerstown Lower - Mill Complex are both Architectural Conservation Areas within the neighbourhood. Lucan village offers high quality buildings along its linear main street and remaining examples of industrial buildings on the southern bank of the Liffey. The Mill Complex in Palmerstown is protected for its surviving fabric of the extensive mill industry that once existed on the banks of the Liffey.

4. Green Infrastructure (GI)



The River Liffey enters the County to the west and meanders eastwards towards Dublin City. The Grand Canal crosses the area from east to west, while the Griffeen River rises near Saggart, flowing through Clondalkin into Griffeen Valley Park and through Lucan village where it enters the Liffey. These significant waterbodies form key ecological pathways in addition to the trees, hedgerows and woodlands in parks and open spaces, to form the Green Infrastructure network.

The Green Infrastructure Strategy set out in Chapter 4, with local objectives in Appendix 4 has identified potential for a network of natural and semi-natural green spaces linking parks, gardens, rivers, woodlands, trees and hedgerows with key features symbolised in the Neighbourhood Area Map.

5. Quality Design and Healthy Placemaking



It is a policy in Chapter 5 to support the development of successful and sustainable neighbourhoods throughout the County that are connected to and provide for a range of local services and facilities. New development will be required to implement 'The plan approach'. This approach aims to ensure that all development is designed and developed around eight key principles with the aim of ensuring every opportunity is harnessed to drive and support the vision for South Dublin County to create attractive, connected and functional places to live, work, visit, socialise and invest in.



Within this neighbourhood area and in line with Policy QDP1 of Chapter 5 the network of urban centres as the targeted locations for new or improved mixed-use development is emphasised. High quality urban design will be provided for, respecting the existing context and enhancing connectivity within the neighbourhood area.

The provision of a high-quality public realm such as the Grand Canal to Lucan Urban Greenway will act as a key tourism connection between this area and Lucan, improving accessibility within both neighbourhood areas. Such measures will enable the delivery of successful and sustainable neighbourhoods.

6. Housing



Chapter 2 of the Plan, in line with National and Regional policy provisions, sets out a compact settlement form which will require the consolidation of existing residential areas. This will have to be done in a manner which protects existing amenities and underpins existing and planned physical and community infrastructure.

In addition to the consolidation of the existing urban area, new residential development will be focused within the Adamstown SDZ planning scheme as set out in the Neighbourhood Area map below. In line with the Core Strategy Chapter 2, Table 10 the combination of infill development and new residential development within this area will facilitate c. 19% of the County's housing growth. This equates to 3,322 new units over the lifetime of the plan.



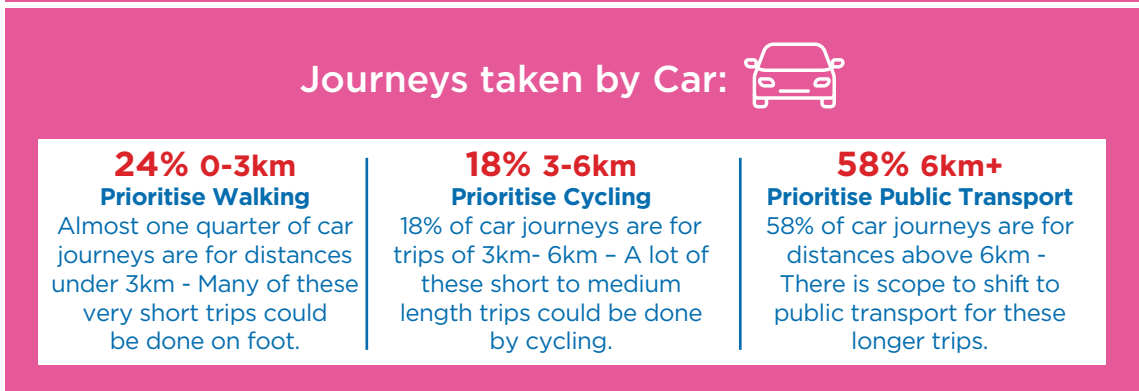
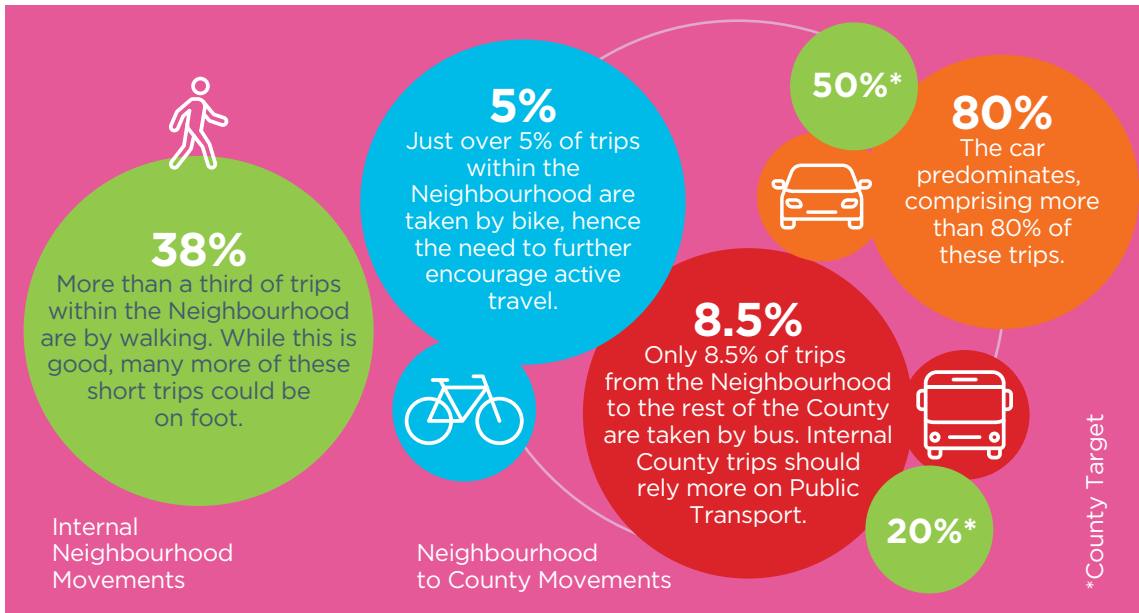
In line with the provision of Chapter 6 the policies and objectives of the plan aim to ensure that new housing is designed in a manner which facilitates the needs of a diverse range of people, providing a balance in term of unit mix and tenure types. The design, function and layout of such schemes can contribute significantly towards the delivery of healthy placemaking and Climate Action.

7. Sustainable Movement



Chapter 7 of the plan contains policies and objectives for sustainable movement that over time, will facilitate an increase in walking, cycling and the use of public transport and a decrease in use of the private car. Sustainable Movement Studies carried out as part of the preparation of the Development Plan have informed this process. They involved a close examination of movement patterns within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport. Sustainable Movement Studies were undertaken for each Neighbourhood Area, as described in section 11.1.

The studies identify a number of key issues and proposed solutions for this area which are identified below.



Main Issues Summary



There is a general lack of continuity and easy access for pedestrians, such as around Palmerstown and Hermitage Park. Walls and other obstacles act as barrier to walking, prevent easy access to public transport stops and make disability access particularly difficult.



There is a lack of cycle lanes on key routes including Liffey Valley to Lucan Village, Adamstown Road north of the N4 and the Lucan to Leixlip road. Several cycle lanes around the neighbourhood end abruptly, thus creating an uneven cycle lane coverage throughout.



Frequency of bus services within Adamstown and between Lucan and UCD is poor. Hermitage Clinic is also poorly served. Rail service frequency to Adamstown is poor.



Many gates and railings are present throughout the Neighbourhood's estates, preventing permeability and more direct access to parks, public transport facilities and schools.

Proposed Solutions

Improve permeability for pedestrians along the R136 (Ballyowen Road) and ensure good footpath quality within the Neighbourhood. Provide access into Hermitage Park from Lana Bhaile Eoghain. Carry out permeability projects such as paving desire lines and creating openings in walls and other barriers to open up pedestrian links.

The implementation of the Canal Loop Greenway and the Cycle South Dublin network will address some of the deficiencies and will improve cycling within the Neighbourhood.

Further orbital route options will be provided as part of Bus Connects to serve the County and create better connection with Fingal to the north and Tallaght to the South. Service to UCD should be improved. Proposed Luas to Lucan and upgrade to Dart service on the Kildare line will significantly improve rail services in this area.

Implementation of permeability projects will better connect estates to key amenities and facilities by removing obstacles and opening up dead-ends or cul-de-sacs in particular areas, and will allow for easier travel by active modes and better access to public transport stops.



Climate Action

Measures to increase walking and cycling and decrease the use of private cars will ensure reduced carbon emissions, which will result in better air quality and a positive climate action impact.

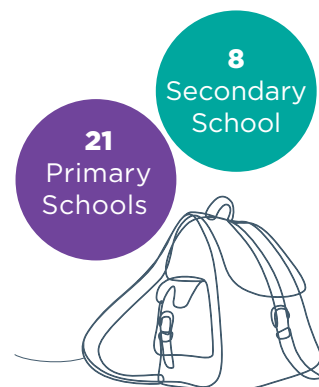
8. Community Infrastructure and Open Space



Successful and sustainable neighbourhoods are supported by a range of community facilities that are fit for purpose, accessible and adaptable now and into the future.

This Neighbourhood Area has a number of existing community facilities with a number of new facilities committed or planned over the plan period to cater for the existing and future population of the area.

Chapter 8 of the Plan sets out policies and objectives which will support and facilitate the delivery of new facilities within this neighbourhood area. New



provision will include Lucan swimming pool and Airlie Park and Tandy's Lane Park within Adamstown. A third park in Adamstown at Tobermaclug also has permission.

Community facilities at Palmerstown (Kennelsfort Rd) and Balgaddy have been granted approval and funding has been made available for Adamstown community facility and a sports pavilion at Griffeen Valley Park. It is also an objective in the Plan to support the delivery of a new library service for Adamstown. This Plan in consultation with the Department of Education, has also identified 2 new school sites for this area at Adamstown.



9. Economic Development and Employment



The Plan aims to facilitate mixed use/employment growth within the identified centres within this neighbourhood area alongside the significant potential for new employment development at Grange Castle and Clonburris.



The plan promotes consolidation and improvement of the retail core areas in Lucan and Palmerstown villages, local and district centres and for the development of a new district centre in Adamstown. Liffey Valley Shopping Centre is a key employer in the neighbourhood and is a Level 2 Major Retail Centre, as set out in the RSES. Lands remain for retail opportunity identified in the Plan in Section 9.4 and 9.5 of Chapter 9.

Chapter 9 of the Plan also identifies tourism as a significant economic driver, supporting job creation across a diverse range of sectors. The Plan supports the development of tourism within this area centred on the significant built and natural heritage assets such as the River Liffey and associated Parks at Waterstown and Lucan Demesne, Lucan Weir, and the development of Lucan as a ‘destination town’. The Grand Canal Greenway and Canal Loop Greenway will be tourist assets. The 12th Lock on the Grand Canal has the potential to act as a hub linking the residential and employment growth in Adamstown and Grange Castle, while also having the potential to act as a key tourism centre along the Grand Canal Greenway.

10. Energy



Chapter 10 sets out the policies and objectives relating to Energy. Promoting a compact development form facilitates opportunities to develop energy efficiencies within Neighbourhoods. While retrofitting established neighbourhoods to major energy infrastructure may not always be feasible the Plan’s focus within such areas is to; promote energy efficiencies within existing buildings; encourage and facilitate retrofitting of buildings; require high quality design with energy efficient new homes in line with Chapters 5 and 6 and; promote and facilitate more sustainable and active modes of transport and the roll out of E-charging points in line with Chapter 7 of this plan.

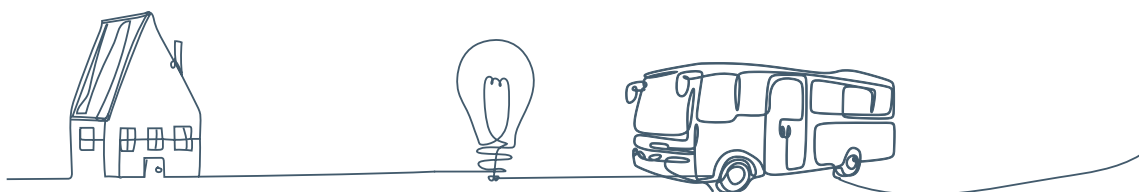
11. Infrastructure and Environmental Services



The alignment of land use and water and wastewater infrastructure will increase infrastructure efficiency within this area. Details on Infrastructure and Environmental Services are set out in Chapter 11.

This area is served by the Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart and the Belgard Reservoir and the Leixlip Water Treatment Plant via the Peamount Reservoir. The area falls under the Dodder Valley Drainage Area Plan. Irish Water is delivering Drainage Area Plans in Dublin to improve the performance of the wastewater networks, protect the environment and facilitate social and economic development over the coming years. Capacity upgrades to the strategic sewer serving this area are required alongside storm water storage.

Weston Aerodrome is located within this area and operational, safety and technical requirements are critical and should be safeguarded as set out in Chapters 11 and 13.



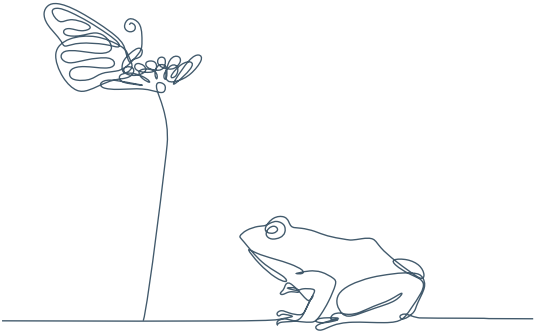
12. Neighbourhood Area - Climate Action Audit

Climate Action Audit

The provisions set out in the plan aim to promote a compact and connected settlement form. The plan aims to facilitate and efficient use of land within this neighbourhood. The focus will be on the development of the key centres of Lucan, Palmerstown and Adamstown alongside the consolidation of local and district centres. This will facilitate the achievement of development densities and uses that can support vibrant, compact, walkable places that prioritise pedestrian and cyclist movement facilitating the delivery of a climate resilient Neighbourhood Area.



Through focused growth and an ecosystem services approach to development, natural areas can be supported and enhanced through green infrastructure, providing benefits to people and to the natural environment as set out in Chapter 4.





LUCAN / PALMERSTOWN / ADAMSTOWN



59,000

Current Population



68,483

2028 Projected Population



Our Neighbourhoods (N)



4 Liffey Valley Shopping Centre



7 Griffeen Valley Park



A Lucan Village



2 Adamstown SDZ



B Palmerstown Village

-  School Sites
-  Parks and Recreation
-  Community Facilities New/Upgrade
-  Green Infrastructure
-  Public Realm Enhancements
-  Economy (Major Retail)
-  Sustainable Movement
-  Housing
-  Natural Heritage
-  Flood Alleviation
-  Transport Interchange
-  Hermitage Clinic
-  Weston Airport
-  Motorway
-  National Roads
-  Road
-  c.10 minute walking band
-  c.10 minute cycle band
-  Existing and Improved Cycle Routes
-  Proposed Cycle Schemes

-  Rail Line
-  Train Station
-  A Lucan
-  B Palmerstown
-  1 Grand Canal Greenway
-  2 Adamstown SDZ
-  3 Liffey Valley SAAO
-  4 Liffey Valley Shopping Centre
-  5 Arlie Park (New)
-  6 Tandy's Lane Park (New)
-  7 Griffeen Valley Park
-  New Residential
-  Town/Village/District/Local Centres
-  Employment
-  Parks and Recreation
-  Rural Land
-  Enterprise/Residential-led regeneration
-  Retail
-  Major Retail
-  Neighbourhood Boundary



Naas Road

1. Introduction and Context

The Naas Road Neighbourhood which includes Ballymount, is situated at a strategic location within South Dublin County and Dublin City, to the south of the Grand Canal and adjoining Dublin City Council's (DCC) administrative boundary to the east. It is a significant landbank in regional terms and includes major retail facilities, office, industrial and employment areas. It is on a national and key economic transport corridor with a direct Luas connection and bus links to Dublin City.

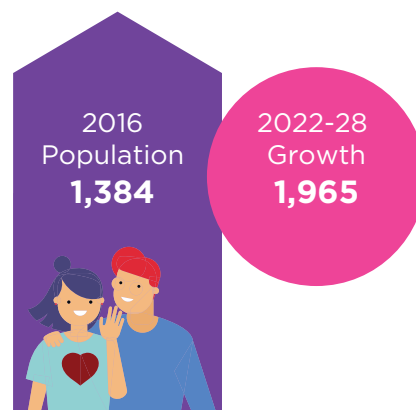
The planned transformation of this Neighbourhood, to be facilitated by a strategic masterplan and ultimately a statutory plan, is in accordance with key national and regional objectives and the proper planning of Dublin as a sustainable compact city integrating land use and sustainable transportation. By delivering smart and compact growth and providing for a greater choice for housing, employment and mobility, the area will be focused on liveability and quality of life. This area will be a key growth enabler in the Dublin City and Metropolitan Area.

2. Core Strategy and Settlement Strategy



Located within the RSES identified South West Corridor, the Naas Road lands are a significant landbank identified in the Metropolitan Area Strategic Plan for re-intensification of underutilised brownfield industrial lands and development of a new mixed-use district with residential development and more intensive employment/mixed uses. Significant investment and site assembly will be required to fully deliver on the potential of the lands.

The population target within the lifetime of the Development Plan is 3,349 (from 1,384 existing population 2016 Census). The short-term projected growth for this area as indicated does not represent the overall development potential of the



lands which will be set out in a joint Masterplan for the area with Dublin City Council. This masterplan is currently being developed and will set out a vision and potential for the lands. The Masterplan is being part funded through the government's Urban Regeneration Fund. The development of these lands will take time, and ensuring it is plan-led with stakeholders is central to the successful development of the County and wider region.

The delivery of a Masterplan for the regeneration of the Naas Road lands in conjunction with Dublin City Council which underpins the strategic aims of the National Planning Framework and Regional Spatial Economic Spatial Strategy is a strategic objective of this Development Plan.

3. Natural/Cultural and Built Heritage



The landscape character within the Naas Road lands is defined as urban and is primarily industrial in nature. The Grand Canal, a proposed Natural Heritage Area, and associated greenway define the northern boundary of the Naas Road lands and is an important natural, cultural and built heritage asset in this area. The Grand Canal and River Camac – which also traverses the Naas Road lands – together provide opportunities for Green and Blue Infrastructure within this urbanised area and are supported by GI objectives within this Development Plan. Drimnagh Castle and attendant grounds, located within Dublin City Council administrative area to the northeast of the Naas Road lands, is considered to be an important heritage asset in the local area.

4. Green Infrastructure (GI)



The Naas Road lands are traversed by two Primary Green Infrastructure Corridors – Grand Canal Corridor and River Camac Corridor – as identified in the GI Corridor Map 12.4 in this Development Plan.

The River Camac is currently largely culverted within the Naas Road lands. Chapter 4 of the Plan, Objective GUR-1 encourages and promotes the re-naturalisation of the River Camac where it has been culverted including within the Naas Road lands. It is also an objective of the Plan (Objective GUR-8) to encourage and link areas of high GI importance such as the Grand Canal with areas used for other purposes (commercial, amenity, residential) including within the Naas road lands by walking and cycling pathways.

An emerging objective within the Naas Road lands is to transform the area from grey to green through an aspirational target of 50% green cover facilitating future development which will be climate resilient, carbon neutral and will enhance biodiversity. The area presents opportunities for Green and Blue Infrastructure by utilising existing water ways such as the Grand Canal and River Camac, and for north-south connections of green spaces to link Phoenix Park to Tymon Park as a habitat and green movement corridor. The next stage of the master planning process will focus on exploring and developing scenarios around the overarching objectives

for the area.

5. Quality Design and Healthy Placemaking



It is the aim of this Development Plan to achieve an efficient use of land with a focus on key urban centres, and to achieve development densities that can support vibrant, compact, walkable places that prioritise pedestrian movement. The implementation of such measures requires a compact development form and when successfully achieved can play a significant role in climate action, reducing the need for car-based travel and carbon emissions while also facilitating opportunities for the use of more sustainable and renewable energy sources.



It is a policy in chapter 5 to support the development of successful and sustainable neighbourhoods throughout the County that are connected to and provide for a range of local services and facilities. New development will be required to implement 'The plan approach'. This approach aims to ensure that all development is designed and developed around eight key principles with the aim of ensuring every opportunity is harnessed to drive and support the vision for South Dublin to create attractive, connected and functional places to live, work, visit, socialise and invest in. The Naas Road Masterplan will have regard to these eight principles for developing sustainable and successful neighbourhoods.

The Naas Road area poses particular challenges in terms of designing for healthy placemaking and connected Neighbourhoods (See Chapter 5 section 5.2.3 & 5.2.4). There are major transport corridors traversing this area such as the M50 running north-south along its western border and the Luas Red Line and Naas Road (R110) running east-west through the centre of the neighbourhood. The streetscape within the area is informed by the industrial nature of the buildings and service yard facilities.

The emerging vision for the Naas Road Masterplan area is to create an extension of the City, that is highly sustainable, ecological and transport orientated. In this regard,

the concept of the '10-minute neighbourhood' will be promoted along with an emphasis on a placemaking approach that will create attractive and vibrant spaces and places throughout the Masterplan area.

6. Housing



The development framework for this neighbourhood – as part of the Naas Road / Ballymount / Park West URDF Masterplan – will set out the number of new homes to be provided over the longer-term within a wider community with retail, employment and services. This area is one of the strategic growth areas not only for South Dublin County but also for the Dublin Region, providing for compact growth with higher densities along strategic rail corridors and existing and new bus connections.

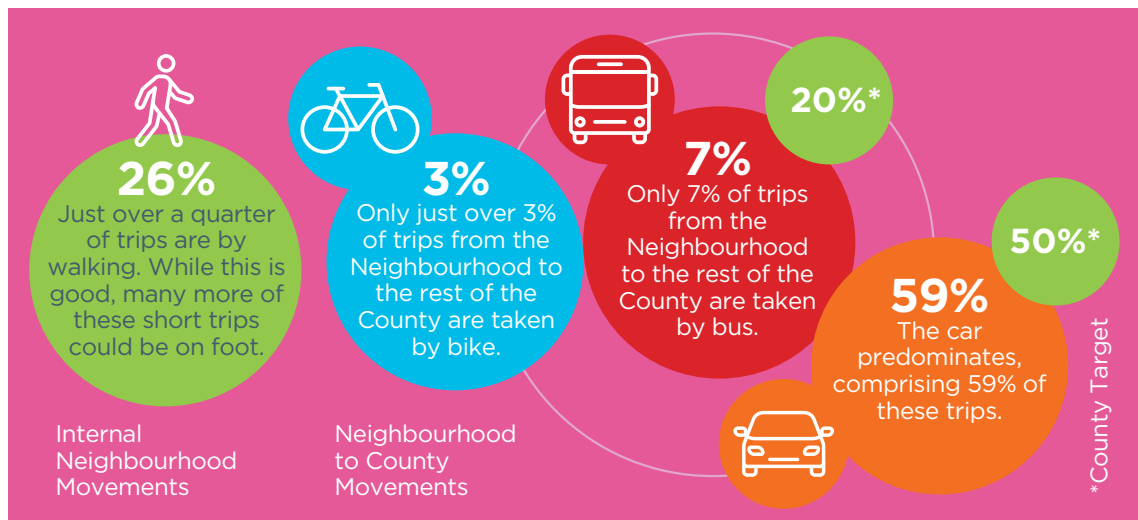
The emerging vision for the Masterplan area in relation to housing is to accommodate a range and variety of new homes of varying tenure and mix.

7. Sustainable Movement



This Neighbourhood Area includes the Ballymount Industrial Lands east of the M50 as well as the Western Industrial Estate to the north of the Neighbourhood. The Naas Road cuts through the area on an east to west axis. Sustainable Movement Studies were undertaken for each Neighbourhood Area, as described in section 11.1.

The studies identify a number of key issues and proposed solutions for this area which are identified below.



Journeys taken by Car:

<p>34% 0-3km Prioritise Walking</p> <p>Just over a third of car journeys are for distances under 3km - Many of these very short trips could be done on foot.</p>	<p>25% 3-6km Prioritise Cycling</p> <p>A quarter of car journeys are for trips of 3km-6km - A lot of these short to medium length trips could be done by cycling.</p>	<p>42% 6km+ Prioritise Public Transport</p> <p>42% of car journeys are for distances above 6km - There is scope to shift to public transport for these longer trips.</p>
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Main Issues Summary



At present, it is difficult to cross the Naas Road, in particular. Pedestrian crossings within the Industrial Estates are also lacking.



There is a clear lack of designated cycle lanes throughout the entire Neighbourhood and bike parking facilities are also absent.



Despite the employment function of the area, bus services generally serve main routes and do not penetrate within industrial estates, with consequent low bus usage.



The area is primarily industrial in character with a lack of public parks, quality of public realm and placemaking.

Proposed Solutions

Provision of designated crossing facilities along the Naas Road at key junctions will allow for better north - south travel and create a more pedestrian friendly environment. Crossing facilities at the Red Cow Inn entrance via Robinhood Road should also be envisioned.

Stronger cycling links are needed to connect cycle lanes to the Luas Stops at Red Cow and at Kylemore as well as providing good cycling facilities throughout the Neighbourhood and linking with Dublin City. The M50 Greenway proposed as part of the Cycle South Dublin Initiative will run along the eastern boundary of this area.

Bus Connects proposals will address the deficiency in bus services with new orbital routes W2, W4, and S4 connecting the area with Liffey Valley, Tallaght, Blanchardstown and UCD in addition to several new spine routes. Public Realm improvement will also be needed to encourage walking to bus facilities and better connection to Luas.

A masterplan is being prepared to establish a strategic framework for the Neighbourhood. The project is investigating how a plan-led evidence based new mixed-use urban quarter can be successfully developed as an organic extension of the city. A new Luas stop and a new train station on the Kildare Line are envisaged as part of the regeneration.



Climate Action

Measures to increase walking and cycling and decrease the use of private cars will ensure reduced carbon emissions, which will result in better air quality and a positive climate action impact.

Within this neighbourhood, the existing street network has largely developed around post Second World War planning policy to segregate industrial/manufacturing uses from surrounding residential neighbourhoods at edge city locations where the private motor car was the preferred mode of transport.

The movement study for Naas Road has identified that 26% of internal neighbourhood movements are on foot. A particular barrier to pedestrian movement is the lack of pedestrian crossing points within the industrial estates and along the Naas Road and Luas Red line that cut through the middle of the neighbourhood. Furthermore, despite the employment function of the area, bus services generally serve main routes and do not penetrate within industrial estates, with consequent low bus usage of only 7% for trips from the neighbourhood to the rest of the County. The map below identifies the existing key public transport and road networks which serve this neighbourhood.

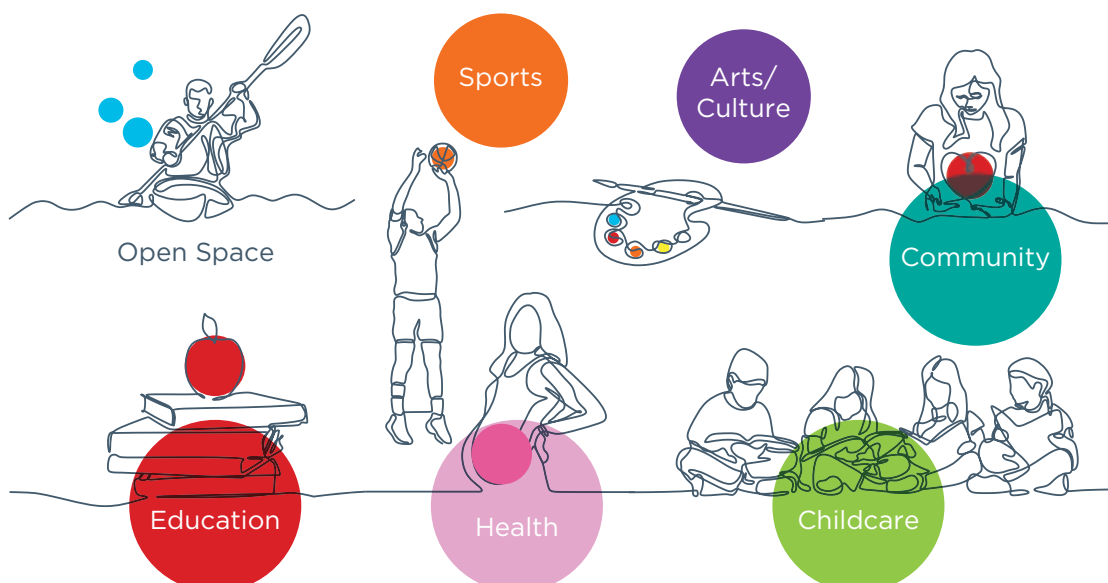
8. Community Infrastructure and Open Space



This area is surrounded by the communities of Bluebell, Walkinstown, and Drimnagh. The area is also close to several other communities including Crumlin, Inchicore, Fox and Geese, Ballyfermot and Parkwest. There are a number of existing parks close to the Masterplan area including Walkinstown Avenue Park, Ballymount Park and Tymon Park.

A primary aim of this plan is to promote the provision of a high-quality public realm identifying the need for the enhancement of existing and provision of new additional civic and public spaces and parks, through a hierarchy of spaces (See Chapter 8 section 8.7.1). The Development Plan also aims to maximise the potential to provide for a connected network of natural green spaces identified within the Green Infrastructure Network (Chapter 4) of this plan.

This Development Plan will facilitate a coordinated approach and vision to any future sustainable development of the Naas Road Masterplan area in consultation with Dublin City Council and all relevant stakeholders including the local community, to ensure that the needs of the existing and new community will be met, and the provision of necessary community and physical infrastructure is delivered in tandem with any new development.



9. Economic Development and Employment



The regeneration lands at Naas Road and Ballymount are identified as key strategic employment areas in the RSES. The existing employment profile for this area of the County highlights 41% of total employees in 'Wholesale/Retail Trade', with 'Information and Communications, Financial' accounting for 21% of total employees.



As the Naas Road area changes and becomes more intensely developed there will be an inevitable shift in land uses with more mixed-use development taking place over time. The Council fully recognises the important role of existing businesses in the area in offering employment opportunities but also in helping the County to function. The Council will need to prepare a plan that takes account of existing operations, including what industry will need to stay and what will be able to move. The potential displacement of existing uses in the area and their consolidation or relocation elsewhere is a key factor for consideration as part of the ongoing master planning exercise.

10. Energy/Infrastructure and Environmental Services



The regeneration of the Naas Road lands under a carefully developed Masterplan offers the opportunity to ensure growth is built on a platform of sustainable infrastructure with significant environmental, wellbeing and placemaking benefits. Opportunities for localised zero-carbon energy infrastructure and battery storage and designing for energy resilience are being explored as part of the master planning process. New development that meets high levels of passive performance to reduce the overall demand for energy is also to be expected.

11. Neighbourhood Area - Climate Action Audit



Climate Action Audit

The provisions set out in the plan aim to promote a compact and connected settlement form with significant new residential areas targeted for locations close to existing public transport and/or employment areas. The master planning project, will seek to ensure a sustainable and co-ordinated approach to the future development of the Naas Road area, including the optimisation of strategically important regeneration land and infrastructure investment.



Emerging objectives for the Naas Road Masterplan such as extensive green cover, the 10-minute city concept and zero-carbon energy infrastructure all support national, regional and development plan objectives for transitioning to low carbon and climate resiliency. Focusing growth in these key areas, supports an ecosystem services approach, protects natural areas while also seeking to enhance existing green networks both within the natural and urban environment.



NAAS ROAD



1,384

Current
Population



3,349

2028 Projected
Population



Our Neighbourhoods (N)



Bus Corridor



Housing



Sustainable Movement




Red Cow Roundabout



Walkinstown Park

-  New Schools
-  Parks and Recreation
-  Community Facilities New/Upgrade
-  Green Infrastructure
-  Economy
-  Camac Flood Alleviation
-  Sustainable Movement
-  Bus Corridor
-  Stream/River
-  Red Cow Roundabout
-  Weston Airport
-  Motorway
-  National Roads
-  Road
-  c.10 minute walking band
-  c.10 minute cycle band
-  Existing and Improved Cycle Routes
-  Proposed Cycle Schemes

-  Walkinstown
-  Dublin City
-  Grand Canal Greenway
-  Walkinstown Park
-  Red Cow Luas Stop
-  Kylemore Luas Stop
-  Bluebell Luas Stop
-  Greenhills to City Centre
-  Clondalkin to Drimnagh
-  New Residential
-  Town/Village/District/Local Centres
-  Employment
-  Parks and Recreation
-  Rural Land
-  Enterprise/Residential-led regeneration
-  Retail
-  Major Retail
-  Neighbourhood Boundary



Rural Uplands

1. Introduction and Context

The Rural/Uplands neighbourhood is locally known as the Dublin Mountains, extending from Rockbrook in the east, adjacent to the M50, to Badgerhill in the west. The southernmost point of the County which is within this area is 27km from Dublin City. The area consists of small rural clusters at Glenasmole and Redgap and the rural settlement of Brittas.

The N81 National Secondary Road dissects the neighbourhood from Brittas to the M50 orbital route with a series of regional and local roads spanning the foothills and uplands.

This neighbourhood is characterised by a rural landscape with an abundance of places of scenic and natural beauty with popular amenity areas and a rich archaeological and architectural heritage. The Dublin Mountains have a high landscape value and sensitivity value, with a rich biodiversity that is partially designated as a Special Area of Conservation (SAC) and Special Protection Area (SPA), and a proposed Natural Heritage Area (pNHA). Most of the neighbourhood is recognised in the Plan as an Area of Significant Amenity Value- Dublin Mountains.

2. Core Strategy and Settlement Strategy



The Census in 2016 indicated a population of 2,670 people within the Rural uplands area. Within the Core Strategy the rural area combined with the rural hinterland equates to a population of 5,552 persons.

Growth in this neighbourhood is anticipated to take place through the efficient re-use of existing rural housing stock while also providing for local need through policy set out in the rural settlement strategy section of Chapter 6, *Housing*.

The Dublin Metropolitan Area Strategic Plan (MASP) defines the entire County as being in the Dublin Metropolitan Area



with the rural areas of the County under strong urban influence for housing. The Plan will manage the growth of the rural areas, in accordance with the *Sustainable Rural Housing Guidelines* (2005) to avoid overdevelopment, while sustaining vibrant rural communities in line with the NPO 15 and NPO 19.

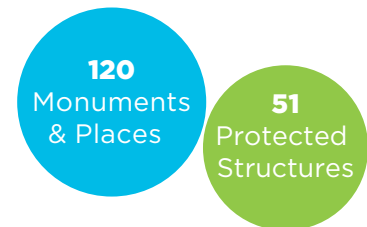
3. Natural/Cultural and Built Heritage



This neighbourhood has a rich natural heritage, with its ecological corridors and abundance of biodiversity of plant, animals, birds, insects and their associated habitats.

In line with the provisions of Chapter 4 Green Infrastructure, The River Dodder and Glenasmole Valley are designated as a Landscape Character Area within the Landscape Character Assessment of South Dublin County and provide linear corridors of high ecological value.

The elevated nature of the neighbourhood offers many scenic views and prospects of places of natural beauty or interest within our own County, and also adjoining counties and views of Dublin Bay and these should be preserved and protected as per Chapter 3 Policy NCBH15 and NCBH15 Objective 1.



Section 3.3 of Chapter 3 acknowledges the significance of this neighbourhood area which boasts European and National designations in Glenasmole Valley SAC for its Orchid-rich Calcareous Grassland, Molinia Meadows and Petrifying Springs; Wicklow Mountains SAC for its Blanket Bogs, Old Oak Woodlands, protected species (e.g. otters); and Wicklow Mountain SPA which is an important breeding and foraging ground for Merlin and Peregrine. The area is also partially designated as a pNHA. The cultural heritage of the area associated with traditional farming practices and its rural communities adds to the diversity of the County.

This neighbourhood also has a rich and diverse archaeological and architectural heritage, with numerous protected structures and significant amounts of archaeological clusters. Vernacular structures are important in this area and provide an understanding and appreciation of rural settlements and the use of traditional building methods and materials. The protection and conservation of this unique heritage is important.

4. Green Infrastructure (GI)



Green Infrastructure (GI) is a network of natural and semi-natural areas with other environmental features to deliver a range of ecosystems services. The Regional Spatial and Economic Strategy recognises that the Dublin Mountains and River Dodder are key GI assets in the Dublin Metropolitan Area.

The River Dodder rises in Glenasmole Valley and flows through South Dublin County, the Dublin City Council area and Dun Laoghaire-Rathdown administrative area and

into the Grand Canal Basin at Ringsend. This significant network provides a unique opportunity to connect South Dublin County’s GI network with adjacent counties. The River Dodder is a strategic GI corridor for biodiversity, linking several Natura 2000 sites, the Dublin/Wicklow Mountains and the Irish Sea.

Chapter 4 of this Plan recognises the importance of protecting and enhancing the River Dodder Corridor, to monitor any negative impacts on biodiversity and protected species in order to maintain the high value of this Corridor as a GI link through the County. This strategic corridor is represented as ‘Corridor 1 - The Dodder River’ in Chapter 4.

The Green Infrastructure Strategy is set out in Chapter 4, with local objectives detailed in Appendix 4. Such details include the potential for a network of natural and semi-natural green spaces linking parks, gardens, rivers, woodlands, trees and hedgerows.

5. Quality Design and Healthy Placemaking



This neighbourhood area is characterised by its agricultural and rural setting and associated environmental, economic, heritage and amenity values. Glensamole, Redgap and Brittas comprise much of the built environment of the area with associated farm and agricultural buildings, small clusters and single rural housing and rural economic /tourism enterprises.



The rural sense of place is rooted in the community, through families and community connections, through the long-standing experience of meitheal, and in the local history and heritage of the area and the people who formed it.

Chapter 5 aims to support the development of successful and sustainable neighbourhoods throughout the County that are connected to and provide for a range of local services and facilities.

There are many physical elements of a settlement that give character and a sense of place. These include the urban grain of the historic core, existing buildings of high architectural merit and local characteristics such as local materials, building lines, walls, building heights, rivers, streams, trees, hedgerows and other local landscape features. Recognising and enhancing the existing context and character is a key component for any development or plan within the rural upland area.

Chapter 5, Policy QDP11 seeks to protect and promote the sense of place and culture and the quality, character and distinctiveness of the County's rural areas that make it an attractive place to live, work and visit.

6. Housing



The entire rural area of the County is identified as being under strong urban influence as set out in the Dublin Metropolitan Area Strategic Plan. National policy sets out that provision of single housing in the countryside will be based on considerations of demonstrable economic or social need to live in a rural area.

In line with such provisions the plan seeks to strike a balance between facilitating housing for people who have a genuine need to live in rural areas of the County and that will contribute to the rural community and economy, while protecting such areas from urban generated housing and housing that would adversely impact on landscape character, environmental quality and visual amenity.

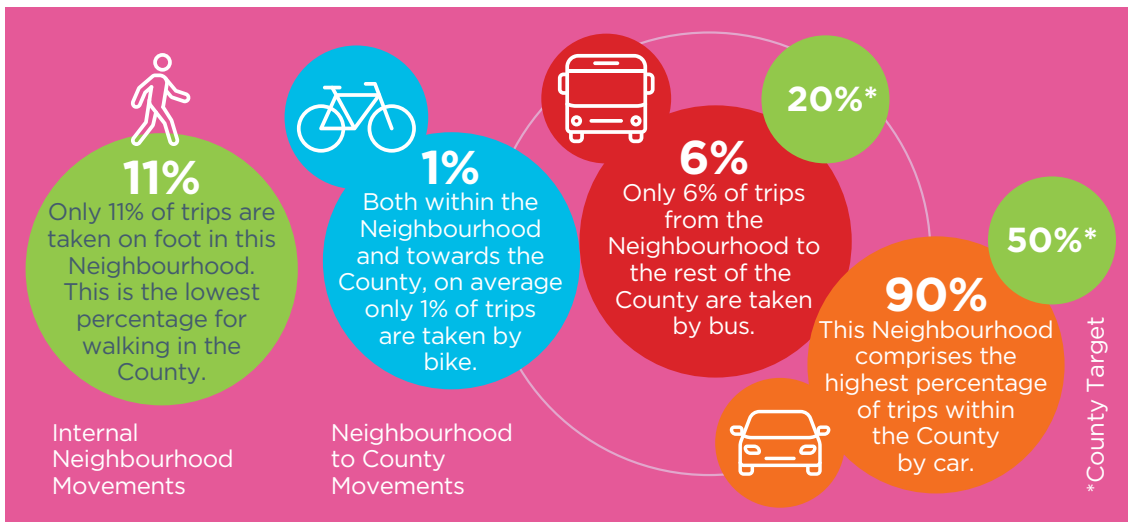
The rural housing policies contained in Chapter 6, Section 6.10 of this Development Plan apply to lands that are designated RU: Rural Amenity; HA-DM: High Amenity - Dublin Mountains and; HA-DV: High Amenity - Dodder Valley which aim to protect and enhance the Dodder Valley and Dublin Mountains Areas.

7. Sustainable Movement



Chapter 7 of the Plan contains policies and objectives to promote sustainable movement that over time, will facilitate an increase in walking, cycling and the use of public transport and a decrease in use of the private car. Sustainable Movement Studies carried out as part of the preparation of the Development Plan have informed this process. They involved a close examination of movement patterns within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport.

The studies identify a number of key issues and proposed solutions for this area which are identified below.



Journeys taken by Car:

<p>11% 0-3km Prioritise Walking 11% of journeys under 3km are by car – It is recognised that rural areas are not always safe for walking.</p>	<p>20% 3-6km Prioritise Cycling 20% of journeys are for trips of 3km-6km – Ideally some of these trips could be made by cycling.</p>	<p>69% 6km+ Prioritise Public Transport 69% of car journeys are for distances above 6km - There may be scope to shift to public transport for some of these longer trips.</p>
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Main Issues Summary



The small rural settlements of the Neighbourhood lack good footpath provision and are disconnected from the remainder of the County, due to their remote location.



There are no cycle lanes within this Neighbourhood and traffic on rural roads presents an unattractive environment for cyclists.



Lack of public transport services and the dispersed nature of settlements mean car travel dominates and bus services are hard to provide and access.



The disconnect and lack of network infrastructure provision around this Neighbourhood promotes car usage for both residents and visitors alike instead of harnessing its unique location potential.

Proposed Solutions

Investigate ways to provide footpaths to settlements where feasible; develop hill-walking tourism initiatives; provide better connections to Dublin Mountains Way.

Better cycling facilities should be provided for this area both from an active transport and leisure perspective. Safer cycling options need to be provided along popular cycling routes currently shared with motorised vehicles.

Expand TFI Local Link public transport service and provide better waiting facilities.

Improve connectivity to key tourism nodes where feasible, and within and to the main rural settlements from the immediately surrounding areas.



Climate Action

Measures to increase walking and cycling and decrease the use of private cars will ensure reduced carbon emissions, which will result in better air quality and a positive climate action impact.

8. Community Infrastructure and Open Space



Successful and sustainable neighbourhoods are supported by a range of community facilities that are fit for purpose, accessible and adaptable now and into the future.

This neighbourhood is bolstered by its people and the communities in which they live. The rural uplands are characterised by a remoteness and isolation but for this reason communities are drawn closer. The two community centres in the area contribute towards this and provide a hub for social and recreational gatherings. Improving the quality of life of rural communities and providing necessary community infrastructure is important in encompassing social inclusion and integration for the future.



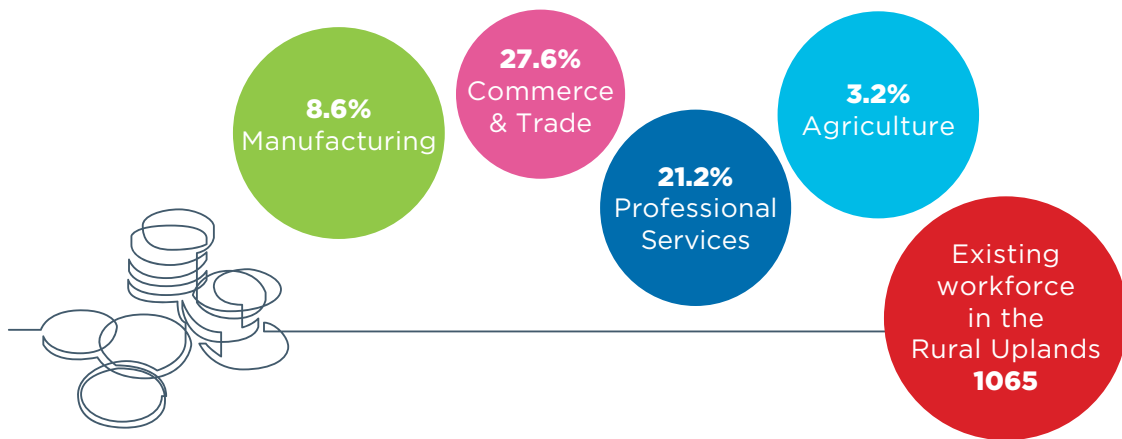
Chapter 8 of the Plan set out policies and objectives which will support and facilitate the delivery of new facilities including the phased development of Kiltipper ecological parkland and extension to Bohernabreena graveyard. An extension of Glenasmole Community Centre has also been approved, see Map 12.5.

9. Economic Development and Employment



This neighbourhood's employment opportunities are centred around rural enterprises, agriculture, extractive industries and tourism amenities. The *Action Plan for Rural Development, Realising our Rural Potential* identifies two key pillars relating to supporting rural enterprise/employment and maximising rural tourism and recreational potential.

Rural diversification opportunities are vital for sustaining a viable rural economy. Such economic developments as The Dublin Mountain Visitor Centre will support rural employment and foster rural tourism. The recreational amenities of the Dublin Mountains will be supported by the Dodder Greenway corridor connecting Dublin City Centre to Glensamole. Local tourism and heritage trails will continue to be supported across the Dublin Mountains with potential identified to link Brittas, Saggart and Rathcoole.



Traditional rural enterprises such as agriculture, horticulture and forestry will continue to be supported where such proposals are subordinate to the primary agricultural use and subject to traffic and environmental safeguards. Farm diversification and agri-tourism enterprises are examples of such enterprises.

10. Energy



Chapter 10 sets out the policies and objectives relating to Energy. Promoting a compact development form facilitates opportunities to develop energy efficiencies within Neighbourhoods. Within this Neighbourhood Area the Plan's focus is to; ensure that urban generated housing is resisted to reduce unsustainable urban sprawl and commuting; promote energy efficiencies within existing buildings; encourage and facilitate retrofitting; and to require high quality design with energy efficient new homes in line with Chapters 5 and 6.



11. Infrastructure and Environmental Services



The alignment of land use and water and wastewater infrastructure will increase infrastructure efficiency within this area. Details on Infrastructure and Environmental Services are set out in Chapter 11. Mountain water run-off is a huge challenge facing this neighbourhood and requires careful management. The Glenasmole Valley and Bohernabreena Waterworks on the valley floor is sensitive to this water run-off. Section 11.2 of the Plan prohibits development within the restricted area identified on the Bohernabreena / Glenasmole Reservoir Restricted Areas Map.

Prominent infrastructure supports such as powerlines and telecommunication apparatus can also have an impact on the visual amenity and sensitive landscapes within this area and their siting must be carefully considered.

12. Neighbourhood Area - Climate Action Audit



Climate Action Audit

The *South Dublin Climate Action and Energy Plan* recognises that agriculture as a livelihood is an important way of life for some residents of the County. The Plan supports rural diversification, such as agri-business ventures around new forestry plantations that can play a vital role in the transition to a low carbon, climate resilient economy and society.

The protection of natural areas, enhancing existing green networks through the promotion and enhancement of existing pathways and green connections/corridors is key. The delivery of Kiltipper Park as part of the enhancement of the green infrastructure network in this area and will assist in carbon sequestration.



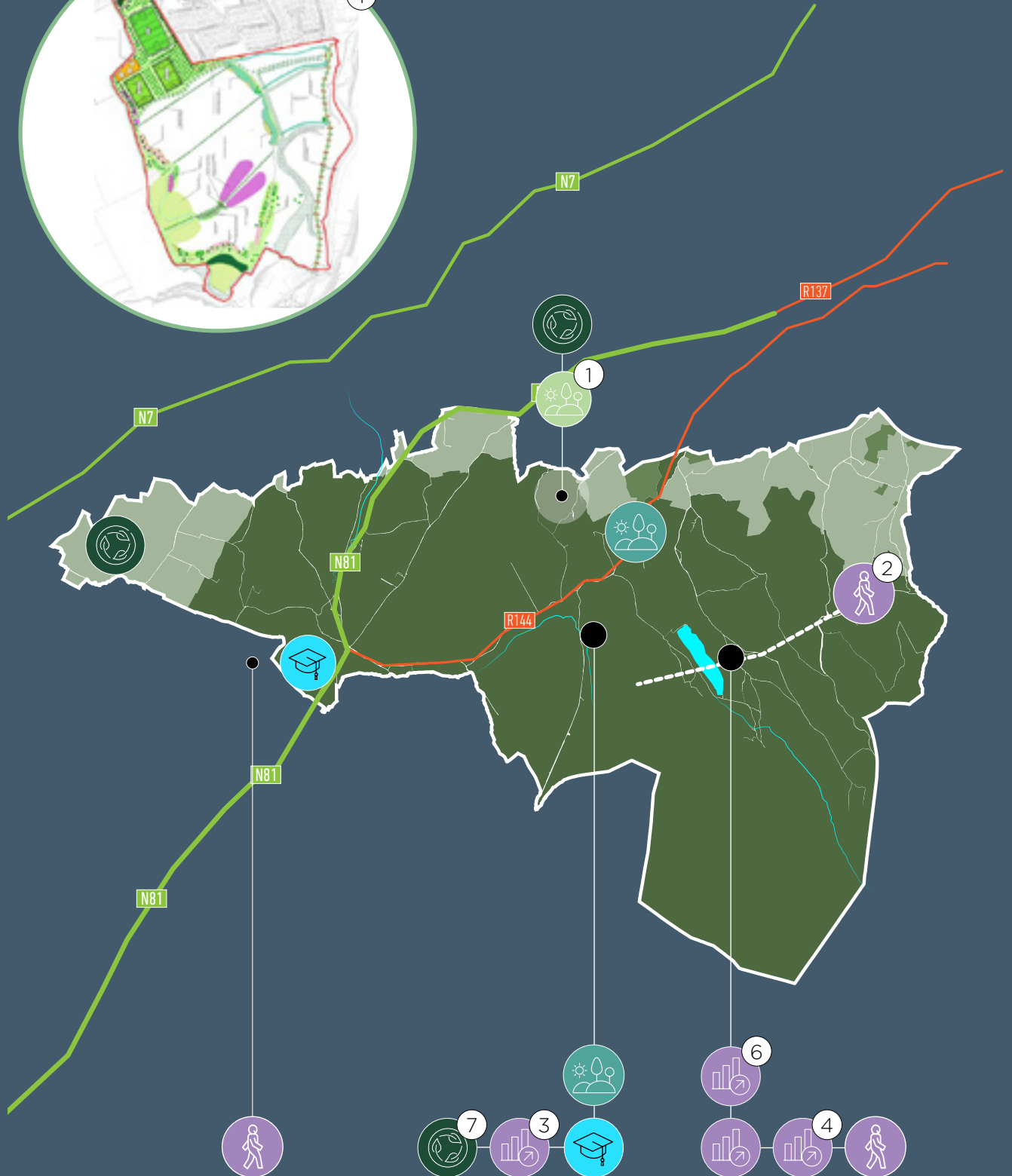
There is significant scope for movement and transport corridors to form important linkages in the Council's green infrastructure network, as they provide opportunities for additional and replacement tree and hedgerow planting of native species and pollinators, which will in turn contribute to biodiversity and carbon sequestration. The implementation of the Dodder Greenway will have the potential to reduce climate impacts of transport by encouraging a shift from private car to cycling.

RURAL



2,670

Current
Population





③ Bohernabreena













② Dublin Mountain Trail



④ Hellfire Club



① Kiltipper Park

-  Existing Schools
-  Parks and Recreation
-  Community Facilities New/Upgrade
-  Green Infrastructure
-  Economy (Tourism)
-  Walking Trails
-  Sustainable Movement/ Luas Stop
-  Motorway
-  National Roads
-  Road

- ① Kiltipper Park
- ② Dublin Mountain Trail
- ③ Bohernabreena/ Glenasmole
- ④ Hellfire Club
- ⑤ Slade Valley
- ⑥ Dublin Mountain Visitor Centre
- ⑦ Bohernabreena Reservoir
-  Parks and Recreation
-  Dublin Mountains
-  Rural Land
-  Neighbourhood Boundary



Tallaght

1. Introduction and Context

The Tallaght neighbourhood is located approximately 12km west of Dublin City Centre, forming the central part of South Dublin County, part of Dublin City suburbs and the wider Metropolitan Area. It lies on the southern side of the N7 economic corridor and to the west of the M50. The area forms part of the RSES identified South West strategic corridor and associated growth areas of the Naas Road and the City Centre.

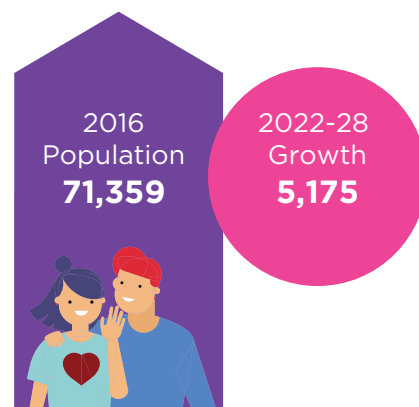
The neighbourhood has a direct Luas connection and bus links to Dublin City. There are a number of distinct areas within the wider neighbourhood which surround Tallaght Town Centre and the historic core of Tallaght Village including strategic regeneration lands at Cookstown and Broomhill and the key employment lands located throughout this neighbourhood located at Greenhills and Tallaght Industrial Estates.

2. Core Strategy and Settlement Strategy



The census in 2016 indicates a population of 71,359 people with a projected population of 76,525 people providing for a growth of 5,175 people over the plan period. The Neighbourhood is located within the Dublin City and Suburbs Settlement boundary as set out in Chapter 2, Table 13. The Plan sets out that the continued development of the various urban centres in Dublin City and Suburbs will provide for new mixed-use development as the engines to drive growth in the urban environment.

Tallaght is the primary administrative centre for South Dublin County and a Level 2 Retail Centre in the Regional Spatial and Economic Strategy. Outside of Tallaght Town Centre, the area is characterised by low density suburban neighbourhoods that are based around a network



of local retail centres. There is significant potential for development on brownfield lands throughout the neighbourhood.

The Cookstown and Broomhill Industrial estates in Tallaght are designated with a Zoning Objective Regeneration 'REGEN'. There are a number of complexities regarding the delivery of such brownfield lands which require a longer lead in time than greenfield development. With this understanding in mind, the role these lands will play, while significant, will take time to transition from underutilised urban areas beside high-capacity transport to residential and employment growth areas. Ensuring that the development of such areas is planned and co-ordinated in a manner which is capable of delivering successful and sustainable new neighbourhoods is a key objective of this plan.

3. Natural/Cultural and Built Heritage



The landscape character for this area is predominantly 'Urban' and has formed around existing natural features as an extension of Dublin City Centre. The Dodder flows along the south of this neighbourhood (a proposed Natural Heritage Area (pNHA)), with the Poddle flowing directly through the centre of the neighbourhood. Tymon Park also provides an area of high-quality amenity and recreational value in a mainly urban location with a number of recorded monuments and places on site.

The area contains rich heritage, the conservation and preservation of which forms an important part of the Plan. In line with the provisions of Chapter 3 and 5 of the plan new development will need to respect the historic built environment, a key component of this area's identity. Tallaght village and the Balrothery Cottages are identified as Architectural Conservation Areas (ACAs) reflecting some high-quality groups of structures within the village area and their contribution to the setting and visual amenity of the streetscape.

50
Monuments
& Places

16
Protected
Structures

4. Green Infrastructure (GI)



As a long-established neighbourhood area, this area also has significant numbers of mature trees, all of which act as Green Infrastructure and Climate Adaptation measures. The River Dodder runs along the southern boundary of Tallaght. The Dodder Greenway forms a key connection alongside the significant ecological corridor that the Dodder represents. The River Poddle is also located within this area and opportunities to de-culvert it will be explored. These waterbodies form the key axis for the GI network within this Neighbourhood Area. The area also contains a significant number of mature trees which form a key component of the GI network.

The Green Infrastructure Strategy carried out to support the policies and objectives set out in Chapter 4 of the plan has identified potential for a network of natural and semi-natural green spaces, linking parks, gardens, rivers, woodlands, trees and hedgerows. Ensuring the impacts of lighting on the rural urban fringe are kept to a minimum will play a role in protecting biodiversity within this urban area. Key Green Infrastructure connections identified within this neighbourhood area are symbolised in the Neighbourhood Area Map below located at the end of this section.

5. Quality Design and Healthy Placemaking



It is a policy in chapter 5 to support the development of successful and sustainable neighbourhoods throughout the County that are connected to and provide for a range of local services and facilities. New development will be required to implement 'The plan approach'. This approach aims to ensure that all development is designed and developed around eight key principles with the aim of ensuring every opportunity is harnessed to drive and support the vision for South Dublin County to create attractive, connected and functional places to live, work, visit, socialise and invest in.



The provision of a high-quality public realm such as the Tallaght Public Realm and Civic Square planned for this Neighbourhood is key to the achievement of successful and sustainable neighbourhoods. This forms a part of the successful Tallaght 'Urban Regeneration and Development Fund' bid which aims to create a network of projects that collectively will enhance the public realm and encourage quality design and healthy placemaking. These projects relate to the provision of key infrastructure, services and civic, residential and amenity projects which will act as a catalyst for the wider and long-term growth of Tallaght, as a living town and the thriving heart of South Dublin County.

6. Housing



Chapter 2 of the plan, in line with National and Regional policy provisions, sets out a compact settlement form which will require the consolidation of existing residential areas within this neighbourhood area in a manner which protects existing amenities and underpins existing and planned physical and community infrastructure.

In addition to the consolidation of the existing urban area new residential development will be located within Tallaght Town Centre on the Identified 'REGEN' Lands and lands at Killinarden as set out in Neighbourhood Area map below. In line with the Core Strategy Chapter 2, Table 10 outlines that new residential development within this area will facilitate 11% of the County's housing growth. This equates to 2,000 new units over the lifetime of the plan.

The 'REGEN' lands within Tallaght will be key to delivery of the longer term residential and mixed-use facilities (housing/retail/offices) within the core of Tallaght. These lands are located at a strategic location adjoining Tallaght Town Centre and benefit from access to high quality public transport, services and proximity to the city centre. Housing provision within identified lands at Killinarden will accommodate up to 500 homes in South Dublin County on Local Authority lands. The scheme will provide up to 300 affordable houses and the development will also include a new community centre and sports pavilion to meet the community and sporting needs of residents.

11%
of County
Growth

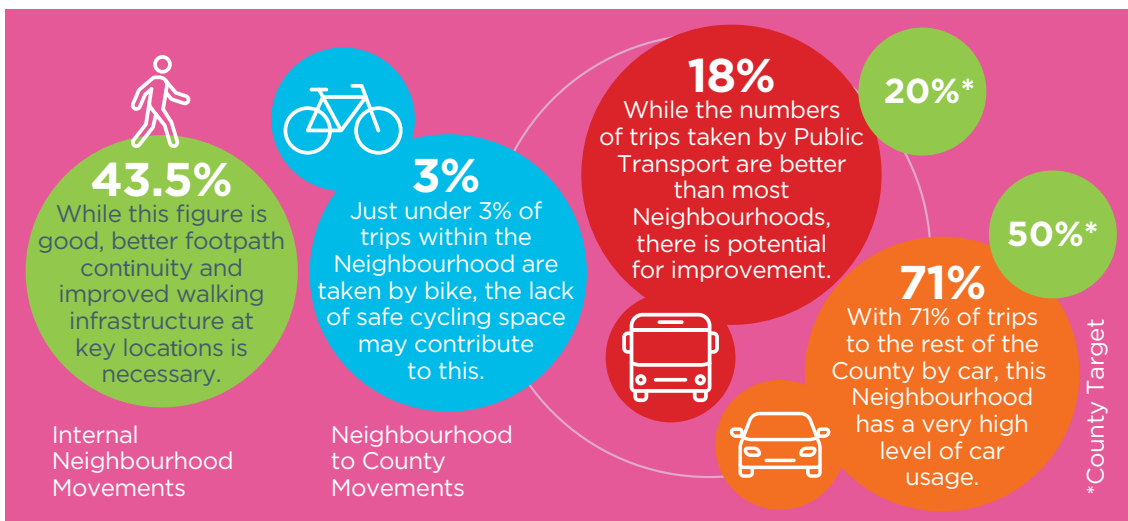
In line with the provision of Chapter 6 Housing, the policies and objectives of the plan aim to ensure that new housing is designed in a manner which facilitates the needs of a diverse range of people, providing a balance in terms of unit mix and tenure types. The design, function and layout of such schemes can contribute significantly towards the delivery of healthy placemaking and Climate Action.

7. Sustainable Movement



Chapter 7 of the plan contains policies and objectives for sustainable movement that over time, will facilitate an increase in walking, cycling and the use of public transport and a decrease in use of the private car. Sustainable Movement Studies carried out as part of the preparation of the Development Plan have informed this process. They involved a close examination of movement patterns within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport.

The studies identify a number of key issues and proposed solutions for this area which are identified below.



Journeys taken by Car:

<p>33% 0-3km Prioritise Walking</p> <p>33% of trips by car are for journeys of less than 3km - Many of these very short trips could be done on foot.</p>	<p>21% 3-6km Prioritise Cycling</p> <p>21% of car journeys are for trips of 3-6km - A lot of these short to medium length trips could be done by cycling.</p>	<p>46% 6km+ Prioritise Public Transport</p> <p>46% of car trips are for journeys of more than 6km - There is scope to shift to public transport for these longer trips.</p>
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Main Issues Summary



Main thoroughfares such as along the N81 Blessington Road, which leads to several schools, are lacking good footpath facilities. At present, footpaths end abruptly and edge treatments are missing, making walking unattractive.



Cycle lanes around TUD, The Square and Kilimanagh Shopping Centre are not segregated and are shared with bus lanes and car traffic, which creates a disincentive towards cycling.



There is a lack of connection between bus and Luas, which should be rectified at all stops along the Red Luas line within the Neighbourhood.



Cars are dominating the streetscapes and creating an unsafe and congested environment for other users. Streets need to be reclaimed for other modes ensuring safety and connectivity for cyclists and pedestrians alike.

Proposed Solutions

Better walking connections to schools and the N81 are necessary as well as an overall upgrading of all footpath facilities throughout the Neighbourhood to ensure a continuous and safe walking environment.

As part of the Cycle South Dublin scheme, the wider Tallaght area will be connected by a network of cycle lanes also linking to other parts of the County. Bike parking will be need at key destinations such as schools, shops and public transport stops.

Bus Connects and the transport interchange at the Square will help address public transport issues. New orbital routes W2 and W4 will connect Tallaght with Clondalkin, Liffey Valley and Blanchardstown while several new spine/branch routes are also proposed. Many will directly link with the Tallaght Luas stop.

Traffic calming measures should be implemented especially within the centre of Tallaght where most facilities are found (i.e The Square Shopping Centre, Council Buildings, TUD, etc) in order to prioritise walking and cycling. This is also particularly relevant around the Hospital.



Emissions Targets

Measures to increase walking and cycling and decrease the use of private cars will ensure reduced carbon emissions, which will result in better air quality and a positive climate action impact.

Other Initiatives in the neighbourhood include the School Streets Initiatives at Holy Spirit Schools, St. Marks National School and Scoil Maelruain National School which will aim to restrict motorised traffic within an agreed street or zone outside the school gate to create a safer environment in which children can feel encouraged to cycle, walk or scoot to school. South Dublin County Council and the National Transport Authority are partners in the initiative. The significant transport improvements planned for this area, alongside the implementation of the potential improvements identified, will contribute significantly towards offering people of all ages and abilities an attractive and credible alternative to using the private car.

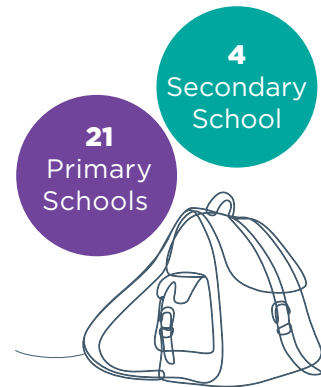


8. Community Infrastructure and Open Space



Successful and Sustainable Neighbourhoods are supported by a range of community facilities that are fit for purpose, accessible and adaptable now and into the future. This Neighbourhood Area has a number of existing community facilities with a number of new facilities committed to or planned over the plan period to cater for the existing and future population of the area.

Chapter 8 of the plan sets out policies and objectives which will support and facilitate the delivery of new facilities within this neighbourhood area. This will include new facilities at Tymon Park and Sean Walsh Park and new or enhanced community facilities at Killinarden and Tymon Bawn. This Plan, in consultation with the Department of Education, has also identified a new school site adjoining Tallaght Town Centre.

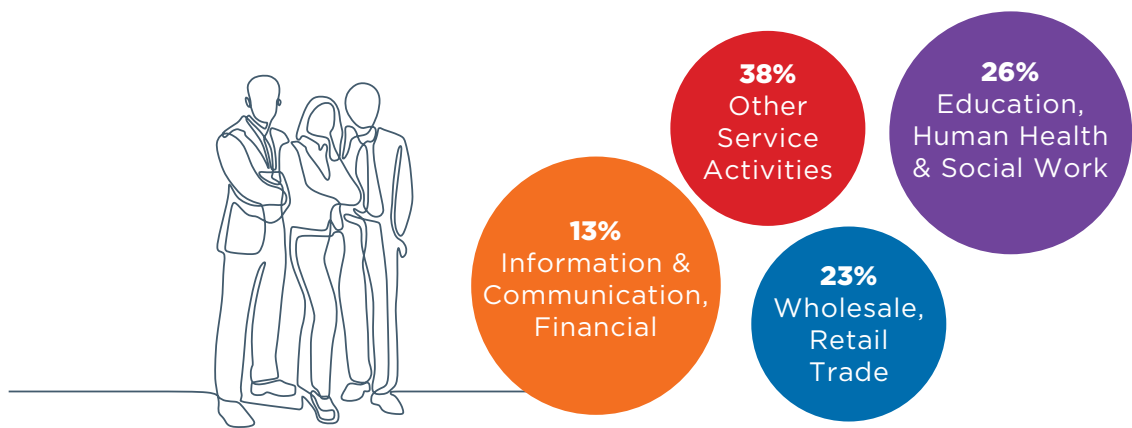


9. Economic Development and Employment



The Plan aims to facilitate mixed use/employment growth within the identified centres within this neighbourhood area including within the town centre and on the identified 'REGEN' lands at Cookstown and Broomhill. Tallaght University Hospital provides significant employment both directly and indirectly and its influence can be seen in the medical and related services within the town centre.

The TU Dublin-Tallaght Campus has a central role to play as the main higher education institution in South Dublin County, with over 4,500 students. It is now incorporated within the Technological University of Dublin, with further expansion of the campus in the pipeline. Chapter 9, Policy EDE6 Objective 2, promotes the development of a Technology and Innovation pole with TU Dublin, Tallaght as an anchor.



This will provide support for incubator, innovation and business development initiatives that are located to build upon research and technology activities in TU Dublin; with supporting transport infrastructure; broadband infrastructure; and a diverse local sectoral mix.

The Plan also identifies tourism as a significant economic driver, supporting job creation across a diverse range of sectors. The development of tourism within this area is centred on the significant built heritage assets and the Dodder Valley Park and Greenway connecting this area and the County to the Dublin and Wicklow mountains.

10. Energy



Chapter 10 sets out the policies and objectives relating to Energy. Promoting a compact development form facilitates opportunities to develop energy efficiencies within this Neighbourhood. The delivery of Low Carbon District Heating through the Tallaght HeatNet Scheme is the first of its kind in Ireland. District- heating utilises waste-heat from sources such as electricity generation through a network of insulated pipes typically providing space heating and hot water to residential and commercial buildings, far more sustainably and economically than traditional methods using individual gas or oil boilers.

In addition to the above potential the Plan places a focus on; promoting energy efficiencies within existing buildings, encouraging and facilitating retrofitting, requiring high quality design with energy efficient new homes in line with Chapters 5 and 6 and promoting and facilitating more sustainable and active modes of transport and the roll out of E-charging points in line with Chapter 7 of this plan.

11. Infrastructure and Environmental Services



The alignment of land use and water and wastewater infrastructure will increase infrastructure efficiency within this area. Details on Infrastructure and Environmental Services are set out in Chapter 11. This area is served by the Ballymore Eustace Water Treatment Plant via the Belgard Reservoir. Capacity upgrades to the existing sewer network at Airton Road and Cookstown are required to support development.



12. Neighbourhood Area - Climate Action Audit



Climate Action Audit

The provisions set out in the plan aim to promote a compact and connected settlement form with significant new residential areas targeted for locations close to existing public transport and or employment areas.

The plan aims to facilitate an efficient use of land within this neighbourhood focusing on the development of key areas of Tallaght town centre and adjoining regeneration lands, alongside the consolidation of local centres achieving development densities and uses that can support vibrant, compact, walkable places that prioritise pedestrian and cyclist movement.



Focusing growth in these key areas, supports an ecosystems services approach, protects natural areas while also seeking to enhance existing green networks both within the natural and urban environment through the promotion and enhancement of existing pathways and green connections within the Tallaght Neighbourhood Area.

TALLAGHT



71,350

Current
Population



76,525

2028 Projected
Population

Our Neighbourhoods (N)





③ 4th Stand Tallaght



Open Space


















Public Realm Enhancements




















Tallaght Village



Mixed Use Development

-  New Schools
-  Parks and Recreation
-  Community Facilities New/Upgrade
-  Green Infrastructure
-  Public Realm Enhancements
-  Economy (Retail)
-  Energy
-  Transport Interchange
-  Roads
-  Tallaght Stadium
-  Motorway
-  National Roads
-  Road
-  c.10 minute walking band
-  c.10 minute cycle band
-  Existing and Improved Cycle Routes
-  Proposed Cycle Schemes

-  Tallaght Town Centre
-  Newlands Cross
-  Tallaght Square
-  Sean Walsh Park Bowling
-  Tallaght Stadium
-  Tallaght University Hospital
-  Killinarden Development
-  TU Dublin
-  IQ Tallaght
-  Tallaght Village
-  New Residential
-  Town/Village/District/Local Centres
-  Employment
-  Parks and Recreation
-  Open Space
-  Enterprise/Residential-led regeneration
-  Neighbourhood Boundary



Templeogue/Walkinstown/Rathfarnham/Firhouse

1. Introduction and Context

The Templeogue / Walkinstown / Rathfarnham / Firhouse neighbourhood is located 8km south-west of Dublin City Centre, forming the eastern part of South Dublin County, part of Dublin City suburbs and the wider Metropolitan Area. The lands are defined by the central spine of the River Dodder from west to east and the rural landscape setting along the southern boundary. The M50 motorway weaves through the neighbourhood from south-east to the north. Dublin City Council administrative area is located along the north-eastern Boundary.

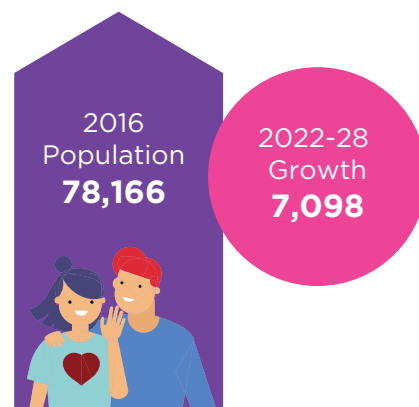
The neighbourhood includes bus transportation links to Dublin City Centre and to Tallaght to the west. Strong neighbourhoods exist in this area crossing administrative boundaries. The eastern section is an established suburban area in South Dublin County and is characterised by mature residential neighbourhoods including Templeogue, Walkinstown, Rathfarnham and Knocklyon.

2. Core Strategy and Settlement Strategy



The census in 2016 indicates a population of 78,166 people with a projected population of 85,264 people over the Plan period. The Neighbourhood is located within the Dublin City and Suburbs Settlement Boundary as set out in Chapter 2, Table 14. The Plan sets out that the continued development of the various urban centres in Dublin City and Suburbs will provide for new mixed-use development as the engines to drive growth in the urban environment.

A key component of this Development Plan is to support the consolidation of these key urban areas with more local day-to-day services focused within local centres as the plan strives towards a 10-minute settlement concept. The importance of the village and local centres within this Neighbourhood Area cannot be overstated and will



play a key role as the plan strives towards delivering connected communities and the 10-minute settlement concept in line with the provisions of the RSES.

3. Natural/Cultural and Built Heritage



The landscape character for this area is 'Urban' and has formed around existing natural features as an extension of Dublin City Centre. The River Dodder is positioned across the centre of the neighbourhood with a section designated as a proposed Natural Heritage Area. The area contains rich heritage, the conservation and preservation of which forms an important part of the Plan.

In line with the provisions of Chapter 3, new development will need to respect the historic built environment, a key component of this area's identity. It is essential to recognise, protect and maintain these attributes now and into the future.

Rathfarnham Village and Willbrook which includes St. Mary's Terrace and Willbrook Road are Architectural Conservation Areas (ACA's). Rathfarnham Village provides a high-quality group of structures within the village area located opposite Rathfarnham Castle. Willbrook provides fine examples of groups of dwellings which add character to the area along with the Yellow House and the Church of the Annunciation.

32
Monuments
& Places

104
Protected
Structures

The Loreto Abbey Complex and St. Enda's (Pearse Museum) are sites of National Importance due to their architectural, historical, technical and artistic interest. Four groups of cottages are also identified as ACAs within this neighbourhood at Templeogue, Ballyboden, Grange Road and Whitechurch Road/Taylor's Lane.

4. Green Infrastructure (GI)



As a long-established neighbourhood area, this area also has significant numbers of mature trees, all of which act as Green Infrastructure and Climate Adaptation measures.

The Green Infrastructure Strategy carried out to support the policies and objectives set out in Chapter 4 of the plan has identified potential for a network of natural and semi-natural green spaces, linking parks, gardens, rivers, woodlands, trees and hedgerows. Ensuring the impacts of lighting on the rural/ urban fringe are kept to a minimum and play a role in protecting biodiversity is important within this urban area. Key Green Infrastructure connections identified are symbolised in the Neighbourhood Area Map below located at the end of this section.

5. Quality Design and Healthy Placemaking



It is a policy in chapter 5 to support the development of successful and sustainable neighbourhoods throughout the County that are connected to and provide for a range of local services and facilities. New development will be required to implement 'The plan approach'. This approach aims to ensure that all development is designed and developed around eight key principles with the aim of ensuring every opportunity is harnessed to drive and support the vision for South Dublin County to create attractive, connected and functional places to live, work, visit, socialise and invest in.



Within this neighbourhood area and in line with Policy QDP1 of Chapter 5, the network of urban centres as the targeted locations for new or improved mixed-use development is re-enforced. High quality urban design will be required, respecting the existing context and enhancing connectivity within the neighbourhood area. This will enable the delivery of successful and sustainable neighbourhoods.

The capital programme, the Council's three-year rolling programme of development works, has identified funding for Village improvement works at Templeogue Village and building and public realm works within Rathfarnham which will contribute towards the enhancement of these areas.



6. Housing

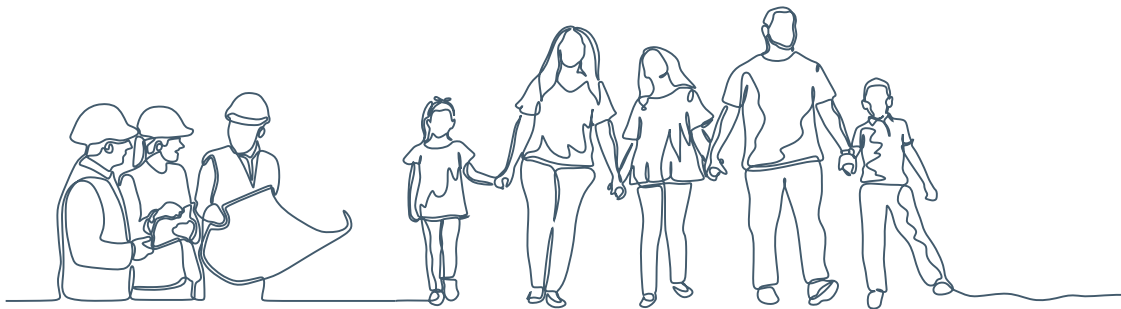


Chapter 2 of the Plan, in line with National and Regional policy provisions, sets out a compact settlement form which will require the consolidation of existing residential areas within this neighbourhood area in a manner which protects amenities and underpins existing and planned physical and community infrastructure.

In addition to the consolidation of the existing urban area new residential development will be located within the Ballycullen Local Area Plan lands as set out in the Neighbourhood Area map below. In line with the Core Strategy Chapter 2, Table 10 outlines that infill and new residential development within this area will facilitate c. 11% of the County's housing growth. This equates to 1,953 new units over the lifetime of the plan.

In line with the provision of Chapter 6 *Housing*, the policies and objectives of the Plan aim to ensure that new housing is designed in a manner which facilitates the needs of a diverse range of people, providing a balance in terms of unit mix and tenure types. The design, function and layout of such schemes can contribute significantly towards the delivery of healthy placemaking and Climate Action.

11%
of County
Growth

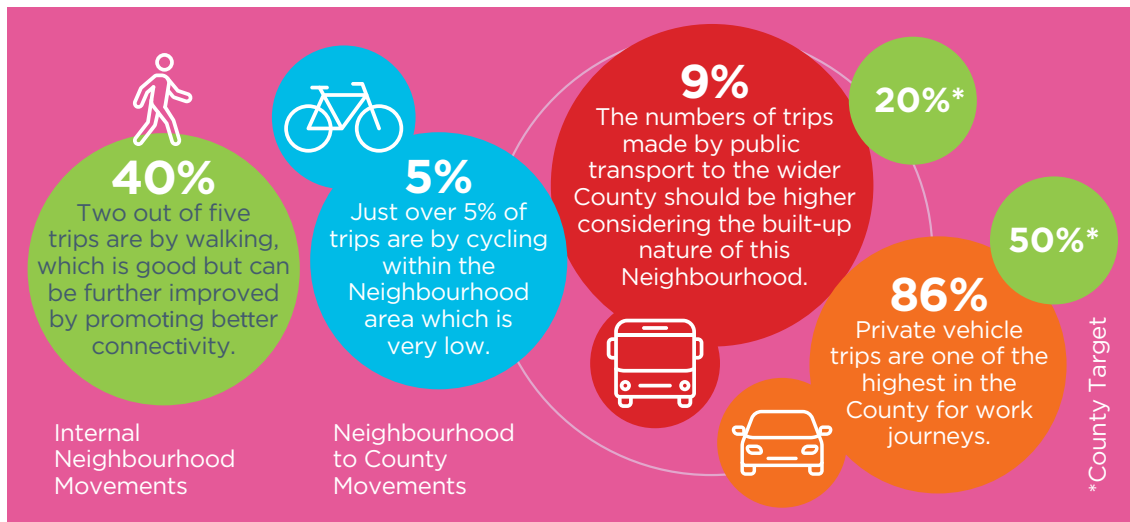


7. Sustainable Movement



Chapter 7 of the plan contains policies and objectives for sustainable movement that over time, will aim to facilitate an increase in walking, cycling and the use of public transport and a decrease in use of the private car. Sustainable Movement Studies carried out as part of the preparation of the Development Plan have informed this process and involved a close examination of movement patterns within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport.

The studies identify a number of key issues and proposed solutions for this area which are identified below.



Journeys taken by Car:

<p>24% 0-3km Prioritise Walking</p> <p>24% of trips by car are for journeys of less than 3km - Many of these very short trips could be done on foot.</p>	<p>29% 3-6km Prioritise Cycling</p> <p>29% of car journeys are for trips of 3-6km - A lot of these short to medium length trips could be done by cycling.</p>	<p>48% 6km+ Prioritise Public Transport</p> <p>48% of car trips are for journeys of more than 6km - There is scope to shift to public transport for these longer trips.</p>
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Main Issues Summary



There is a lack of connectivity between estates and the network of footpaths within the Neighbourhood, especially further south, at the foot of the Dublin Mountains. Footpaths are poor and could be more attractive for users.



Cycle provision is uneven throughout the Neighbourhood and cycle lanes are often restricted by existing road constraints, resulting in sharing with bus lanes. Cycling provision is poor along the R113 and other rural roads which provide access to parks and the mountains and are heavily frequented by cyclists.



Public transport accessibility is challenging within this Neighbourhood, where estates are often poorly connected to existing bus networks due to their configuration (cul-de-sacs, dead-ends, etc).



There is currently a lack of linkages, which creates a disconnected network of pedestrian and cycling routes between the Dodder Valley, urban centres, parks and key facilities and transport corridors within the Neighbourhood.

Proposed Solutions

Improve pedestrian connection and footpath quality such as along the southern side of Hunters Road and provide for additional safe crossing facilities.

A comprehensive network of cycle lanes will be rolled out in this area over the coming years including a cross-County link between Rathfarnham and Citywest and the completion of the Dodder Valley Greenway.

Bus Connects will result in a significant improvement in bus services in this area including the introduction of orbital services S4, S6 and S8 which will connect the area with Tallaght, Liffey Valley, UCD, Blackrock and Dun Laoghaire. Several additional spine routes are also proposed.

Carry out permeability projects to ensure access and connectivity is facilitated throughout the Neighbourhood and in particular around retail centres, schools, parks and transport infrastructure.



Climate Action

Measures to increase walking and cycling and decrease the use of private cars will ensure reduced carbon emissions, which will result in better air quality and a positive climate action impact.

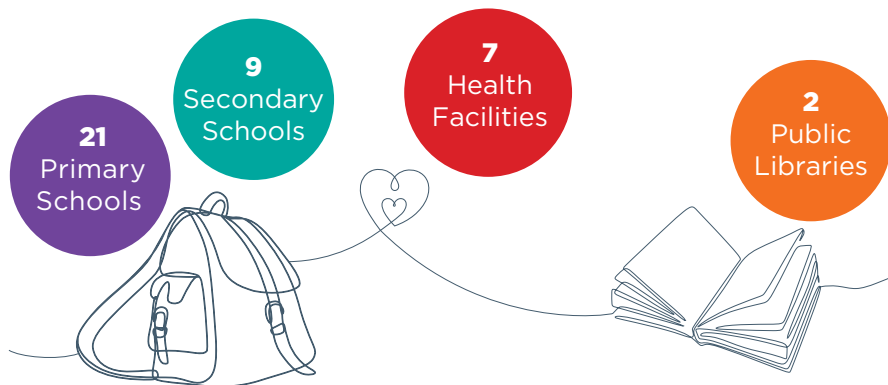
Addressing the issues identified in these movement studies alongside the significant programme of works set out in 'Cycle South Dublin' and the National Transport Authority's Bus Connects programme for the improvement of bus services will contribute significantly towards offering people of all ages and abilities an attractive and credible alternative to using the private car within this Neighbourhood Area.

8. Community Infrastructure and Open Space



Successful and sustainable neighbourhoods are supported by a range of community facilities that are fit for purpose, accessible and adaptable now and into the future.

This Neighbourhood Area has a number of existing Community facilities with several new facilities committed to or planned over the Plan period to cater for the existing and future population of the area.



To Proceed to Planning 2021

Provision made in Three Year Capital



Chapter 8 of the Plan set out policies and objectives which will support and facilitate the delivery of new facilities within this Neighbourhood Area. Such new provision will include Tymon Park Intergenerational Centre off Wellington Lane and White Pines Community Centre, both to proceed to planning in 2021. Provision has also been made for extensions to existing community centres at the Park and Ballyroan. This Plan in consultation with the Department of Education, has also identified 3 new school sites for this area at Knocklyon, Stocking Avenue and Hunters Road.

9. Economic Development and Employment



The plan aims to facilitate mixed use/employment growth within the identified centres in this neighbourhood area in a manner which protects and conserves its special character, particularly within the historic villages of Rathfarnham and Templeogue.

Chapter 9 of the Plan also identifies tourism as a significant economic driver, supporting job creation across a diverse range of sectors. This plan supports the development of tourism within this area centred on the significant built heritage assets such as the historic villages and Pearse museum alongside the development of the Dodder Greenway facilitating access to the Dublin and Wicklow Mountains.



25%
South Dublin's
Labour Force
34,880
persons

Low
unemployment
rate of **4.7%**
2,977
persons

10. Energy



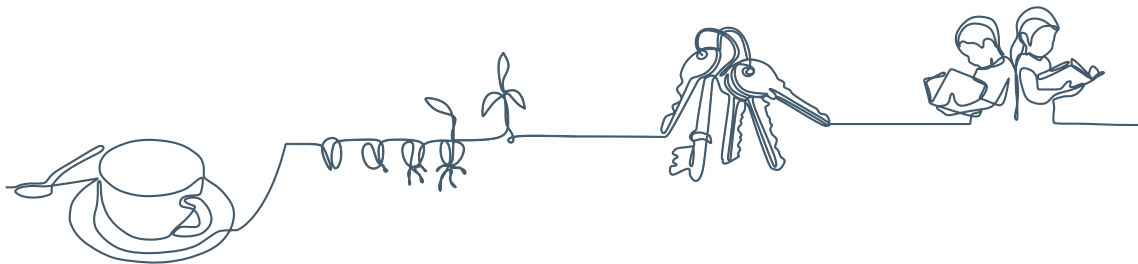
Chapter 10 sets out the policies and objectives relating to Energy. Promoting a compact development form facilitates opportunities to develop energy efficiencies within neighbourhoods. While retrofitting established neighbourhoods to major community infrastructure may not always be feasible, the Plans focus within such areas is to; promote energy efficiencies within existing buildings, encourage and facilitate retrofitting, require high quality design with energy efficient new homes in line with Chapters 5 and 6 and promote and facilitate more sustainable and active modes of transport and the roll out of E-charging points in line with Chapter 7 of this plan.

11. Infrastructure and Environmental Services



The alignment of land use and water and wastewater infrastructure will increase infrastructure efficiency within this area. Details on Infrastructure and Environmental Services are set out in Chapter 11.

This area is served by Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart and the Boherboy Reservoir and falls under the Dodder Valley Drainage Area Plan. Irish Water is delivering Drainage Area Plans in Dublin to improve the performance of the wastewater networks, protect the environment and facilitate social and economic development over the coming years in these regions.



12. Neighbourhood Area - Climate Action Audit



Climate Action Audit

The provisions set out in the Development Plan aim to promote a compact and connected settlement form. Consolidation of existing residential areas will contribute towards this compact development form and the delivery of a climate resilient Neighbourhood Area.

The Plan aims to facilitate an efficient use of land within this neighbourhood focusing on the development of key centres and the consolidation of Local Centres. This will facilitate the achievement of development densities and uses that can support vibrant, compact, walkable places that prioritise pedestrian and cyclist movement. Focusing growth in these key areas, supports an ecosystems approach, protecting natural areas while also seeking to enhance existing green networks both within the natural and urban environment.



TEMPLEOGUE/ WALKINSTOWN/ RATHFARNHAM/ FIRHOUSE.



78,166

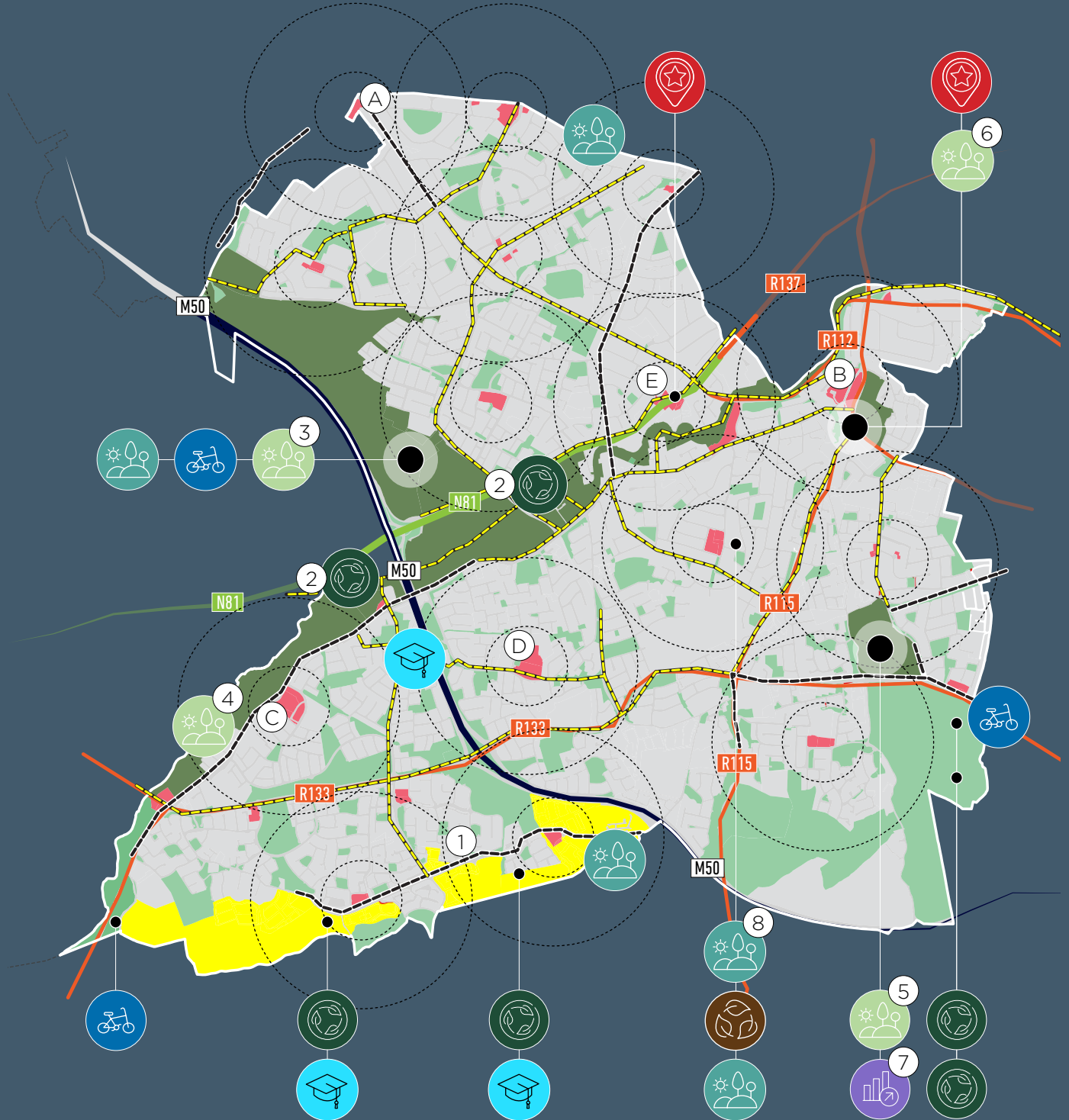
Current
Population



85,264

2028 Projected
Population

Our Neighbourhoods (N)





① Ballycullen Housing



④ Dodder Riverbank Park



③ Tymon Park





















⑦ Pearse Museum





















⑧ Ballyroan Library



Public Realm Enhancements

-  New Schools
-  Parks and Recreation
-  Community Facilities New/Upgrade
-  Green Infrastructure
-  Public Realm Enhancements
-  Economy (Tourism)
-  Sustainable Movement
-  Flood Alleviation
-  Grand Canal
-  Motorway
-  National Roads
-  Road
-  c.10 minute walking band
-  c.10 minute cycle band
-  Existing and Improved Cycle Routes
-  Proposed Cycle Schemes
-  Rail Line
-  Train Station

-  Walkinstown
-  Rathfarnham
-  Firhouse
-  Knocklyon
-  Templeogue
-  Ballycullen LAP
-  Dodder Valley
-  Tymon Park
-  Dodder Riverbank Park
-  St. Enda's Park
-  Rathfarnham Castle Park
-  Pearse Museum
-  Ballyroan Library
-  New Residential
-  Town/Village/District/Local Centres
-  Parks and Recreation
-  Enterprise/Residential-led regeneration
-  Open Space
-  Employment Growth
- Neighbourhood Boundary

