

Fortunestown Local Area Plan - May 2012



fortunestown

A vibrant district ... focused on the Luas ... neighbourhoods with individual character ... strong links ... balanced mix of residential accommodation ... good community, civic and school facilities ... good quality streets and spaces ... existing and new neighbourhoods that are knitted together ... network of safe usable green spaces ...

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Fortunestown Local Area Plan May 2012

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1.0 Introduction

1.1 Background

The lands around Fortunestown, Citywest and Boherboy have undergone significant changes in the last fifteen years or so. Substantial residential and commercial development has transformed the area from a rural area to a developing outer suburb.

There is potential for further residential development through the opening of the Luas A1 extension and the availability of lands zoned for residential development around Fortunestown, Citywest and Boherboy. These include substantial lands zoned for residential development (Objective A1) under the South Dublin County Council Development Plan 2010 – 2016.

1.2 What is a Local Area Plan?

A Local Area Plan is a statutory document prepared by the Planning Authority in accordance with the requirements of Sections 18, 19 and 20 of the Planning and Development Act 2000 (as amended). A Local Area Plan consists of a written statement and plans that must be consistent with the objectives of the County Development Plan, its core strategy, and any regional planning guidelines that apply to the area of the Plan.

Section 18(1) of the Planning and Development Act states that a planning authority may at any time, and for any particular area within its functional area, prepare a Local Area Plan in respect of that area.

Once adopted by the members of the Council, the Planning Authority and An Bord Pleanála must have regard to a Local Area Plan when determining planning applications in the area covered by the Plan.

1.3 Rationale for Study Area and Plan Lands

Figure 1.1 details the extent of the Study Area, which is outlined in blue, and the Plan Lands, which are outlined in red. The Plan Lands were identified for the preparation of a Local Area Plan on the basis of:

- Specific Local Objective (SLO) 67 in the South Dublin County Council Development Plan 2010 - 2016, which requires the preparation of a Local Area Plan for circa 33 hectares (82 acres) of lands that were zoned as 'Objective A1' (To provide for new residential communities in accordance with approved action plans). The SLO lands straddle Fortunestown Way and were previously zoned 'Objective E' (To provide for Enterprise, Employment and Related Uses) under the South Dublin County Council Development Plan 2004 – 2010.
- The existence of circa 75 hectares (185 acres) of further undeveloped 'Objective A1' zoned lands in Cooldown Commons, Boherboy, Citywest, Saggart and the MacUilliam Housing Estate.
- The opportunities created by the opening of the Luas Line A1 extension, which traverses the SLO lands and is straddled by the A1 zoned lands in Fortunestown, Cooldown Commons and Saggart.
- The opportunities created by the central location of the Citywest Shopping Centre within the Plan Lands and its designation as a District Centre under the County Development Plan and Retail Strategy for the Greater Dublin Area (2008 – 2016).
- The existence of extant permissions for substantial residential development on lands in Cooldown Commons that have not commenced construction and the pressure for further development of A1 zoned lands in the area.
- The existence of elements of significant heritage and potential biodiversity value especially on rural agricultural lands in Boherboy

and undeveloped lands in Cheeverstown adjacent to Citywest Business Park and the need to ensure the careful integration of such into any future development.

- The substantial development that has recently occurred around the Plan Lands in a manner where community, education and recreational facilities has not kept pace with residential development.
- The recent opening of the Outer Ring Road (R136), which has made the Plan Lands and Study Area more accessible to the national road system including the N7 and M50.

- Identify and consult with stakeholders.

The Study Area was identified as a functional area around the Plan Lands with tangible boundaries and was chosen to:

- Acknowledge the link between the Plan Lands and Study Area.
- Assess the issues that face people that live, work and shop around the Plan Lands.

Fig. 1.1 Boundary of Study Area and Plan Lands



Source: Ordnance Survey Ireland & South Dublin County Council

1.4 Environmental Assessments

The Plan Lands include lands that are sensitive in terms of biodiversity and conservation. The Planning Authority was of the opinion that development within the Local Area Plan lands had the potential to have significant effects on the environment. A Strategic Environmental Assessment (SEA), Environmental Report and Appropriate Assessment Screening were therefore undertaken as part of the production of the Local Area Plan and are available as separate documents. The Non Technical Summary of the SEA Environmental Report is included as Appendix 5 of this Plan.

1.5 Public Consultation

Prior to the preparation of this plan, the Council engaged in pre-draft consultation; consultation on a draft plan; and consultation on material alterations to the draft plan at different stages between March 2011 and February 2012. The three stages of consultation included:

- Advertisement and invitation for submissions in the Tallaght Echo.
- The postage of letters of invitation for submission and leaflets to a variety of stakeholders within the Study Area including residents groups and elected members.
- The organisation of public information days comprising the attendance of public displays by Council staff and distribution of leaflets in Citywest Shopping Centre.
- The display of information boards and consultation material in County Hall, Tallaght; Civic Offices, Clondalkin; and in Tallaght Library.
- The display of various consultation material, posters and leaflets on the Council website.

1.6 Planning Status and Period of Local Area Plan

This Local Area Plan relates to lands that are the subject of a number of plans previously adopted by South Dublin County Council and supersedes the Fortunestown Action Area Plan (1999), the Cooldown Commons Area Plan (2006) and the Fortunestown Lane/Garter Lane Area Plan (2009).

In the event that any significant development that was permitted prior to the adoption on this Local Area Plan is commenced on the Plan Lands, planning applications for subsequent surrounding development affected by such development shall, in consultation with the Planning Authority, be designed to reflect the criteria, objectives and standards of this Local Area Plan.

Extensions of duration of permission for planning applications granted prior to the adoption of this Local Area Plan will be granted by the Planning Authority only where such development is consistent with the objectives or any of the frameworks/plans contained within this Local Area Plan, in accordance with Planning and Development Legislation.

This Local Area Plan will remain in force for a period of 6 years from the 14th of May 2012 unless extended by a further period in accordance with Planning and Development Legislation.

Fig. 1.2 Front Cover of Pre-Draft Consultation Leaflet

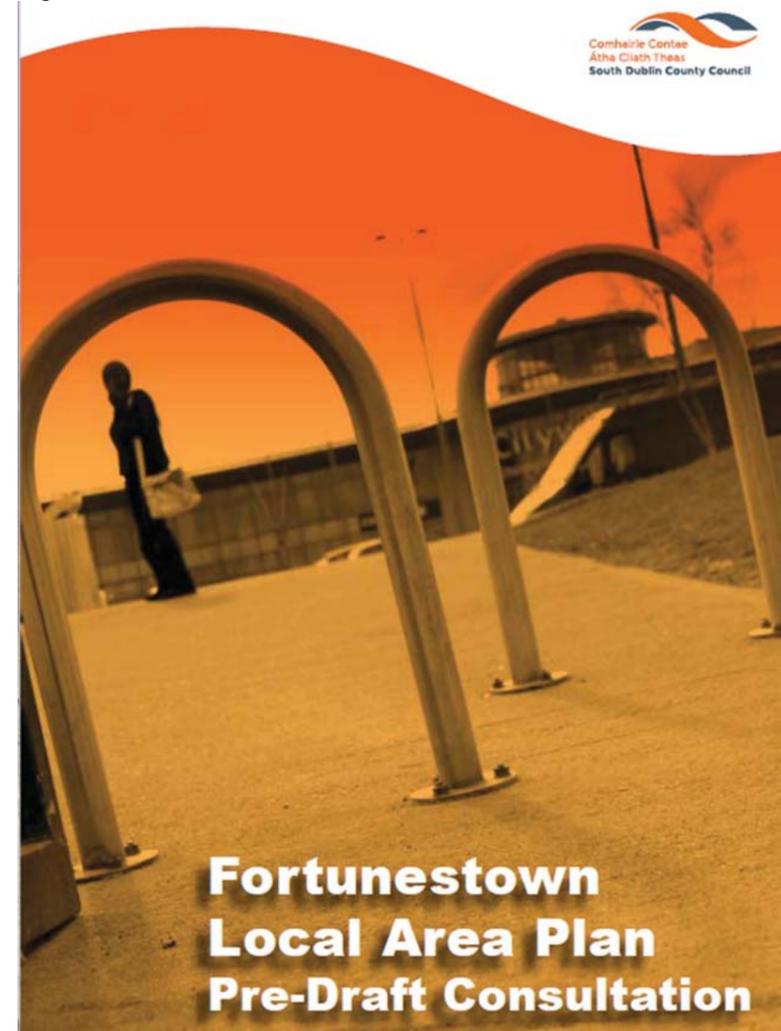


Fig. 1.3 Front Cover of Draft Plan Consultation Leaflet



Photo 1.1 Pre-Draft Consultation at Citywest Shopping Centre



Photo 1.2 Consultation on Draft Plan at Citywest Shopping Centre



2.0 Overall Vision

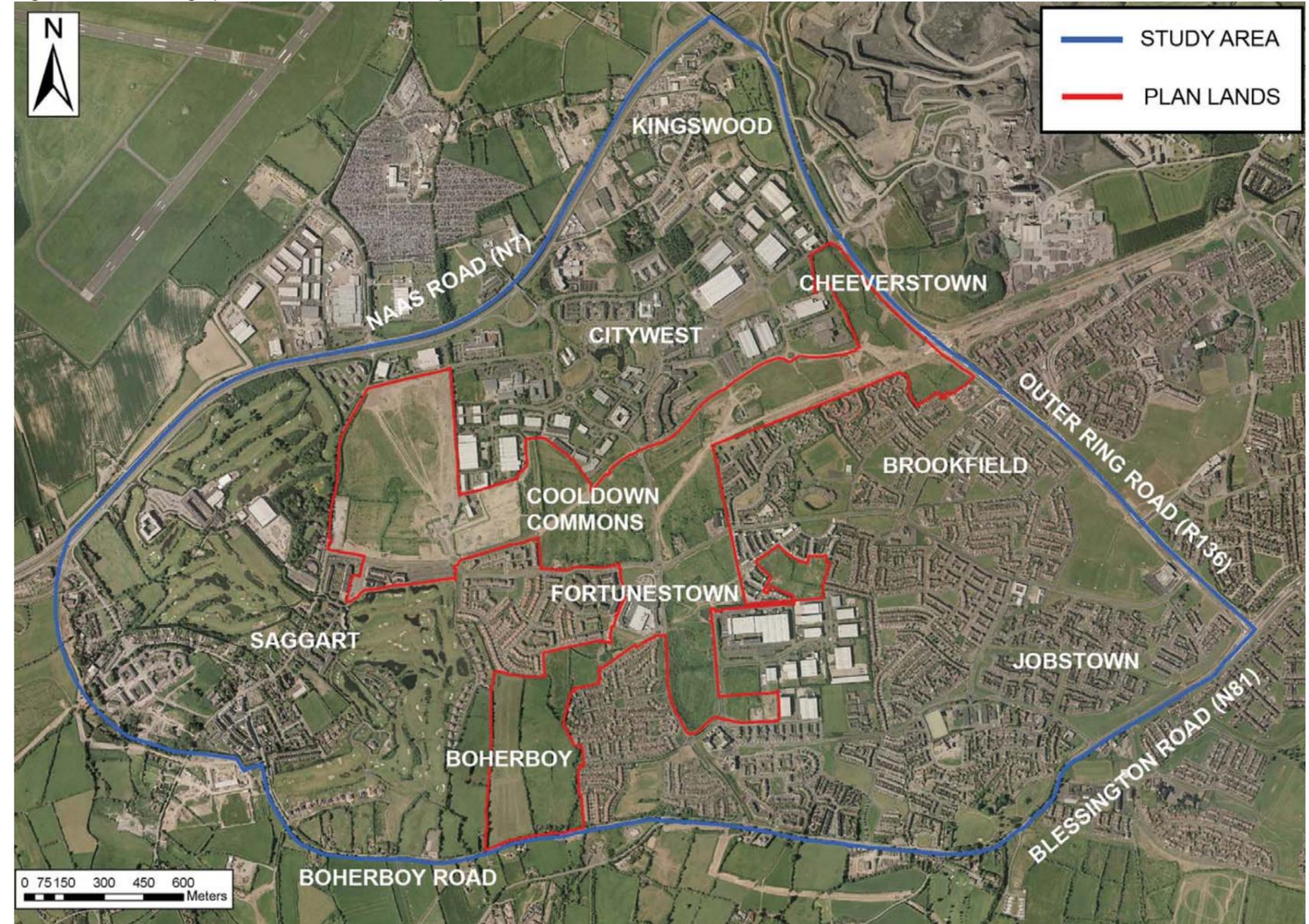
The vision for the Plan Lands arises from the issues raised from research carried out on the Study Area and the issues raised during pre-draft public consultation; the need to ensure that any further development integrates with existing development and public transport facilities, while addressing local needs including parks, schools and community facilities; and the opportunities created by (inter alia) the Luas Line A1 Extension, the emerging community, the Citywest Shopping District/ Centre and surrounding business parks.

Vision:

- **A vibrant district** that focuses development on an identifiable centre, nodal points and the Luas in a manner that creates **a series of neighbourhoods** with individual character and identity.
- A district with strong, safe pedestrian and cyclist **links** between local residents and the business community.
- A sustainable community with a balanced **mix of residential accommodation** and access to good **community, civic and school facilities** that are realised in a timely manner.
- A clear urban structure with a public realm shaped by **good quality streets, spaces and buildings** that prioritises open ended and safe routes for pedestrians, cyclists and public transport users.
- Physically integrated residential communities where **existing and new neighbourhoods** are knitted together.
- A green structure or network of **safe usable green spaces** that permeates through the Plan Lands in a manner that links adjoining lands, provides **meaningful recreational facilities**, incorporates environmental resources including existing elements of significant heritage and wildlife value, and provides for sustainable water management.

The aim of this Local Area Plan is to support this vision by providing the framework within which any new development can take place.

Fig. 2.1 Aerial Photograph of Plan Lands and Study Area



Source: South Dublin County Council

3.0 Appraisal of Plan Lands and Study Area

3.1 Description of Study Area

The Study Area for the Local Area Plan comprises an emerging outer suburb that includes lands at Fortunestown, Citywest, Saggart, Kingswood, Cheeverstown and Boherboy. The Study Area is defined by the Boherboy Road and Blessington Road (N81) to the south; Saggart Village to the west; the Naas Road (N7) to the north; and the Outer Ring Road (R136) to the east.

Developed lands that occupy the Study Area accommodate a varied mix of uses including residential, light industrial, warehouse, office, recreational, retail and service uses.

Residential uses occupy the largest proportion of the Study Area and span the southern side of the Study Area. Light industry, warehouse and office uses are primarily concentrated in the Citywest Business Park with a small agglomeration at Magna Business Park.

Recreational and tourism uses in the form of the Citywest Hotel, Golf Course and Convention Centre are concentrated in the western quadrant of the Study Area. Recreational lands and community facilities also permeate the eastern quadrant of the Study Area.

The main concentration of retail and service uses occurs close to the centre of the Study Area at the Citywest Shopping Centre.

3.2 Description of Plan Lands

The Plan Lands comprise circa 144 hectares (356 acres) and run through the centre of the Study Area from east to west. The Plan Lands largely straddle sections of Fortunestown Lane/Way and the Luas line and also incorporate lands further to the south including rural lands at Boherboy and undeveloped lands adjacent to Magna Business Park.

Circa 90% of the Plan Lands remain undeveloped. The undeveloped lands are largely open in character and consist of unmanaged wet rushlands, scrubland and grassland with some intact and remnant hedgerows and ditches that represent old field boundaries. With the exception of lands at Boherboy, the Plan Lands are relatively flat in topography with a slight downhill slope from south to north.

The lands at Boherboy have a strong rural character with an undulating topography that rises relatively steeply from north to south towards Boherboy Road and comprise a small tillage and pasture farm.

Tributaries of the Camac River run in a north-south direction through the Plan Lands including the Corbally Stream, Kingswood Stream and Fettercairn Stream with some sections culverted under roads and buildings.

The Plan Lands are predominantly surrounded by existing residential developments and elements of business park/industrial estate lands.

3.3 Policy and Strategic Context

The European, national, regional and local planning policy documents and directives that informed the preparation of the LAP are outlined in Appendix 2.

Photo 3.1 View of Development around Plan Lands from Boherboy



Photo 3.3 Undeveloped Plan Lands & Adjacent Development



Photo 3.2 Vista along Citywest Road



Photo 3.4 Fortunestown Luas Stop & Shopping Centre



3.4 Development Status of Plan Lands

As illustrated in Figure 3.1, the majority of the Plan Lands remain undeveloped. The developed areas (circa 10%) include the Citywest Golf Village at the edge of Saggart Village; the TLC Nursing Home off Fortunestown Lane, a discount foodstore along Fortunestown Way; 2 no. park and ride facilities off Citywest Avenue; and the Citywest Shopping Centre at the junction of Fortunestown Lane and Citywest Road.

3.5 Residential Development

Considerable residential development has taken place directly around the boundaries of the Plan Lands over the past 17 years and several permissions for residential development remain unexpired within the boundaries of the Plan Lands at Cooldown Commons and the Citywest Shopping Centre.

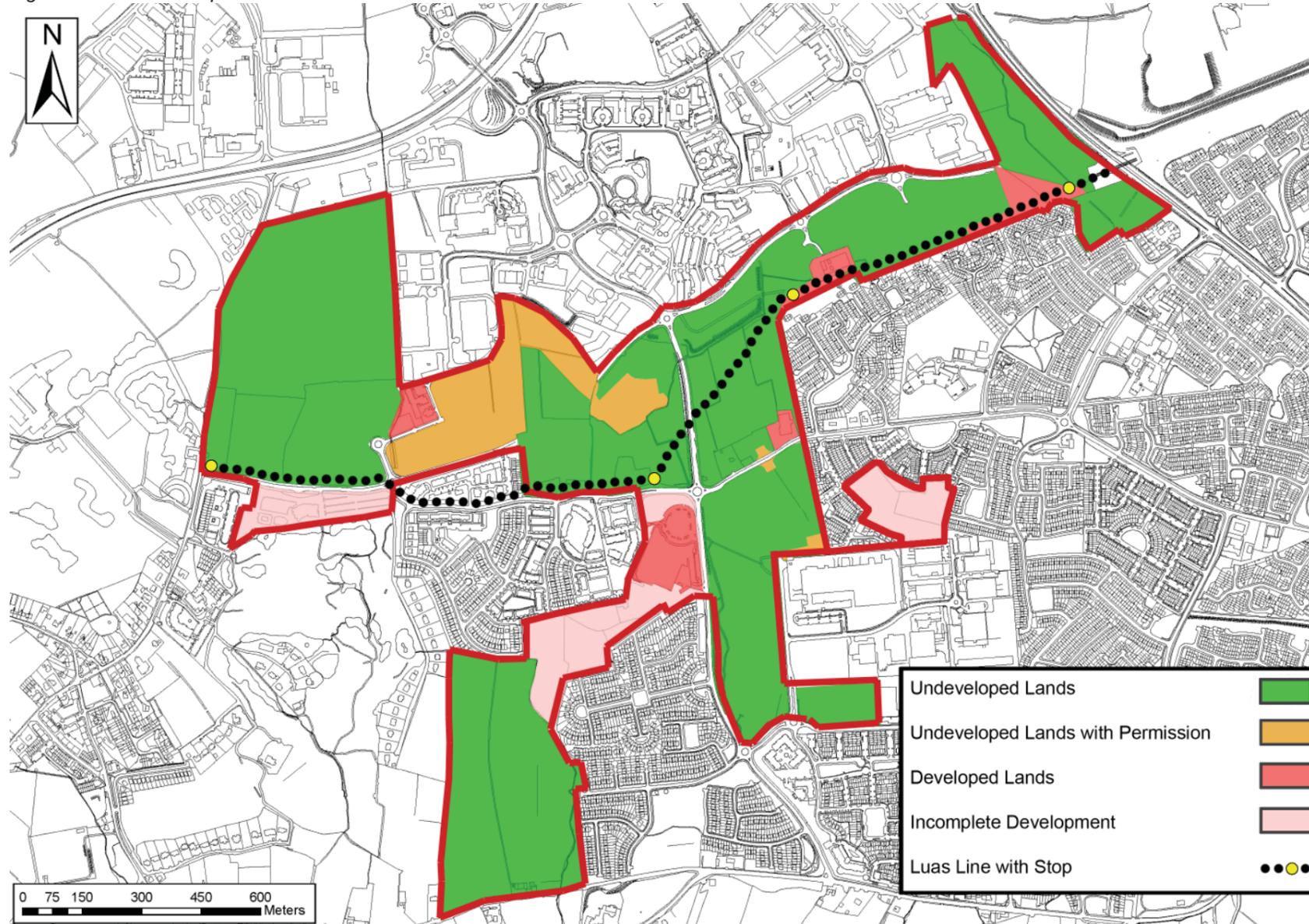
A total of circa 3,800 dwellings were permitted on sites within or directly adjacent to the boundaries of the Plan Lands between 1993 and 2010 of which circa 3,150 (83%) have been built. No dwellings have, however, been built within the Plan Lands with the exception circa 50 dwelling units (apartments and duplexes) within the footprint of the Citywest Shopping Centre.

Circa 660 (17%) of the aforementioned dwellings permitted between 1993 and 2010 have not commenced in terms of construction. Only 130 of these dwellings have since expired in terms of planning permission thus leaving circa 530 dwellings with extant permissions, which gradually expire between May 2012 and September 2013. All of the dwellings with extant permissions were permitted within the boundaries of the Plan Lands at Cooldown Commons and Citywest Shopping Centre.

Chart 3.1 shows that the largest proportion of built dwellings (i.e. 3,150) comprised 3 bedroom houses at 37%, followed by 2 bedroom apartments at 34% and 3 bedroom duplexes at 12%. The total proportion of built apartments equated to 40%. The predominance of 3 bedroom houses, 2 bedroom apartments and 3 bedroom duplexes indicates a reasonable choice and mix of dwellings that might be found in a more inner suburban area.

The largest proportion of dwellings permitted with extant permissions but not commenced (i.e. circa 530 dwellings) comprise 2 bedroom apartments at 41%, followed by 3 bedroom duplexes at 18% and 3 bedroom houses at 16%. The total proportion of apartments yet to be built equates to 49% of dwellings with extant permissions, which is considered to represent a high proportion in the context of the outer suburban location of the Plan Lands. It is considered that the construction of these apartments is unlikely on the basis of the recent and relative imminent expiry of planning permissions.

Fig. 3.1 Current Development Status of Plan Lands



Source: South Dublin County Council

3.6 Commercial and Community Floorspace

The total quantum of commercial and community floorspace permitted as part of the housing and mixed use developments (commercial and residential) on sites within or directly adjacent to the boundaries Plan Lands between 1993 and 2010 equated to circa 34,400 sq.m of which circa 23,000 sq.m (67%) has been built and circa 11,400 sq.m (33%) has not been built.

All of the commercial and community floorspace that is yet to commence (i.e. 11,400 sq.m) has been permitted within the Plan Lands either within Cooldown Commons or as part of the Citywest Shopping Centre. The largest proportion of non-commenced floorspace comprised nursing home floorspace at 82% followed by childcare floorspace at 9%. Community floorspace equated to 1%. An extant permission for a large nursing home in Cooldown Commons accounts for the high proportion of non commenced nursing home floorspace.

The breakdown of the floorspace that has been built is detailed in Chart 3.2. The largest proportion of built floorspace comprised retail at 55%, followed by nursing home floorspace at 28% and office at 7.4%. Community floorspace equated to just under 2%. The Citywest Shopping Centre accounts for the high proportion of retail floorspace.

Chart 3.1 Dwellings Built around and within Plan Lands 1993 - Present

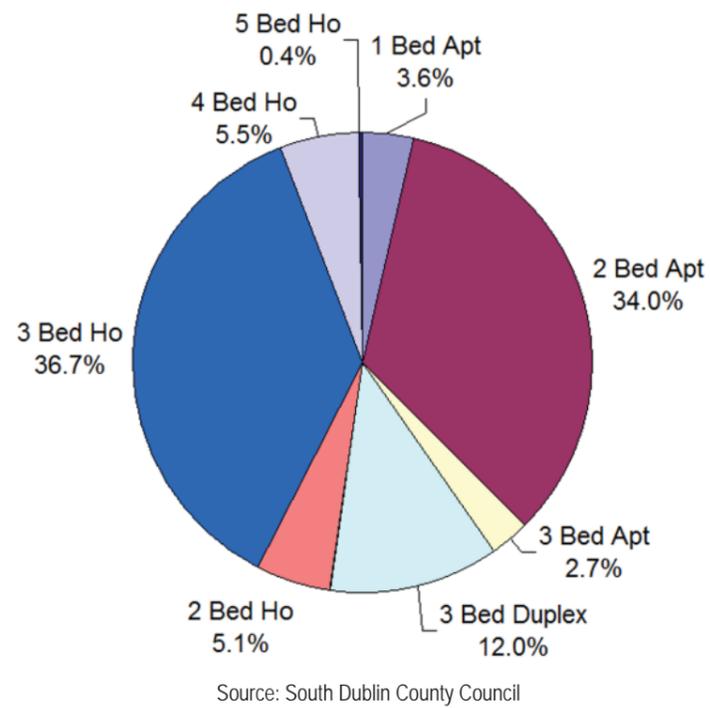


Chart 3.2 Breakdown of Commercial and Community Floorspace Built around and within Plan Lands 1993 - Present

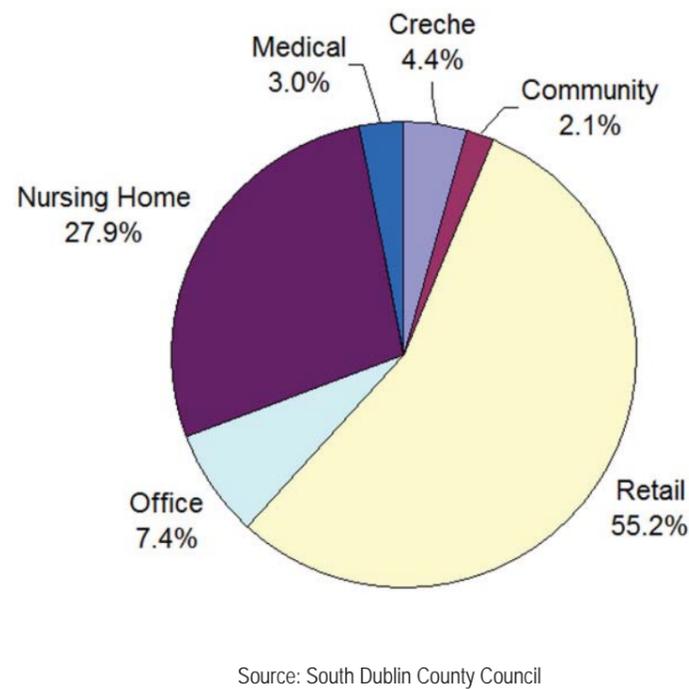
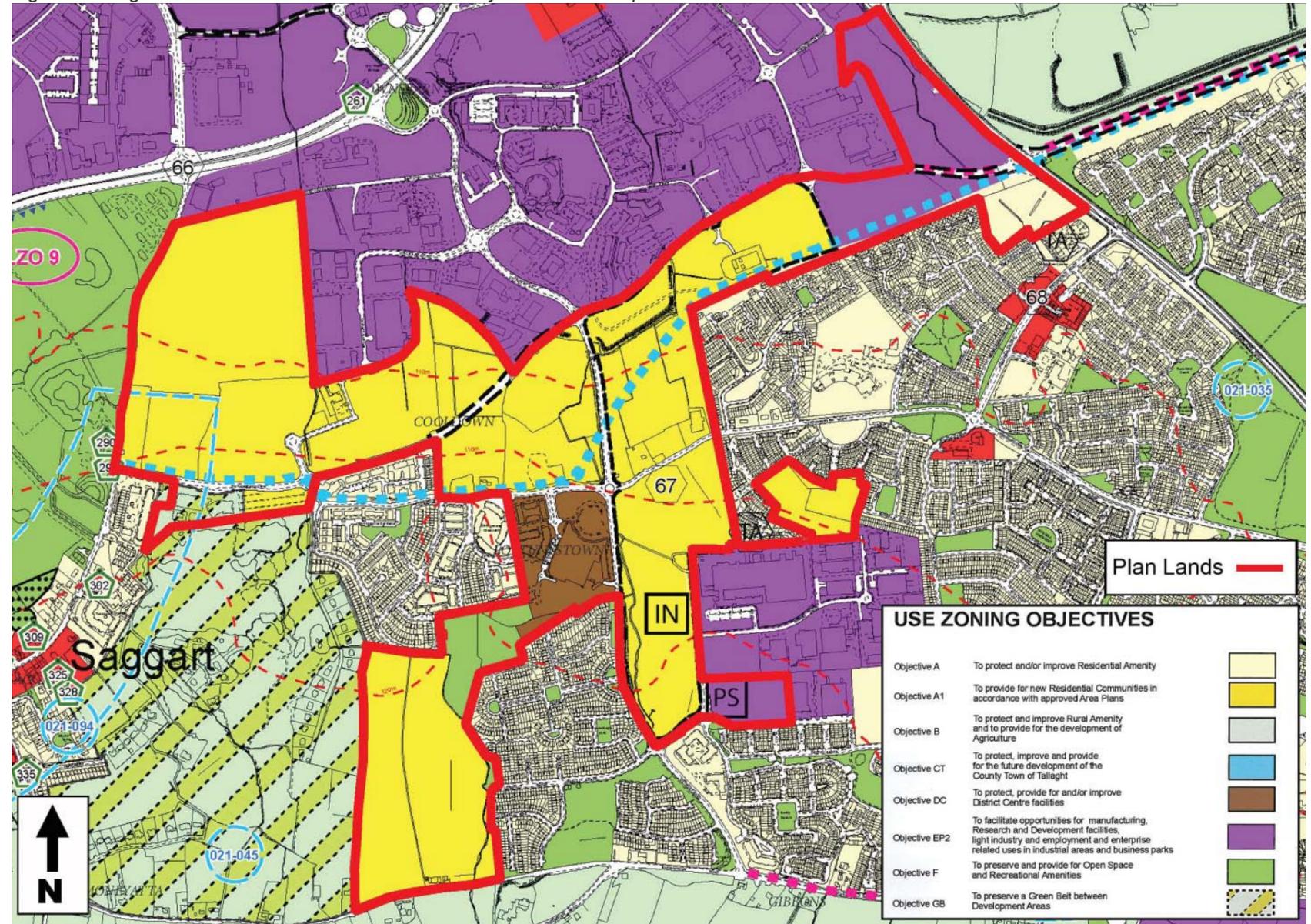


Fig. 3.2 Zoning of Plan Lands under South Dublin County Council Development Plan 2010 -2016



3.7 Development Plan Zoning

Under the South Dublin County Council Development Plan (2010 - 2016), the Plan Lands are primarily zoned Objective A1 (circa 75%) to provide for new residential communities with other zoning objectives including Objective DC, to protect, provide for and/or improve district centre facilities; Objective EP2, to facilitate opportunities for manufacturing, research and development facilities, light industry and employment and enterprise related uses in industrial areas and business parks; Objective GB, to preserve a Green Belt between Development Areas; and Objective F, to preserve and provide for open space and recreational amenities.

3.8 Population/Demographics

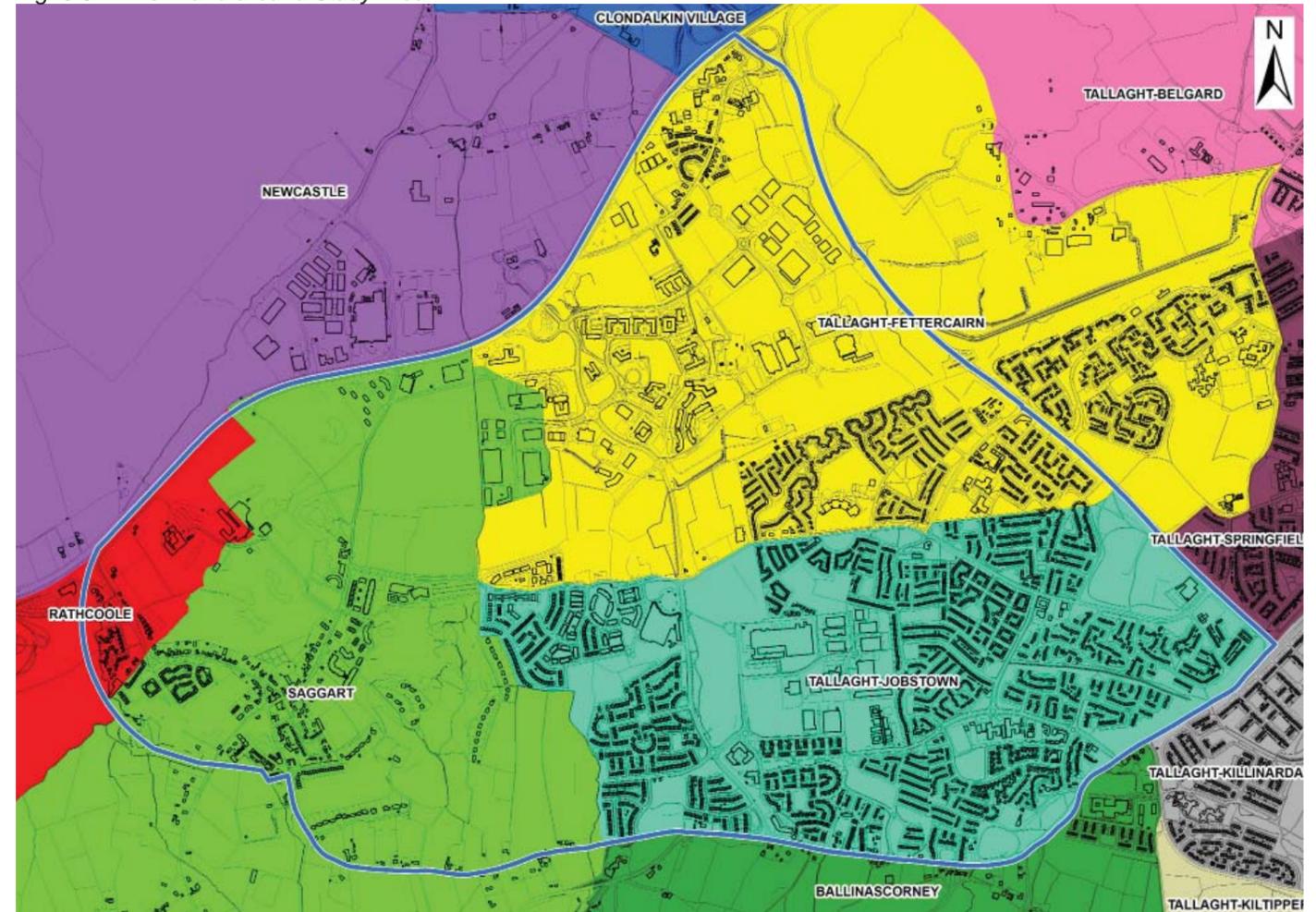
The Study Area comprises all of the Tallaght-Jobstown District Electoral Division (DED), the majority of the Tallaght-Fettercairn DED and a significant proportion of the Saggart DED. A minor element of the Rathcoole DED is located within the Study Area and was excluded from the demographic analysis.

The three DEDs of Saggart, Tallaght-Fettercairn and Tallaght-Jobstown have grown from a combined population of 17,914 in 2002 to 27,291 in 2011 thus experiencing a population growth of 52% or 9,377 over that 9 year period.¹

As illustrated in Chart 3.3 the most pronounced population growth between 2002 and 2011 was experienced in Tallaght-Jobstown where the population grew by 69% from 9,838 to 16,616.

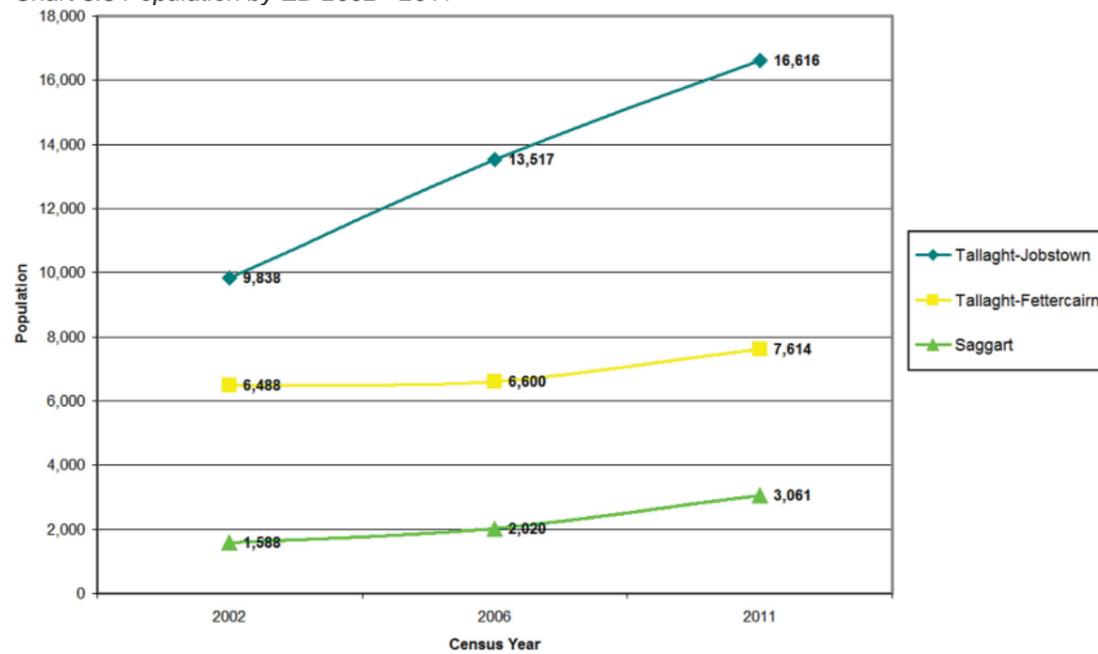
The age profile of the all three DEDs as recorded under the 2006 Census was characterised by a youthful population with 30% of the population in the 0-14 years age bracket; 30% in the 15-29 years age bracket and 40% in the age cohort above 30 years of age. Only 2.6% of the population was recorded in the 65 plus age cohort. Similarly detailed figures recorded under the 2011 Census are due to be released in May 2012.

Fig. 3.3 DEDs in and around Study Area



Source: South Dublin County Council

Chart 3.3 Population by ED 2002 - 2011



Source: CSO & South Dublin County Council

1: 2002 CSO Census, 2006 CSO Census, 2011 Preliminary Census Figures

3.9 Schools

A total of 6 primary/national schools and 2 secondary/post primary schools are located within the boundary of the Study Area. A site for an additional primary school was originally designated on the site of the Citywest Shopping Centre under the Fortunestown Action Area Plan (1999). The West Tallaght Study (2003) further identified a need for a primary school in Fortunestown. No new primary school has been realised to date.

The South Dublin County Council Development Plan 2010-2016 designates a primary school site and a secondary school off Magna Drive adjacent to Magna Business Park. A further primary school site is designated under the Development Plan off Slade Road at the south-western edge of Saggart Village. The Fortunestown Lane/Garter Lane Local Area Plan (2009) also designates a primary school (3 acres) off Fortunestown Lane. The identified secondary school site and two of the identified primary school sites are located within the boundaries of the Plan Lands. The location of the existing school sites and sites identified under the aforementioned plans are detailed on Figure 3.4.

3.9.1 Primary School Enrolments and Demand

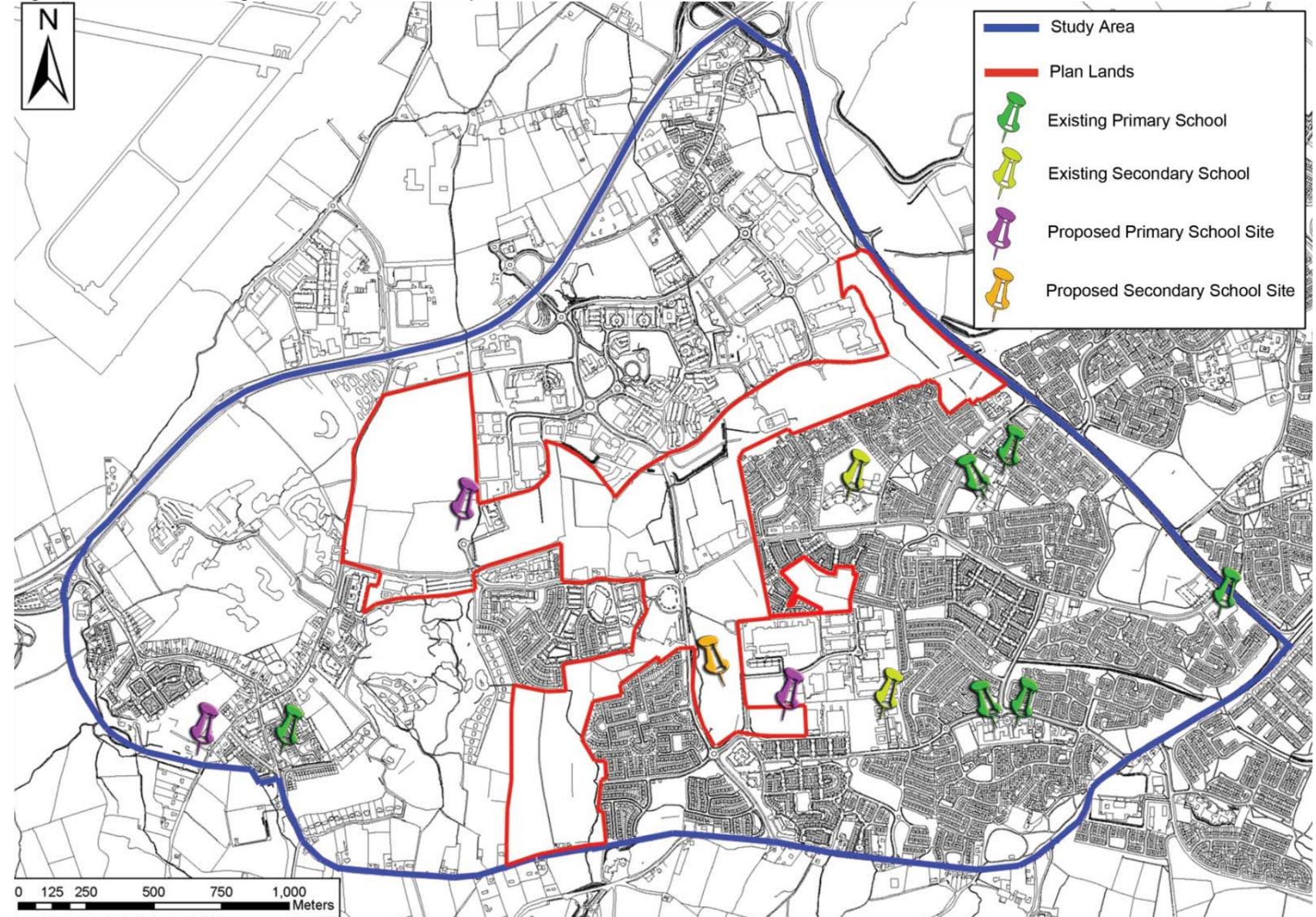
The number of pupils enrolled in primary schools located within the Study Area increased from 1,659 in 2000 to a high of 2,055 in 2010, which represents an increase of 24%. A low of 1,620 pupils was recorded in 2001.¹

St. Mary's National School Saggart experienced the biggest proportional increase in enrolments from 103 students in 2000 to 391 enrolments in 2010, which represented an increase of 280%.

The Department of Education and Skills advise that there is currently a need for three additional primary schools to serve the existing population in West Tallaght/Fortunestown and two of which should be located on the Plan Lands.

The Department of Education also advises that, based on the projected number of dwellings within the Plan Lands under this Local Area Plan (see Appendix 4) and the consequent population increase, there would be a need for two further primary schools within the Plan Lands. In conclusion it is advised that there is a need for a total of four primary schools within the Plan Lands to cater for the existing and future population. A further school is also required outside the Plan Lands for the existing population.

Fig. 3.4 Location of Existing Schools and Schools Proposed under other Current Plans



Source: South Dublin County Council

3.9.2 Secondary School Enrolments and Demand

The number of pupils enrolled in the 2 secondary schools located within the Study Area decreased from a high of 966 in 2000 to 781 in 2010, which represented a decrease of 19.2%. A low of 694 pupils was recorded in 2008.²

The Department of Education and Skills acknowledge that a site is currently designated on the Plan Lands for a secondary school at Magna Business Park. It is further advised that, based on the projected number of dwellings under this Local Area Plan, there is a requirement for an additional secondary school. In conclusion it is advised that there is a need for a total of two secondary schools within the Plan Lands to cater for the existing and future population.

¹ Source: Local Schools and Department of Education and Skills

² Local Schools and Department of Education and Skills

3.10 Public Transport

The Luas Red Line A1 Extension, which opened in July 2011, offers a high frequency public transport service to Dublin City Centre and Tallaght Town Centre. The Luas Line Extension traverses the Plan Lands and links with the pre-existing Red Luas Line. Park and Ride facilities have been constructed at the Citywest Campus Stop and at the Cheeverstown Stop.

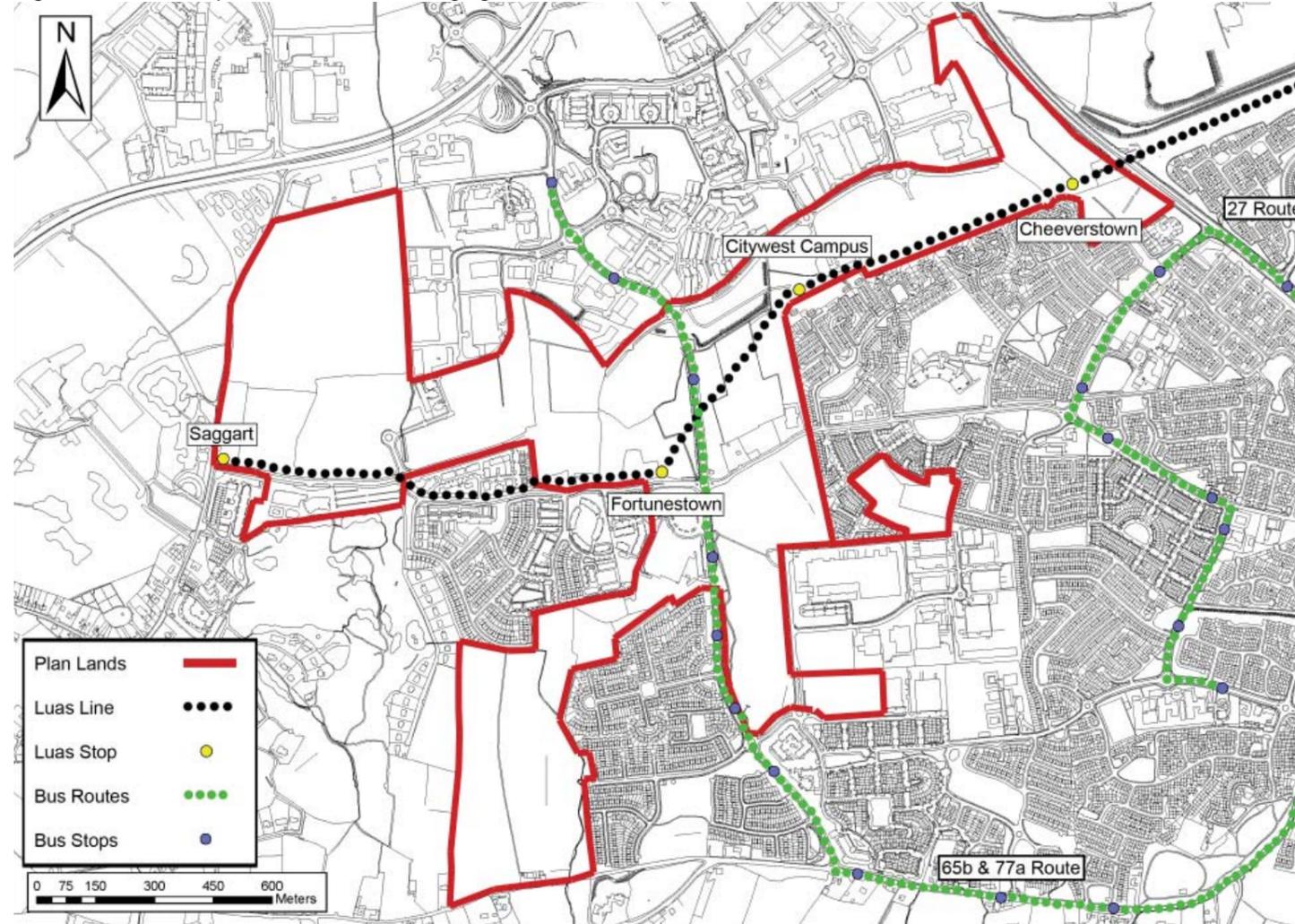
Luas Red Line Trams operate directly from Saggart to Connolly at 10 minute intervals between 7am and 7pm during weekdays. Outside of these hours it is sometimes necessary for passengers to interchange at the Belgard Stop.

Bus routes that serve the Study Area were recently reviewed under Phase 2 of Dublin Bus Network Direct program.

The 77a and 65b bus routes operate between Dublin City and the Citywest Business Campus via the Blessington Road and Citywest Road. The 65b operates at a frequency of circa 1.3 buses per hour during peak hours on weekdays and the 77a operates at a frequency of circa 4 buses per hour during peak hours on weekdays.

The 27 bus route operates between Dublin City and Jobstown via Fortunestown Road, Jobstown Road, Fortunestown Way, Brookfield Road and the Outer Ring Road at a frequency of circa 5.7 buses per hour during peak hours on weekdays.

Fig. 3.5 Public Transport Network with Emerging Bus Routes



Source: South Dublin County Council and Dublin Bus

Photo 3.1 Cheeverstown Park and Ride



Photo 3.2 Existing Development Adjacent to Fortunestown Luas Stop



Photo 3.3 Undeveloped Land Adjacent to Fortunestown Luas Stop



4.0 Physical Analysis

4.1 Introduction

This section of the Local Area Plan sets out a physical analysis of the Study Area in terms of character areas, building heights, vehicular and pedestrian access, movement, cycle routes, utilities and heritage features. The findings from this Physical Analysis and the Area Appraisal carried out under Section 3 are brought together in a SWOT analysis that primarily focuses on the Plan Lands.

4.2.1 Character Areas

The Study Area can be divided into five Character Areas - Mixed District 1 (Kingswood); the Business District; the Established Residential District; the New Residential District; and Mixed District 2 (Saggart and Boherboy).

Development within Mixed District 1 (Kingswood) is dispersed and comprises a varied mix of uses including sports/recreation, office, residential, warehouse and industry.

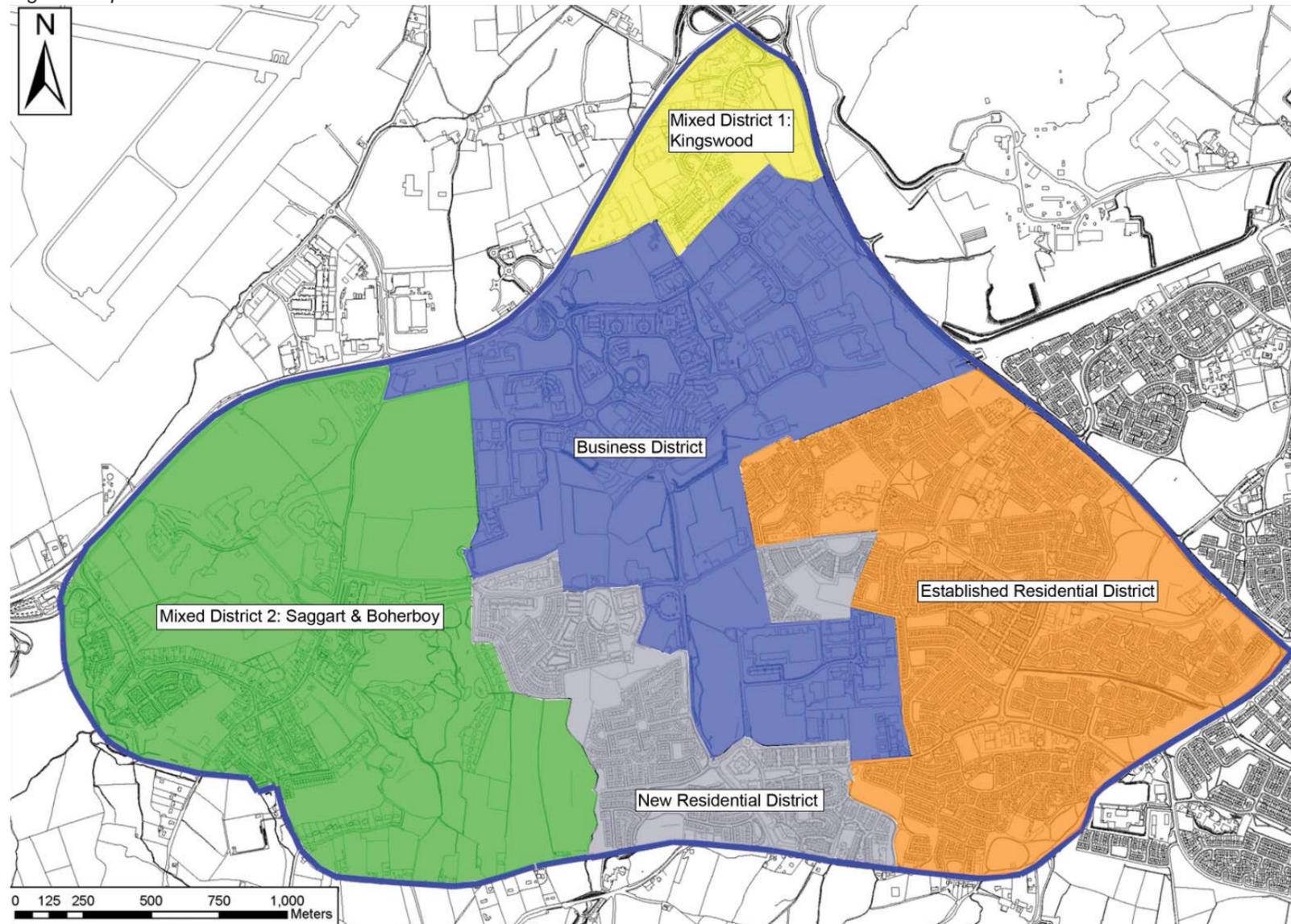
The Business District is located centrally within the Study Area and is the primary location for commercial and business activities. This area includes two industrial/business parks (Citywest and Magna) and the Citywest Shopping Centre.

The Established Residential District is characterised by suburban residential development carried out mostly in the 1970s and 1980s and comprises a network of residential roads and cul-de-sacs with two storey terraced and semi-detached housing. This district has some large open areas of public open space.

The New Residential District has largely been developed post 1990s in a similar suburban model to the Established Residential District with housing laid out along a network of roads and cul-de-sacs. There is some frontage and overlooking of public open spaces but dwellings largely face corners with blank gables and main roads with large set backs.

The Mixed District 2 comprises three distinct areas namely Citywest Hotel and Golf Complex; Saggart Village; and Boherboy. Development of the Hotel and Golf Complex has taken place in an incremental manner. The village centre of Saggart still retains some of its rural village character and historic setting. The townland of Boherboy also retains much of its rural character, agricultural field pattern and an undulating topography.

Fig. 4.1 Map of Districts



Source: South Dublin County Council

Photo 4.1 Office Block in Business District



Photo 4.2 Housing and Open Space in New Residential District



4.2.2 Building Heights

Building heights vary across the Study Area from low rise to medium rise structures with the predominant building heights being two and three storeys.

The Established Residential District in the eastern quadrant of the Study Area is generally a low rise area that is populated with two storey dwellings. Some residential buildings reach three and four storeys in height in the more recent Ard Mor, Brookview, MacUilliam and infill housing developments.

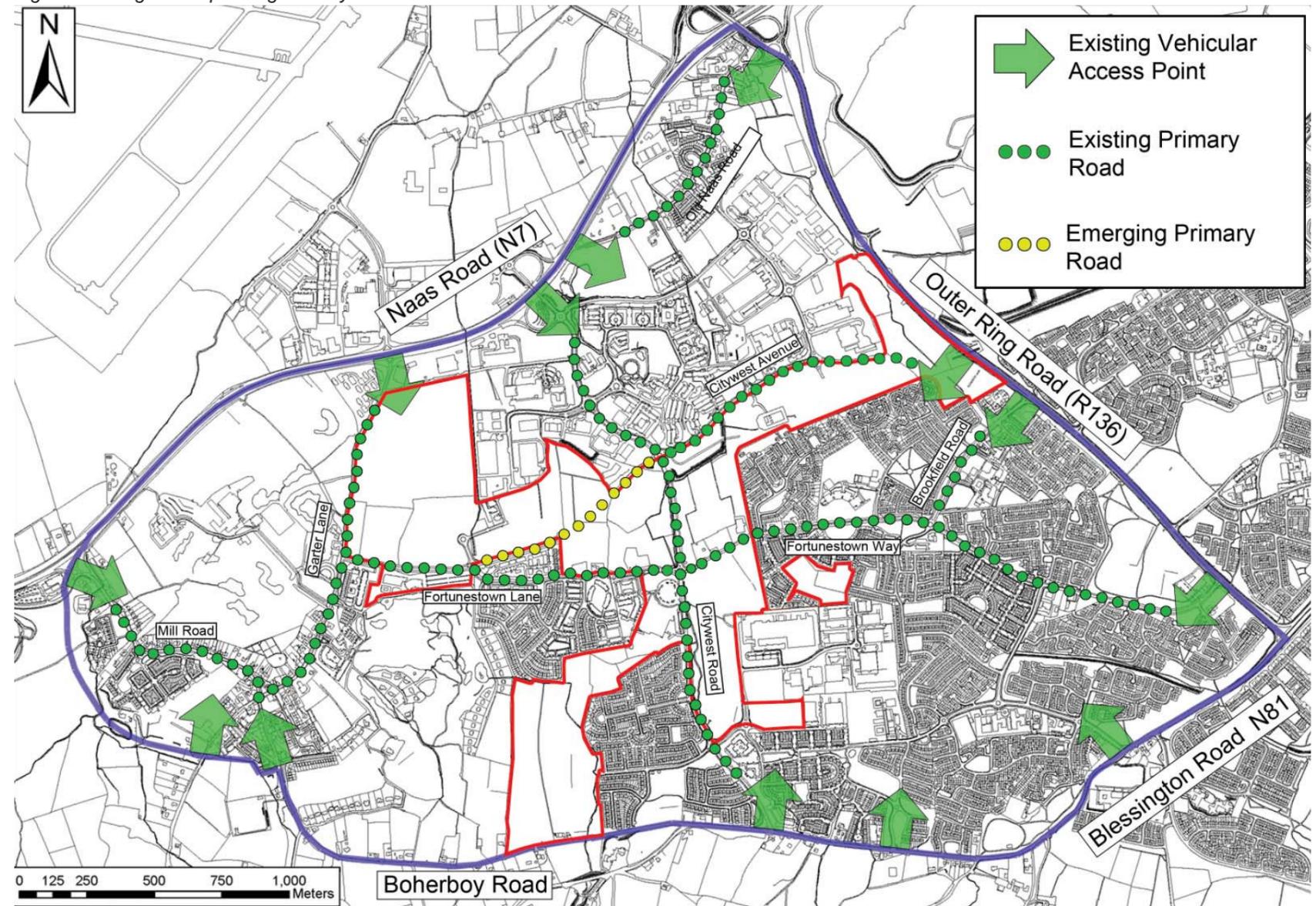
The greatest variation in building heights occurs in the Mixed District 2 (Saggart, Citywest Hotel Complex and Boherboy) and in the New Residential District where there is a varied mix of dwelling types and residential buildings including apartment blocks that range from between two storeys to five storeys in height with the predominant building heights being two and three storeys. The square tower and finials of Saggart Church dominate the skyline in Saggart, which is visible from Boherboy.

Commercial buildings in the Business District vary according to building type. Office blocks in the Citywest Business Park range from single storey buildings to four storey buildings. Warehouse and light industry buildings in Citywest and Magna Business Parks are generally double height structures. Two adjacent quadruple height lecture hall buildings create a local feature along the roofline in Citywest Business Park.

Photo 4.3 View of New Residential District across Plan Lands



Fig 4.2 Existing and Impending Primary Vehicular Access and Movement Network



Source: South Dublin County Council

4.3 Primary Vehicular Access and Movement

The Study Area benefits from numerous vehicular access points to and from regional and national roads that run along its outer edges including the Naas Road (N7), Outer Ring Road (R136) and Blessington Road (N81).

The vehicular access points largely link with primary distributor roads that run through the Study Area namely Citywest Road, Fortunistown Lane, Fortunistown Way, Citywest Road, Mill Road, Brookfield Road, Garter Lane and the Old Naas Road. The majority of these roads also run through or along the boundaries of the Plan Lands.

These access points and distributor roads combine to make the Plan Lands extremely permeable for vehicular through-traffic by way of providing open ended routes and creating multiple trip opportunities

to and from destinations both within and outside the Study Area. The east-west vehicular permeability through the Plan Lands will be further enhanced by the construction of a new section of Citywest Avenue across the Plan Lands between Fortunistown Lane and Citywest Road. It is envisaged that this road extension will be constructed as part of the development of the Plan Lands.

Vehicular permeability between housing estates within the Study Area and around the Plan Lands is, however, limited by the diffuse network of secondary roads located between the primary distributor roads and the absence of through routes. Many of the secondary roads terminate in cul-de-sacs with barriers that prevent vehicular movement between estates. The primary and secondary road network that permeates the Study Area therefore lacks a hierarchy of connected vehicular routes.

4.4 Pedestrian Movement

Notwithstanding the high degree of permeability for motor vehicles along primary distributor roads, pedestrian movement throughout the Study Area and around the Plan Lands is limited along primary vehicular routes and especially between residential areas.

Long stretches of road along Fortunestown Way, Garter Lane, Blessington Road and the southern section of the Citywest Road are served by footpaths on one side only.

Pedestrian access points between housing areas and distributor roads in some cases terminate in places where there are no footpaths. Crossing points along primary roads are also limited and roadside barriers restrict access between residential areas and open spaces. Available pedestrian paths along distributor roads are also poorly overlooked and lack supervision due to the absence of frontage from buildings.

The disjointed network of pedestrian routes is exacerbated by the cellular layout of housing estates in the Established and New Residential Districts where movement through housing estates and between housing estates is limited by barriers created by a diffuse network of secondary arterial roads with cul-de-sacs that lack through routes. The Study Area therefore lacks a pedestrian network with a choice of open ended and safe pedestrian routes.

4.5 Cycle Routes

The Study Area and Plan Lands are served by a series of disjointed on and off-street cycle paths that run along intermittent sections of primary distributor roads and in some instances on only one side of these roads. These cycle paths are largely only provided along the Citywest Road, Citywest Avenue, Fortunestown Lane and a section of Fortunestown Way but are also interrupted by numerous road junctions and driveways.

No dedicated cycle routes are available within or between secondary residential and arterial roads. Therefore the Study Area lacks an open ended and integrated cycle network.

4.6 Community and Outdoor Facilities

An audit of community and outdoor facilities within the Study Area was carried out with specific reference to the facilities identified for investment under the South Dublin County Council's 'West Tallaght Study' (2003). The audit details the nature, location and status of the identified facilities and is set out in Appendix 3.

A number of high quality healthcare, childcare, leisure, community and sports facilities have been completed in Jobstown and Brookfield including the Tallaght Leisure Centre, Brookfield Youth and Community Centre, Jobstown Youth Centre and an all weather pitch with changing rooms at Kiltalown.

Some facilities have been development on and around the Plan Lands for the residents of Fortunestown including private childcare facilities; retail floorspace; local community rooms; and a multi use games area constructed by the Council as part of the MacUilliam Housing Estate.

The need for a community/youth facility was identified for Fortunestown under the West Tallaght Study and planning permission for a sports pavilion with parking; two grass football pitches; a tennis court; a children's playground; a jogging track and landscaped parkland was

Photo 4.4 Barrier Between Adjacent Residential Development



Photo 4.5 Barriers and Absence of Footpath along Citywest Road



Photo 4.6 Absence of Footpath or Crossing along Fortunestown Way



Photo 4.7 Barriers between Housing along Fortunestown Way



granted as part of the Citywest Shopping Centre. These facilities have yet to be built and an extension of duration of permission was granted until November 2012 (SD03A/0857/EP). A subsequent permission was granted for a landscaped park at the same location (SD08A/0347 - PL06S.232955) to include for similar facilities.

4.7 Utilities

As illustrated in Figure 4.3, the Plan Lands are crossed by a multitude of utilities including underground and overhead electrical transmission lines and ducts; arterial water mains; fibre optic ducts; sewers (surface water and foul) and gas mains. Some of the utilities have been laid under existing roads.

Development adjacent to the Plan Lands has largely taken place around the utility lines especially at Boherboy and to the rear (south-west) of the Citywest Shopping Centre. Within this context the layout of housing estates including open spaces and roads in the New Residential District appears to have been dictated significantly by the location of utilities. This is evident by the corresponding setback of the boundaries of the Saggart Abbey and Carrigmore housing estates from adjacent water mains and the shape of the partially completed open space located between these two housing estates.

4.8 Heritage and Potential Wildlife Features

The Study Area includes a small number of built heritage features that are identified under the South Dublin County Council Development Plan 2010 - 2016.

Recorded Monuments and Protected Structures, which include Saggart House, Tasaggart House, Saggart Cemetery and Saggart Church, are primarily concentrated around Saggart Village and the Citywest Hotel and Golf Course to the west and south-west of the Plan Lands. Saggart Church creates a local historical landmark and its square tower with finials is visible from the surrounding area especially at Boherboy. The Corbally Bridge also provides a local landmark along the Boherboy Road at the southern boundary of the Plan Lands.

Saggart Village and its surrounding area is identified as an area of archaeological potential (site no. 021-034). A small section of this area of archaeological potential extends across the eastern side of Garters Lane into the Plan Lands.

There are no Protected Structures or Recorded Monuments located within the Plan Lands. A Recorded Monument in the form of a holy well is located just outside the Plan Lands to the south-west at Boherboy.

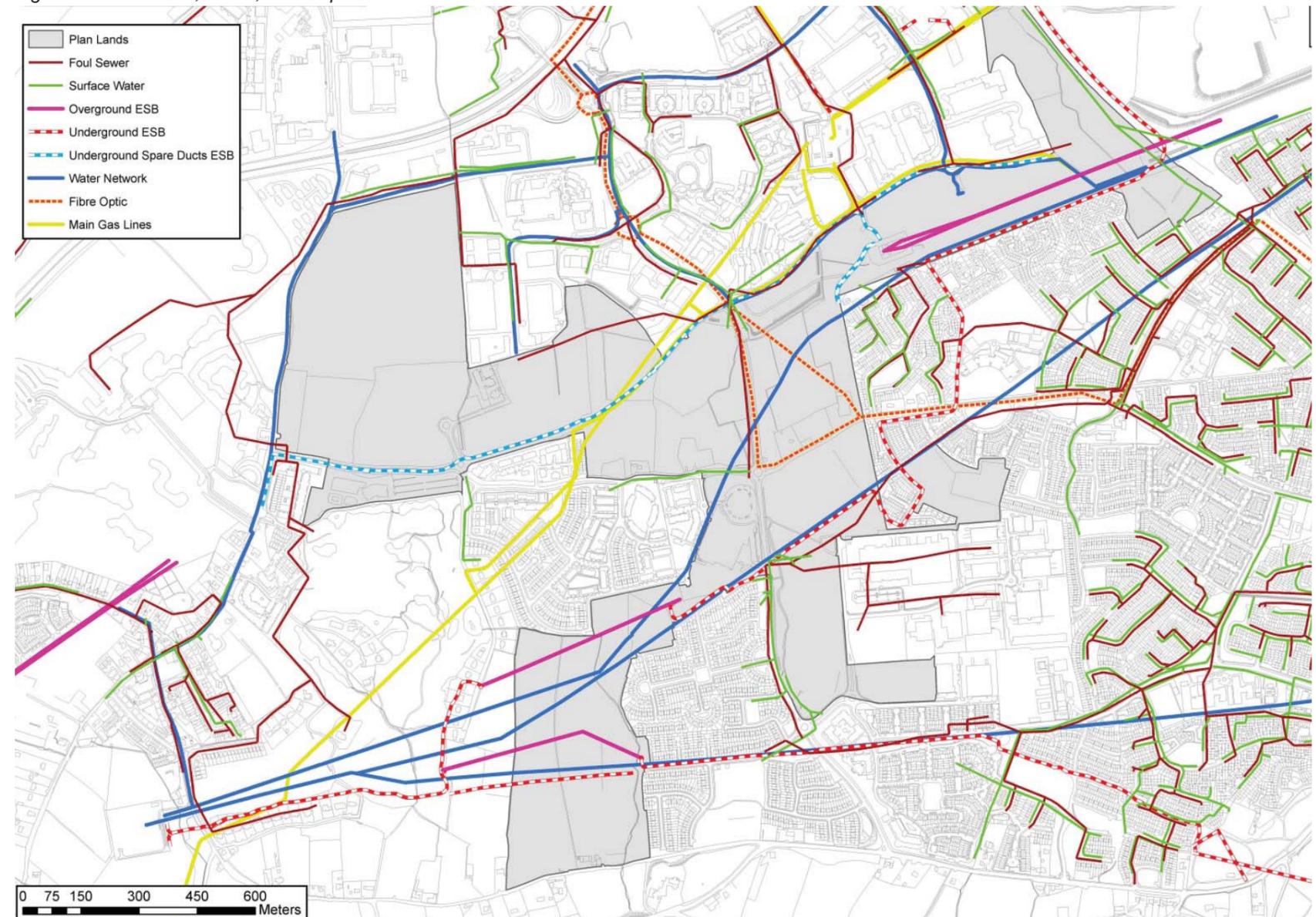
A number of natural features permeate the Study Area including intact and remnant hedgerows, open streams and ditches that form potential wildlife corridors.

Elements of historic field boundaries survive across the Plan Lands today. The most significant sections of intact hedgerow are located on rural lands at Boherboy and around grasslands adjacent to the Outer Ring Road at Cheeverstown. These hedgerow sections are denoted as 'H1' in Figure 4.4.

The lands at Boherboy have a strong rural character with an undulating topography that slopes steeply near the Boherboy Road. The hedgerow boundary along the eastern edge of Boherboy follows the route of the Corbally Stream and represents an historic townland, barony and parish boundary that divided the old townlands of Boherboy, Corbally and Fortunestown. A spring is also located along this boundary.

The hedgerow boundary between Citywest Business Park and the Outer Ring Road at Cheeverstown also represents an historic townland, barony

Fig. 4.3 Utilities: ESB, Water, Fibre Optic & Gas



Source: South Dublin County Council

and parish boundary that divided the old townlands of Brownsbarn and Cheeverstown.

Both historic boundaries are important heritage features and potentially important wildlife corridors.

Extensive views of the Dublin Mountains to the south, including the Slade Valley, are also afforded from throughout the Plan Lands especially at Boherboy.

The Plan Lands are situated within the catchment of the River Camac. A number of small tributary streams flow directly off the foothills of the Dublin Mountains and through the Plan Lands including the Kingswood Stream, the Corbally Stream and the Fettercairn Stream. Substantial sections of these streams remain open across the Plan Lands.

4.9. Flood Risk Data

The Plan Lands are situated within the catchment of the River Camac. A number of small streams also flow directly off the foothills of the Dublin Mountains and through these lands.

Flood risk information sources on the Plan Lands comprise information on alluvial soils as a surrogate for Flood Risk; OPW recorded Flood Events; the Preliminary Flood Risk Assessment (PFRA) carried out by the OPW and indicative flood risk mapping from JBA Consulting.

OPW historical information includes a record of a single flood event point just north of the City West Shopping Centre where local flooding resulted in the 12 hour closure of Fortunestown Lane in November 2000. It is noted from public consultation that serious flooding reportedly occurred in October 2011 at the northern end of the Boherboy lands, Carrigmore

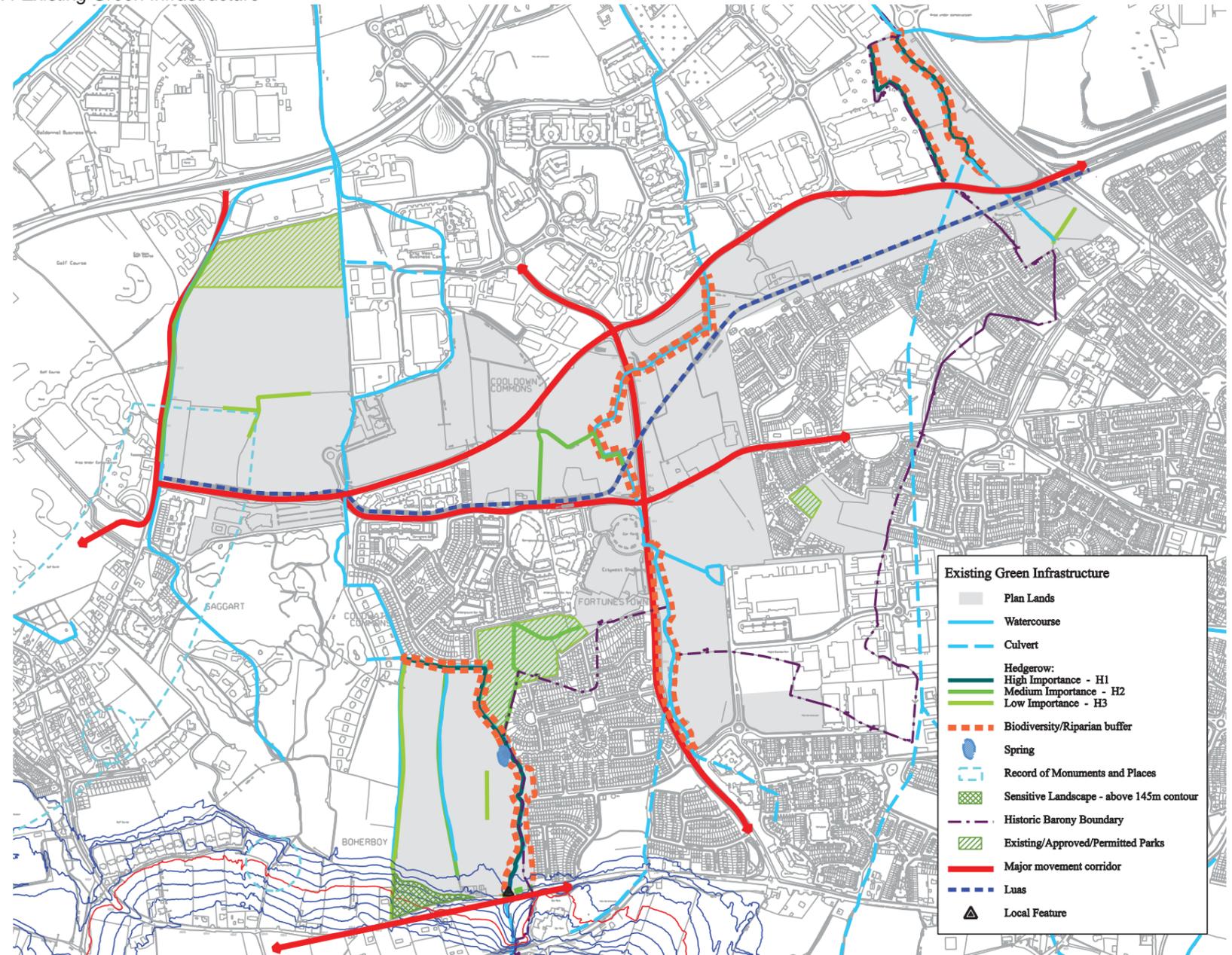
Photo 4.8 View of Topography and Hedgerows at Boherboy



Photo 4.9 Townland and Barony Hedgerow Boundary at Cheeverstown



Fig 4.4 Existing Green Infrastructure



Source: South Dublin County Council

Avenue, Carrigmore Green, Citywest Golf Course, Fortunestown Lane (near Saggart Luas stop) and Garter Lane.

Flood risk mapping information from JBA Consulting and the OPW PFRA, which should be used to identify sites for detailed site-specific Flood Risk Assessment and appropriate responses at planning application stage in accordance with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009), is provided in Appendix 6 of this Local Area Plan. There are no alluvial soils indicated within the Fortunestown LAP area.

4.10 SWOT Analysis

A summary SWOT analysis of the Study Area is carried out in Table 4.1 and draws from the physical analysis carried out under this section and the appraisal of the Study Area carried under Section 3. The SWOT analysis largely focuses on the Plan Lands.

Table 4.1 Swot Analysis of Study Area with Focus on Plan Lands

Strengths	Opportunities
<ul style="list-style-type: none"> • District Centre/Citywest Shopping Centre • A1 Luas line extension • Employment at Business/Industrial Parks, Hotel Complex & Shopping Centre • Extensive undeveloped A1 zoned lands • Existing utilities • Good access to regional and national roads • Strong green infrastructure elements including intact elements of heritage and potential biodiversity value – hedgerows, streams & old townland boundaries • Backdrop of Dublin Mountains • Views of Saggart Church Tower • Young population • Increasing enrolments in local primary schools 	<ul style="list-style-type: none"> • Further specialised employment within Citywest & Magna Business/Industrial Parks • Reinforcement of Citywest Shopping Centre as a District and node of activity • Attraction to area from Luas, park and ride, hotel complex and shopping centre • Integrated development and improved connections between existing housing estates and destinations around Plan Lands • Creation of a place with a strong sense of identify, community & ownership • Creation of unified green Infrastructure network through the utilisation of elements with heritage and biodiversity value • Capitalisation of views of Dublin Mountains and Saggart Church Tower • Provision of additional schools
Weaknesses	Threats
<ul style="list-style-type: none"> • Absence of primary schools around Fortunestown to serve recently constructed housing and rising population • Decreased secondary school enrolments despite population growth • Disjointed pedestrian and cyclist network with lack of connections between residential areas • Limited community & playing facilities around Fortunestown • Extensive proportion of apartments for an outer suburban area • Physical barriers between housing estates and public transport stops • Wide roads with high speed traffic and limited pedestrian crossing facilities • High levels of traffic noise along national primary routes 	<ul style="list-style-type: none"> • Economic downturn & uncertainty • Poor connection with & underutilisation of Luas • Loss of elements with heritage & biodiversity value especially streams and hedgerows/townland boundaries at Boherboy and Cheeverstown • Barriers from utilities, ESB transformer stations & drainage • Uncoordinated development • Building height restrictions from Baldonnell Aerodrome • Uncertainty from development not commenced & unfinished • Flood risk in identified areas

5.0 The Strategy

5.1 Achieving the Vision

Fortunestown will be an identifiable place; a place to gather; the hub of the community around which schools, shops, community facilities and play facilities will be clustered.

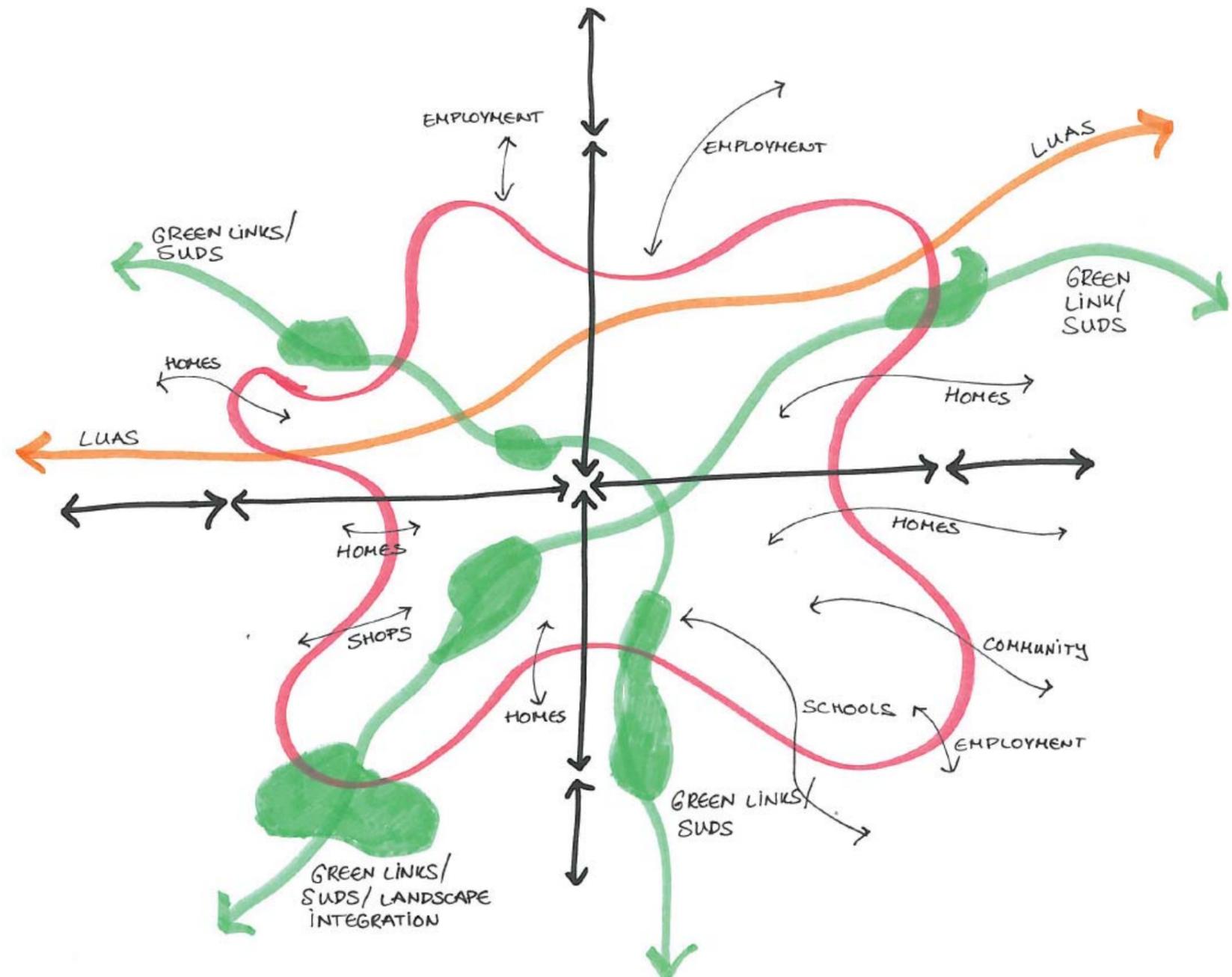
The aim of this Local Area Plan is to facilitate the vision, as set out in Section 2, by providing the framework within which new development can take place. Implementation of the Plan will occur with future planning applications, which will each provide the opportunity to implement elements of the vision over time. The vision will be realised by the following strategies:

1. **Accessibility and Movement** - The creation of links between existing and proposed neighbourhoods with Luas stops, nodal points and a clearly identifiable district centre.
2. **Green Infrastructure** - The construction of a green network to ensure the conservation and enhancement of biodiversity; the provision of accessible parks, open spaces and recreational facilities; the sustainable management of water; the maintenance of landscape character; and the protection and enhancement of the architectural and archaeological heritage.
3. **Land Use and Density** - The provision of a series of residential neighbourhoods (Cheeverstown, Citywest Road, Boherboy and Saggart - Cooldown Commons) that surround a mixed use district centre (Fortunestown Centre) with densities and nodes of activity that vary according to their location to the district centre and the Luas.
4. **Built Form** - The creation of a framework within which a network of streets, blocks and plots can be laid out and from which a built environment that creates a unique identity for each neighbourhood can be made.

Each of the strategies and their associated objectives are detailed separately under the relevant headings throughout this section. Many of the associated objectives have been informed by the analysis of the Study Area carried out under Sections 3 and 4; policy contained in the South Dublin County Council Development Plan (2010 – 2016) and best practice in Urban Design. The amalgamation of these strategies at a basic level is illustrated in Figure 5.1.

Development Plan Policy should be further considered in tandem with the objectives of this Local Area Plan during the design and assessment of all development proposals within the Plan Lands.

Fig. 5.1 Indicative Strategy for Plan Lands



Source: South Dublin County Council

5.2. Accessibility and Movement

The Accessibility and Movement Strategy will seek to link all the unconnected areas of the Plan Lands and integrate the lands fully with existing neighbourhoods. The strategy will also seek to link existing and proposed neighbourhoods with a clearly identifiable district centre, Luas stops and nodal points.

The Accessibility and Movement Strategy will follow and incorporate direct lines of movement and create a highly accessible place that is supported by a clear street hierarchy outlined in the Built Form Strategy that incorporates strategic corridors of movement and local routes.

5.2.1 Corridors and Routes

Accessibility to public transport nodal points especially Luas stops is a priority of the Local Area Plan.

Luas

The Luas introduces an efficient and sustainable mode of transport that can reduce car dependency, create a more mobile population and contribute to the creation of a vibrant district centre. Open ended access to this strategic corridor will be paramount.

Bus

Bus routes that serve the Study Area have recently been reviewed by Dublin Bus. The revised routes are concentrated along Citywest Road and also serve the Outer Ring Road.

Access to the Luas and Bus routes will be prioritised in the form of direct and open ended pedestrian and cycle routes in order to help sustain and make efficient use of these public transport services while enabling convenient access for residents.

It is an objective of the Local Area Plan:

- That future development will be mainly focused around the four Luas stops, especially the Fortunestown Stop at the District Centre and will create or facilitate direct routes to these stops. **(Objective AM1)**
- That all planning applications for residential and employment development are required to provide or integrate with direct, safe and attractive pedestrian and cyclist routes to public transport stops. **(Objective AM2)**

Cycle Routes

The Local Area Plan seeks to address the area's disjointed network of cycle routes. It is therefore an objective of the Local Area Plan to:

- Encourage cycling within and through the Plan Lands by creating an open ended and integrated network of safe and accessible cycle routes that serve primary, secondary and tertiary streets and spaces. Cycle paths that correspond with vehicular routes shall be provided on-street on both sides and shall be separated from pedestrian routes. **(Objective AM3)**
- Require the provision of signalised junctions as opposed to roundabouts to encourage cyclist and pedestrian safety and movement. **(Objective AM4)**
- Ensure that all developments across the Plan Lands especially those that provide for residential, employment or retail uses incorporate adequate facilities for cyclists including secure and sheltered bicycle parking. Intensive employment developments (commercial floorspace greater than 1,000 sq.m gross) shall include for adequate male and female shower and changing room facilities, which shall be fully detailed on drawings submitted with planning applications. **(Objective AM5)**

Pedestrian Routes

The Local Area Plan seeks to address the Study Area's absence of a pedestrian network with a choice of open ended and safe pedestrian routes that include for attractive and accessible public walkways along streets and spaces.

The Local Area Plan also seeks to ensure that routes are overlooked by buildings while connecting with and encouraging movement to and from the District Centre. It is therefore an objective of the Local Area Plan:

- That pedestrian routes are provided on both sides of every street and through every public space in a manner that creates direct and indirect links with nodal points, civic uses, public open spaces and with the District Centre. **(Objective AM6)**
- To create a network of pedestrian routes between destinations including housing, business parks, employment areas and public transport stops and to make walking, cycling and the use of public transport a priority. **(Objective AM7)**

Green Corridors – Walking/Cycling

Wherever practical, walking/cycling circuit routes will be encouraged alongside the green corridors throughout the entire Plan Lands. In particular, the south-west quadrant of the plan lands at Boherboy are strategically important for introducing walking routes and other connections towards the Dublin Mountains via a district park.

It is an objective of the Local Area Plan to:

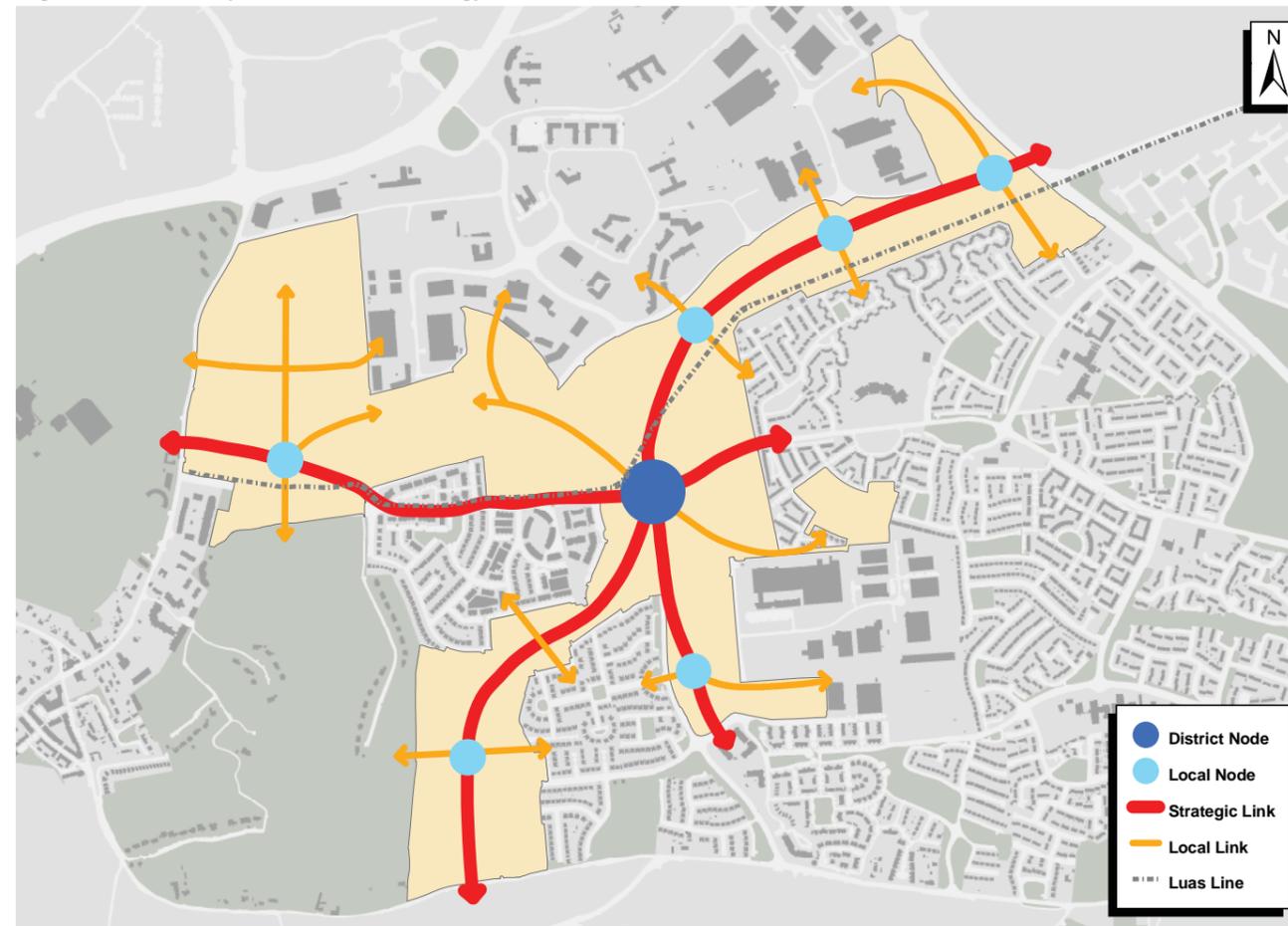
- Achieve an integrated network of safe pedestrian and cycle routes in line with 'A Proposal for Connected Walking and Cycling Routes through the Parks, Open Spaces and Roads of South Dublin County' (2006) by utilising links through and along parks, open spaces and green corridors. **(Objective AM8)**

Vehicular Routes

Vehicular routes will be carefully considered to ensure that there is choice of movement to prevent the overuse of some movement corridors and the build up of traffic. It is therefore an objective of the Local Area Plan:

- To ensure that development within the Plan Lands is based on a grid layout. **(Objective AM9)**

Fig. 5.2 Accessibility & Movement Strategy



Source: South Dublin County Council

- That Citywest Avenue (and its extension when constructed) will act as a primary movement corridor that bypasses the District Centre and allows the junction between Fortunestown Way/Lane and Citywest Road to be upgraded to a pedestrian and cyclist friendly junction. **(Objective AM10)**
- Permeable vehicular movement will be catered for but not at the detriment of pedestrian or cyclist movement. **(Objective AM11)**

5.2.2 Grid Layout

Future development within the Plan Lands will be subject to a grid format with a mix of regular, concentric and irregular layouts offering greater choice of movement while reducing congestion. It is therefore an objective of the Local Area Plan:

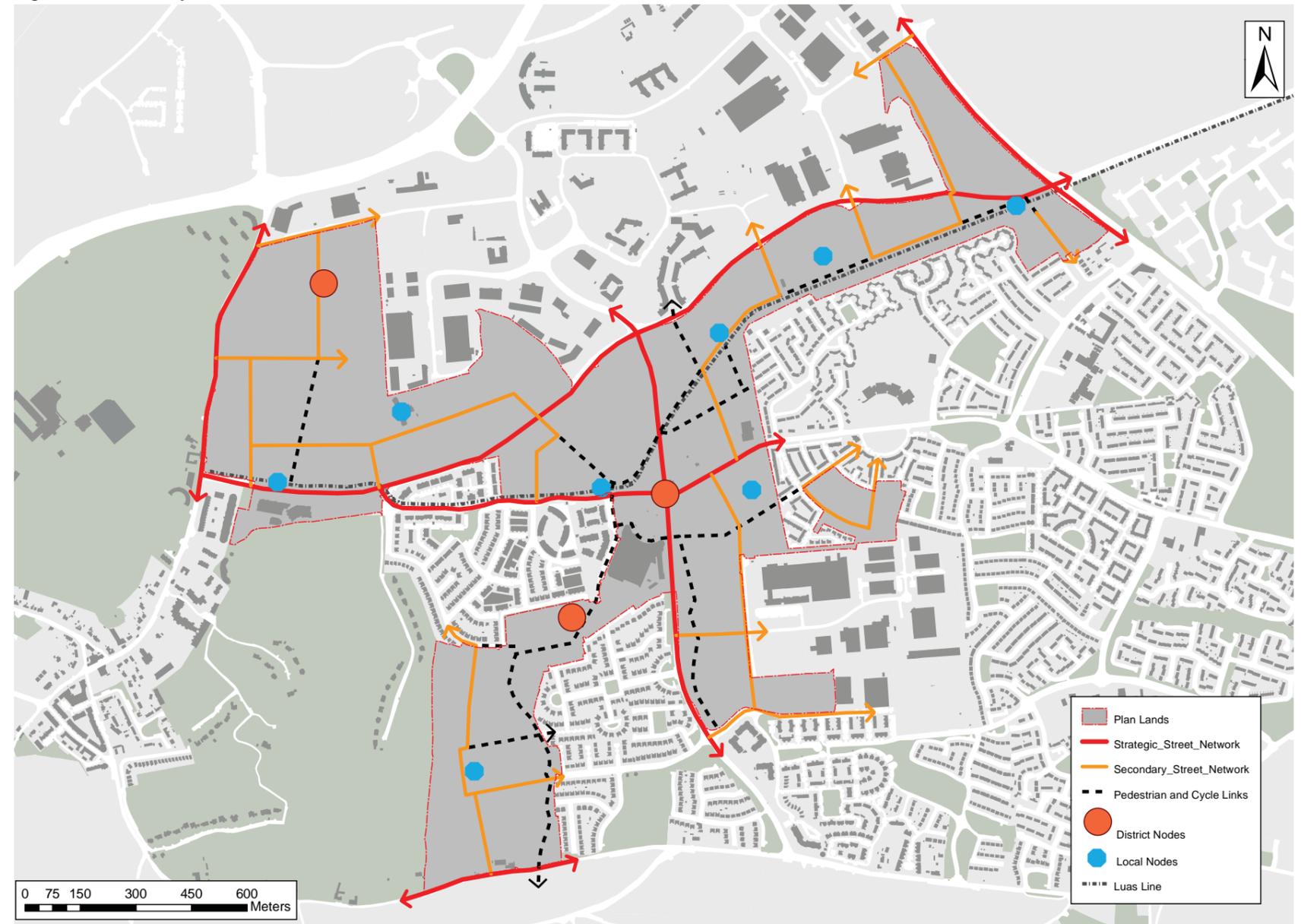
- That movement corridors within new developments are based on a grid format that avails of every possibility to link into the existing street network and provide efficient connections to existing local facilities. The grid shall align with desire lines and link sites to specific destinations. Footpaths shall be provided on either side of every street and shall be direct, safe, barrier free and overlooked by development. **(Objective AM12)**
- To ensure that developments that are located adjacent to existing roundabout junctions provide for the upgrading of such junctions to signalised arm junctions with single phase pedestrian and cyclist crossings as part of planning applications. **(Objective AM13)**

5.2.3 Integration with Existing Housing

There may be cases where existing cul-de-sacs and closed off streets may be upgraded to allow pedestrian and cyclist through access where this benefits existing residents by way of improving access to existing or future community facilities, public open spaces, schools, public transport stops, shopping facilities or local employment. The creation of such pedestrian links would be consistent with policy contained in the South Dublin County Council Development Plan (2010 - 2016)¹. It is therefore an objective of the Local Area Plan to:

- Assess all interfaces between proposed new development, existing housing development and undeveloped lands at planning application stage and to ensure that all proposed development integrates and addresses existing development and undeveloped land especially residential development and open spaces in a manner that creates the opportunity for more permeable layouts and encourages passive and active surveillance of streets and spaces. **(Objective AM14)**
- Create open ended routes through existing and new development in a manner that ensures greater permeability and convenient pedestrian access to community facilities, schools, open spaces, shopping facilities, local employment and public transport stops. **(Objective AM15)**
- Facilitate, with residents' general approval, the upgrading of existing cul-de-sacs by opening them up to allow pedestrian through access where it significantly shortens trips to community facilities, schools, open spaces, shopping facilities, local employment or public transport stops for future and existing residents. This may be achieved through the setting up of a local community forum involving all stakeholders who may address matters as they arise. **(Objective AM16)**

Fig. 5.3 Accessibility & Movement Framework



Source: South Dublin County Council. Note: RPA to be consulted regarding the safe design and location of any new crossings of the Luas track.

¹ Policy SN9: Permeable and Legible Street Patterns

5.3 Green Infrastructure

The Local Area Plan utilises green infrastructure as a means of developing a strategy in relation to the following key areas: the conservation and enhancement of biodiversity; the provision of accessible parks, open spaces and recreational facilities; the sustainable management of water; the maintenance of (inter alia) elevated landscapes and the protection of archaeological heritage. Green infrastructure planning is crucial to meeting the growing demands of environmental legislation and directives that relate to water quality (Water Framework), floods, habitats, birds, Strategic Environmental Assessment, Appropriate Assessment and environmental liability.

The Local Area Plan seeks to create a green infrastructure or network of high quality/amenity green spaces that permeates through the plan lands while incorporating elements of heritage and potential biodiversity value. These elements can be utilised by:

1. Continuing the flow of the streams into areas of the Plan Lands that have a more gentle topography especially in the central and northern quadrants of the Plan Lands and intertwining the streams with new development thereby pulling in ecological corridors;
2. Softening the impact of any new development by way of creating green fingers that permeate and traverse the Plan Lands especially through Boherboy.
3. Combining the use of Sustainable Urban Drainage Systems (SUDS)

with the maintenance of biodiversity and the creation of amenity and landscaped areas.

4. Contributing to the built structure by creating green links and biodiversity corridors to and from the District Centre.
5. Incorporating the major historic townland/barony boundaries and the numerous streams, which will accommodate significant elements of green walking and cycling routes. Trees and shrubs will be planted where there are gaps in order to knit together a coherent green network.
6. Including a hierarchy of soft and hard landscaped spaces that punctuate the Plan Lands in the form of district parks, local/neighbourhood parks, pocket parks and civic spaces.
7. Requiring a biodiversity strip of a minimum of 10 metres to be reserved along both sides of every section of stream that is designated for preservation within the Plan Lands, for flood management, landscaping and biodiversity reasons.

5.3.1 Conservation and Extension of Biodiversity Network

The interlinking of streams (Kingswood, Corbally and Fettercairn) and remaining hedgerows will form a comprehensive network of wildlife and green corridors or biodiversity strips across the Plan Lands, which will in turn accommodate green routes for pedestrians and cyclists. It is therefore an objective of the Local Area Plan to:

- Create an integrated network of biodiversity strips through the Plan Lands by way of linking, preserving and incorporating existing hedgerows (especially those at Boherboy and Cheeverstown), wildlife corridors, green corridors and existing streams with a necklace of parks in a manner that forms a link between the Plan Lands and the Dublin Mountains. All developments relating to planting and water features should be cognisant of the potential for creating bird hazard to aviation. **(Objective GI1)**
- Ensure that each of the neighbourhoods throughout the Plan Lands will be provided with green spaces that each have a clear role or function and fits within the plan's hierarchy and network of linked spaces as outlined in Table 5.1. **(Objective GI2)**
- Ensure that all development proposals maximise the opportunities for enhancement of existing ecology and biodiversity and are accompanied by a full ecological assessment, carried out by a suitably qualified professional, that includes measures to enhance ecology and biodiversity and avoid or minimise loss to local ecology and biodiversity. **(Objective GI3)**

5.3.2 Incorporation of Watercourses within Green Infrastructure

The three streams that occur within the Plan Lands provide opportunity in terms of maintaining biodiversity and improving amenity but there are also implications in terms of developing adjoining lands.

The development of greenfield sites will reduce the extent of permeable land for natural drainage and increase surface water run-off. Using SUDS techniques, water should be infiltrated or conveyed more slowly to watercourses via ponds, swales or other installations. It is therefore an objective of the Local Area Plan that:

- A 10 metre (min) biodiversity strip (measured from the top of the bank) shall be maintained on both sides of the sections of watercourse that are designated for preservation under the Local Area Plan, for flood management, landscape and biodiversity reasons. These biodiversity strips shall protect, improve and enhance the natural character of the streams and accommodate pedestrian and cycle corridors where possible. Culverting of sections of watercourses that are designated for preservation will not be permitted. Limited sections of streams may be sensitively diverted where appropriate with the highest standards of engineering design and environmental mitigation to avoid significant negative environmental impact, taking full account of flood risk assessments etc. **(Objective GI4)**
- The use of SUDS is a requirement for all new developments in order to reduce surface water run-off and to minimise the risk of flooding of the Plan Lands and surrounding lands. Existing springs will be protected and maintained and incorporated into SUDS. **(Objective GI5)**

5.3.3 Groundwater Vulnerability and Protection

The groundwater vulnerability within the Plan Lands varies from low to moderate, with some areas of high vulnerability located in the north-eastern portion of the lands adjoining the Roadstone Quarry at Cheeverstown. It is an objective of the Local Area Plan that:

- Development proposals in the vicinity of the high vulnerability area shall be accompanied by sufficient details to protect existing groundwater sources from pollution during construction and development phases. These details shall be in accordance with the requirements of the 'South Dublin Groundwater Protection Scheme' (Geological Survey of Ireland, 2011). **(Objective GI6)**

Fig. 5.4 Green Infrastructure Strategy



Source: South Dublin County Council

5.3.4 Flood Risk Management

The requirements of the 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' (2009), need to be taken into account in order to ensure that flooding within the Plan Lands does not impact on human health, property, the ability to meet the requirements of the EU Water Framework Directive, or need to protect biodiversity.

In assessing development proposals in areas identified at risk of flooding, South Dublin County Council will adopt a risk-based sequential and balanced approach, while at the same time allowing consideration of appropriate and necessary development, including the application of the Justification Test in accordance with Polices WD13 (Risk of Flooding) and WD14 (Identified Flood Risk Areas) of the South Dublin County Council Development Plan 2010 - 2016. It is therefore an objective of the Local Area Plan that:

- All planning applications for residential and/or commercial floorspace on sites in areas at risk of flooding shall be accompanied by a Flood Risk Assessment that is carried out at the site-specific level in accordance with 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' (2009). The scope of flood risk assessment shall depend on the type and scale of development and the sensitivity of the area. **(Objective GI7)**

5.3.5 Open Space and Hierarchy

Public open space provision will be based on a hierarchy of spaces, which will ensure that all public open space have a clear function and serves a range of recreational needs within close proximity to homes and workplaces. The open space hierarchy will also knit together an integrated network or green routes and corridors throughout the Plan Lands. Each space will have passive and/or active functions as detailed in Table 5.1.

The minimum required quantum of amenity space will be 14 percent on lands zoned Objective A1 under the South Dublin County Council Development Plan. The required quantum of play area space, which is to be provided within the public open space provision, is detailed for each neighbourhood under Table 5.2.

Table 5.1 Hierarchy & Function of Open Spaces

Space	Neighbourhoods	Function
District Park	Fortunestown Centre & Saggart - Cooldown Commons	Passive recreation to include for gardening/ allotments, walking, cycling. Active recreation to include for organised sports, informal sports and children's play.
Squares and Plazas	Fortunestown Centre, Saggart-Cooldown Commons & Cheeverstown	Passive recreation to include for walking and seating.
Neighbourhood Parks/Local Parks	All Neighbourhoods	Passive recreation to include for gardening, walking, cycling. Active recreation to include for organised sports, informal sports and children's play.
Pocket Parks	All Neighbourhoods	Passive recreation to include for walking and seating.
Home Zones	All Neighbourhoods	Traffic calming and improved/safer pedestrian activity. Informal sports and play for children.
Green Corridors	All Neighbourhoods	Link spaces within hierarchy; provide nature corridors; provide link to Dublin Mountains & accommodate pedestrian and cyclist routes.

Fig. 5.5 Green Infrastructure Framework



Source: South Dublin County Council

It is an objective of the Local Area Plan that:

- A linked open space hierarchy shall be implemented fully across the Plan Lands and all proposed developments shall contribute to the achievement of this integrated Green Infrastructure Network where relevant and at a minimum rate of 14% of A1 zoned lands. All biodiversity strips may be calculated as contributing to the required minimum 14% public open spaces provision. **(Objective GI8)**
- All proposed public open spaces shall have a clear role and function that falls within the Plan's open space hierarchy detailed under Table 5.1 and shall comply with the qualitative standards detailed under 'Sustainable Residential Development in Urban Areas' (2009). **(Objective GI9)**

- Play facilities shall be provided at a rate of 3 sq.m per dwelling and in accordance with 'Planning Guidance on Provision of Children's Play Facilities in New Developments' (2007). **(Objective GI10)**

Table 5.2 Required Play Area Space

Neighbourhood	Max. No. of Dwellings	Play Area - Sq.m.-
Fortunestown Centre	576	1,728
Saggart - Cooldown Commons	1,186	3,558
Boherboy	556	1,668
Cheeverstown	617	1,851
Citywest Road	370	1,110
Total	3,300	9,900

~ based on 3 sq.m per dwelling

5.4 Land Use and Residential Density

5.4.1 Residential Density

The Local Area Plan’s density strategy reflects the recommended densities set out under ‘Sustainable Residential Development in Urban Areas’ (2009) and policy in the South Dublin County Council Development Plan (2010 – 2016), which allows for the provision of lower densities in limited cases and to facilitate a choice of housing types even within urban areas provided that average densities within a neighbourhood or district as a whole comply with prescribed densities.

In order to facilitate the provision of own door housing, net residential densities of 30-50 dwellings per hectare shall apply to the Plan lands. Densities shall be at the higher end of this range within 5 minutes walk of Luas stops in accordance with Development Plan policy and National Guidance and at the lower end of this range at the extremities of the Plan Lands. Schemes within the range of 30 – 50 dwellings per hectare shall be well-designed, deliver innovative housing layouts, successfully integrate good internal and external space and amenity provision, along with car parking and public open space and be of benefit to the Plan Lands and the District as a whole.

Apartments/duplexes will not generally be permitted and shall only be used in limited circumstances where required for reasons of urban design, subject to Development Management considerations.

5.4.2 Distribution of Land Uses

The Local Area Plan’s Land Use Strategy divides the Plan Lands into a series of neighbourhoods detailed in Section 6. The District Centre will act as a mixed use hub and will serve surrounding residential and commercial neighbourhoods (existing and proposed) with retail, civic, recreation and service facilities whilst accommodating a residential density of circa 50 dwellings per hectare, which will help ensure for the efficient use of facilities and the Luas.

The neighbourhoods that emanate from the District Centre will be relatively mono-functional but will include local nodes that accommodate small scale local retail and service uses.

The Saggart-Cooldown Commons, Citywest Road and Boherboy neighbourhoods will be primarily residential while a significant proportion of the Cheeverstown neighbourhood will accommodate employment uses that complement the adjacent business park. The recommended primary uses and net residential density for each neighbourhood of the Plan Lands is set out under Table 5.3.

Table 5.3 Recommended Densities & Uses

Neighbourhood	Primary Use	Net Residential Density
Fortunestown Centre	Mixed	Circa 50 per Ha.
Saggart-Cooldown Commons	Residential	Circa 40 per Ha.
Boherboy	Residential	Circa 30 per Ha.
Cheeverstown	Employment & Residential	Circa 50 per Ha.
Citywest Road	Residential	Circa 40 per Ha.

5.4.3 Community and Civic Uses

Community and civic facilities throughout the Plan Lands will take the form of community centres, community rooms, a library, youth cafes and park facilities including childrens’ playgrounds and sports facilities. The majority of such facilities will be located at the District Centre and nodal points where streets and pathways intersect. It is an objective of the Local Area Plan to:

- Provide community facilities, which shall include youth specific facilities, across the Plan Lands at a rate of 300 sq.m per 1,000 dwellings. **(Objective LUD1)**
- Concentrate community facilities in and around the District Centre and district parks local shops and/or cafes in and around the node of each of the residential neighbourhoods of Cheeverstown, Saggart-Cooldown Commons and Citywest Road. **(Objective LUD2)**
- Make provision for a healthcare facility within or adjacent to the Citywest Shopping Centre. **(Objective LUD2a)**
- Make provision for a Garda Station, subject to need, off the Outer Ring Road and Citywest Avenue. **(Objective LUD2b)**
- Make provision for a library building or space, within or in close proximity to the Citywest Shopping Centre. **(Objective LUD2c)**

5.4.4 School Sites

The Department of Education and Skills advise that there is currently a need for two additional primary schools and one additional secondary school on the Plan lands to serve the existing population of West Tallaght/Fortunestown.

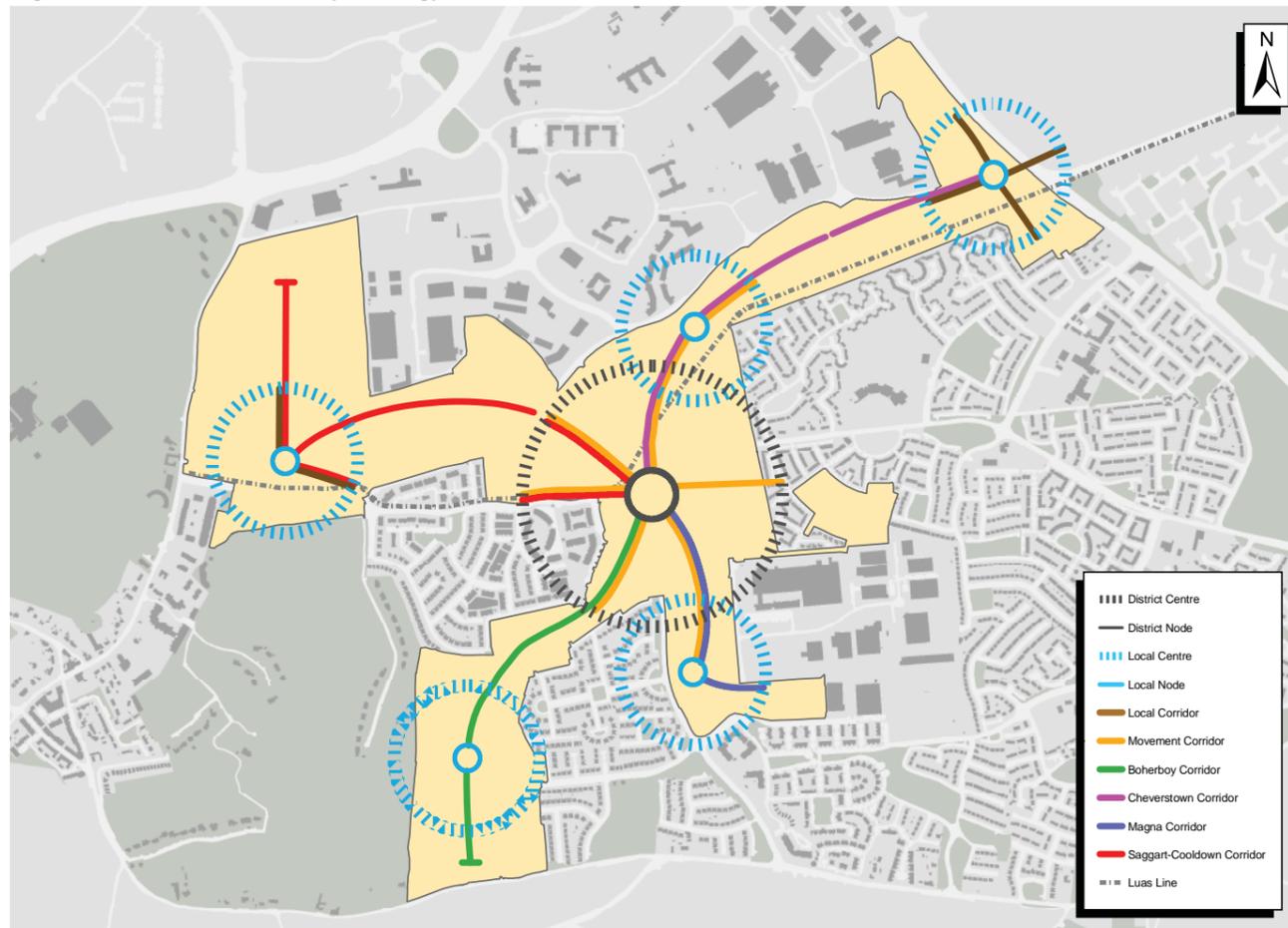
Based on the projected number of dwellings within the Plan lands (See Appendix 4) and the consequent population increase, it is considered that there would be a need for one further 16 classroom primary school and one further secondary school to cater for the future population.

It is considered that each of the three primary school sites should measure at least one hectare and each of the two secondary school sites should measure at least two hectares, which would correspond with the size of school sites designated under plans recently adopted by South Dublin County Council for Adamstown and Clonburris.

In the interest of a balanced distribution, primary school sites have been designated within each of the Boherboy, Fortunestown Centre, and Saggart-Cooldown Commons neighbourhoods. These school sites are designated centrally within neighbourhoods and adjacent or nearby to neighbourhood and/or district parks in order to allow for the shared and complementary use of such spaces. The designated school sites are located centrally to allow for convenient access for existing and future residents and to help encourage walking and cycling.

Each of the two secondary school sites are designated near Luas stops and neighbourhood parks in the Saggart-Cooldown Commons and

Fig. 5.6 Land Use and Density Strategy



Source: South Dublin County Council

Cheeverstown neighbourhoods. It is therefore an objective of the Local Area Plan that:

- Development of the Boherboy, Fortunestown Centre and Saggart-Cooldown Commons neighbourhoods shall each include for the provision of a primary school site (three in total) that measures at least one hectare. **(Objective LUD3)**
- Development of the Cheeverstown and Saggart-Cooldown Commons neighbourhoods shall each include for the provision of a secondary school site (two in total) that measures at least two hectares. One of these secondary schools may include accommodation for a 3rd level institution. **(Objective LUD4)**

The Plan will allow for relocation of schools generally within a landholding subject to the provision of an appropriate and deliverable site that meets the requirements of the Department of Education and Skills in accordance with the phasing requirements of the Local Area Plan.

5.4.5 Employment Uses

To facilitate the development of a range of employment and enterprise opportunities within the Plan Lands, enterprise/training floorspace and a range of small to medium sized work units are required. These should take place primarily along the Luas line in the Cheeverstown Neighbourhood. The purpose of such enterprise/training facilities is to provide office, training, incubation and workshop accommodation for local business start-ups. Retail and service uses that accord with the Retail Planning Guidelines are also encouraged within the Fortunestown Centre. Flexible use units would also be acceptable at ground floor level within the Fortunestown Centre and around the nodes of residential neighbourhoods. Live-work units would also provide an ideal transition between adjacent employment and residential uses in the Citywest Road Neighbourhood. It is therefore an objective of the Local Area Plan to:

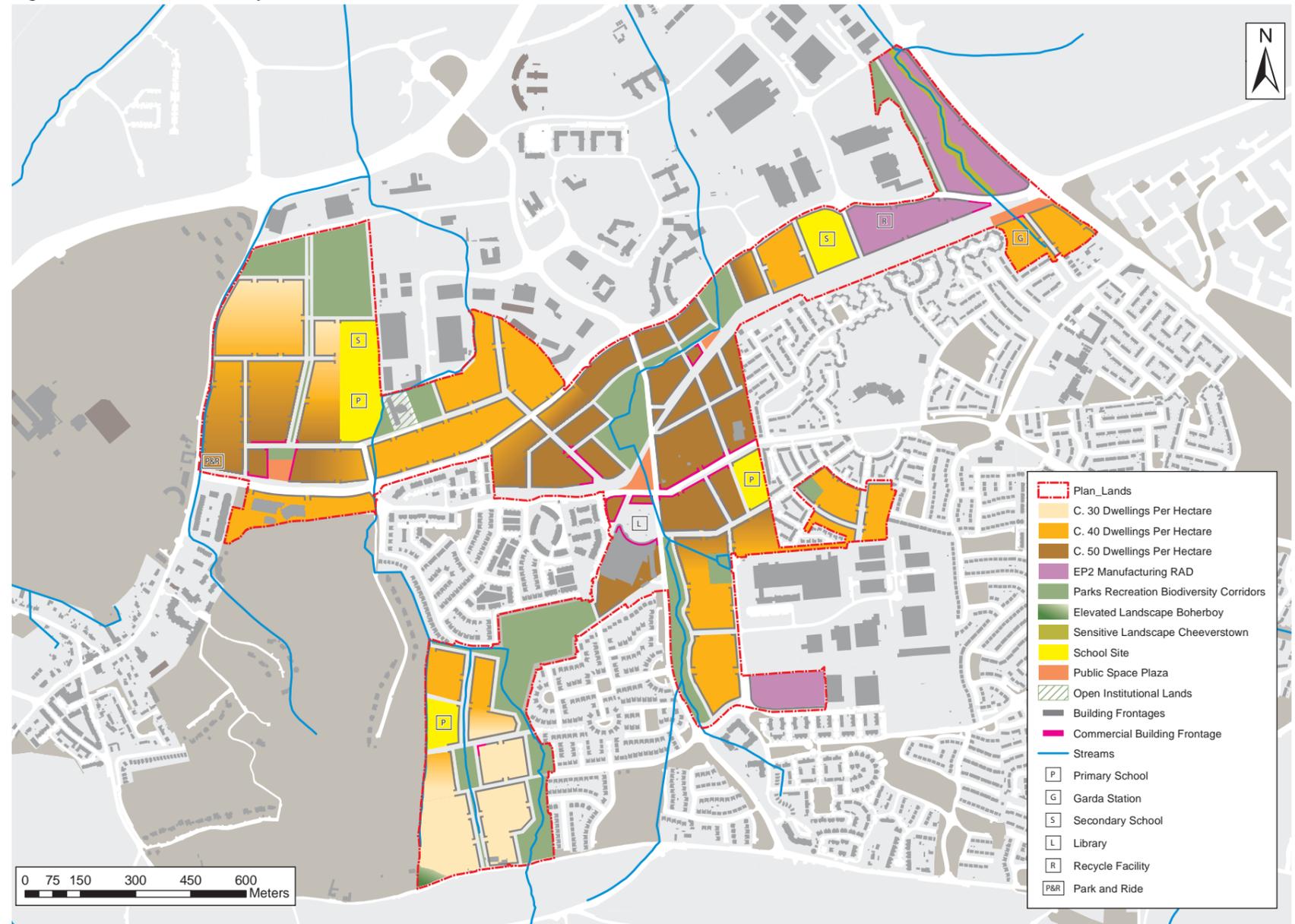
- Facilitate employment and training uses to include for micro-enterprise and start-up units in the Cheeverstown Neighbourhood. **(Objective LUD5)**
- Facilitate the provision of flexible use units including live-work units around the nodes of residential neighbourhoods; within the Fortunestown Centre and within transition zones between adjacent residential and employment uses. **(Objective LUD6)**

5.4.6 Dwelling Mix

In the context of its outer suburban location, the provision of further apartments/duplexes on the Plan Lands will be restricted in order to improve the range and choice of residential units. Social housing will be dispersed throughout the Plan Lands. It is therefore an objective of the Local Area Plan to:

- Restrict apartments/duplexes only to areas of the Plan Lands that are generally located within 5 minutes walking distance of a Luas station or landmark junction and to require all applicants, at planning application stage, to demonstrate how such walking distances will or can be achieved. **(Objective LUD7)**
- Ensure that no more than 10% of dwellings in any residential scheme are of the one bedroom type. **(Objective LUD8)**
- Disperse social housing throughout the area as facilitated by Applicant Sourced Housing and Rental Accommodation Schemes. **(Objective LUD9)**
- Ensure that a minimum of 85% of all dwellings be provided as own door houses on their own site and that a maximum of 15%

Fig. 5.7 Land Use and Density Framework



Source: South Dublin County Council. Note: See Explanatory Note for Framework Maps in Section 6.0

of all dwellings across the Plan Lands be provided as apartments/duplexes with such dwellings limited to appropriate areas or particular locations such as Luas stops and landmark junctions and sensitively designed to contribute to the broader aesthetics of the area including the nearby mountains. The minimum average floor area of all developments throughout the Plan Lands shall be 110 sq. metres. **(Objective LUD 10)**

- To encourage a mix of dwelling types and quality design that will help aid legibility and way finding throughout the area. **(Objective LUD 11)**

Photo 5.1 Example of 45 Dwellings per Hectare



Source: Bing Maps

5.5 Built Form

The Built Form Strategy sets out a framework within which a network of streets, blocks and plots can be laid.

The built form focuses around the Fortunestown Centre and, to a certain extent, around secondary nodal points at Luas stops and within neighbourhoods.

5.5.1 Street Function

The Built Form Strategy concentrates on street design and the function of streets. Streets shall be designed to perform a number of functions including movement for pedestrians, cyclists and cars; access; parking; public places; play areas; and the facilitation of drainage and utilities.

The emphasis placed on each function will depend on the location and context of the street especially its place within the street hierarchy. For example, tertiary streets should concentrate on facilitating pedestrians, cyclists and children’s play while primary streets should concentrate on facilitating access.

5.5.2 Hierarchy of Streets

The hierarchy of streets that will be incorporated throughout the Plan Lands and the function of each street is detailed in Table 5.4.

Table 5.4 Hierarchy and Function of Streets

Type	Function	Speed
Urban Boulevards e.g. Citywest Avenue	Major role in terms of access to & circulation within an urbanised area	50 kph
Primary Streets (Main streets/avenues/high streets) e.g. Citywest Road, Fortunestown Lane/Way	Principal means of access & circulation. Provide important points of convergence where shopping & commercial uses are located & from where public transport is accessed. On street parking and loading bays.	50 kph
Secondary (Side) Streets	Provide mid-block access that connects residents to the main street network. Unlikely to carry high levels of vehicular traffic but can form an important part of the pedestrian & cycle network, particularly in areas around parks & schools. On and off street parking.	30 kph
Tertiary (Back) Streets	Provide access to small groups of residential dwellings, service access to commercial development & mid-block links with low levels of traffic.	30 kph

It is an objective of the Local Area Plan:

- That the Plan Lands will incorporate a full street hierarchy that incorporates the four different types of street and emphasises street function. The design of new streets shall be carefully assessed to ensure they fit within the hierarchy of streets and are designed to distinguish between residential, retail, commercial and employment locations with emphasis placed on the Fortunestown Centre as an urban hub. **(Objective BF1)**

- To design streets for slow vehicular speeds from the outset in a manner that would limit the need to install retro-fitted traffic calming structures such as speed humps. Slower vehicular speeds shall be achieved through street design such as narrow carriageways, street enclosures and horizontal and vertical elements such as (inter alia) low traffic tables at junctions and/or pinch points. **(Objective BF2)**
- To offer choices of routes and help to dissipate vehicular traffic throughout the Plan Lands. This will include a design speed of 30 kilometres per hour for secondary and tertiary streets. **(Objective BF3)**

5.5.3 Urban Grain

A mixed and flexible urban grain shall be utilised along street frontages in a manner that facilitates a variety of uses while breaking up the massing of blocks.

A fine urban grain is encouraged. Such an urban grain should accommodate varied elevation treatments; create blocks that are adaptable to change; and provide continuity and enclosure of streets and spaces.

Plot widths should vary for residential and non-residential development. A coarser grain of development may be permissible in the Fortunestown Centre. It is an objective of the Local Area Plan that:

- Where facades to development plots are wider than 6 metres they shall be vertically articulated into bays. Long monotonous frontages shall be avoided. Plot widths for dwelling houses shall be between 5 metres and 9 metres. **(Objective BF4)**

Photo 5.2 Multi-Lane Boulevard with Planting



Photo 5.3 Primary Street with Planting



Photo 5.4 Secondary Street with On-Street Parking & Raised Junction



Photo 5.5 Tertiary Street with Shared Surface



5.5.4 Building Height

There shall be a maximum height limit of three storeys, with exceptions justifiable only in limited exceptional circumstances.

Residential development should create a strong built edge along main streets subject to the protection of residential amenity especially access to sun/day light. Development immediately adjoining areas of existing one, two and three storey housing should seek to ensure a gradual change in building heights with no significant marked increase in height within transitional areas. Development backing on to existing buildings must respect existing context building heights.

All development shall comply with the height restrictions from Baldonnell Aerodrome as detailed in the County Development Plan, which largely only apply to the Saggart-Cooldown Commons and Cheeverstown neighbourhoods.

5.5.5 Landmark Opportunities and Gateways Treatments

Landmark opportunities refer to sites where there is potential for a landmark building/structure to be developed. Such buildings/structures are permissible at various points throughout the Plan Lands at places that define the location of transport interchanges, significant areas of open space and vistas. Gateway opportunities are identified at major junctions where there is a convergence of key vehicular and pedestrian routes on entering the Plan Lands.

These prominent sites/junctions need special design consideration and should promote a more legible urban environment. Gateway and Landmark buildings/structures do not necessarily mean high buildings, but buildings/treatments that are unique in terms of architectural design, finish and visual impact. Such buildings/surfaces/treatments should be easily recognisable and should add to the sense of place and identity in a manner that punctuates their location.

Landmark and gateway buildings/treatments will therefore only be permissible where they perform a clear way-finding function and contribute to the legibility of the area.

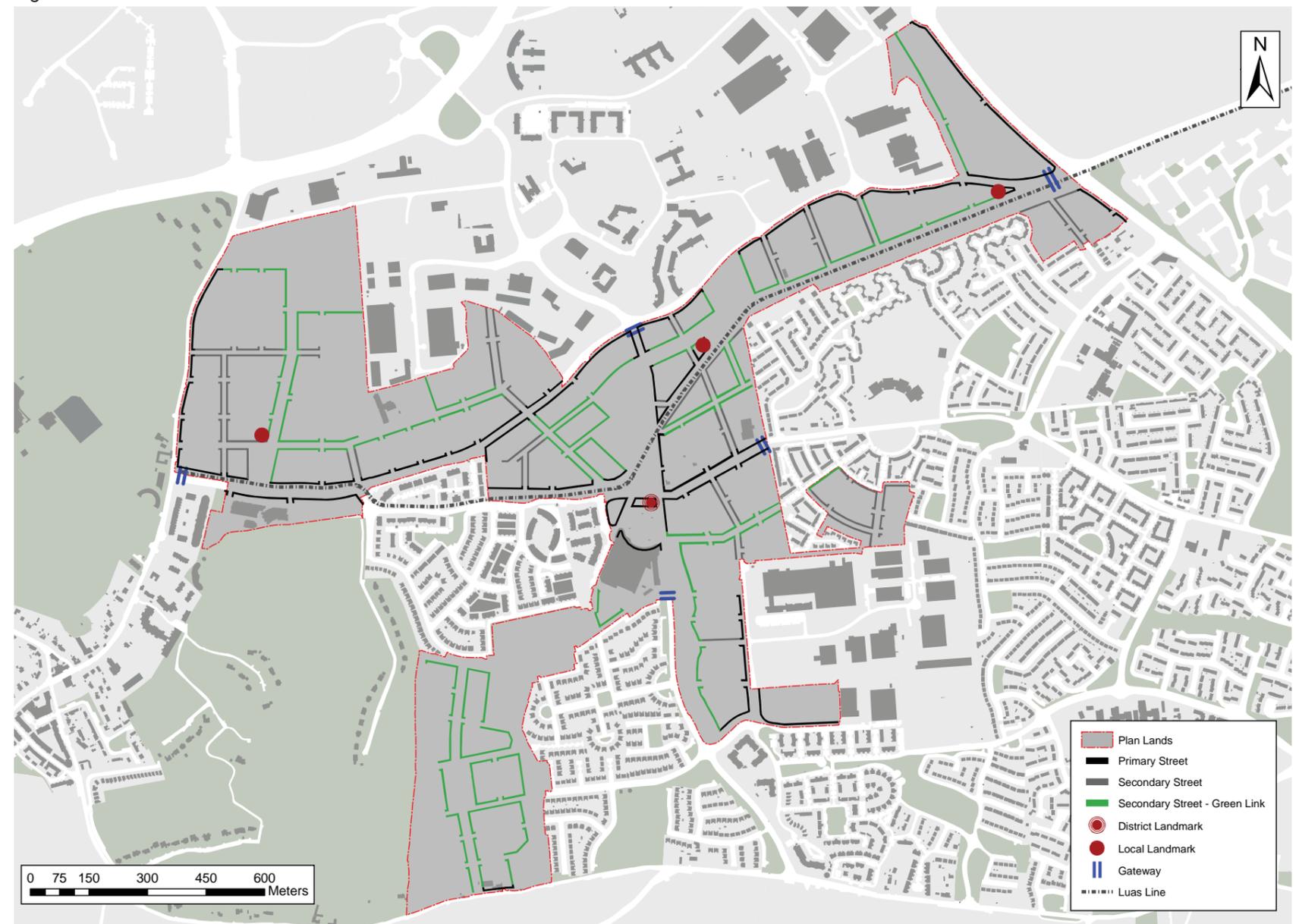
5.5.6 Distinction between Spaces

In order to foster a sense of ownership and surveillance of spaces (active and passive), there shall be a clear distinction between private, semi-private and public spaces. Private spaces should be contained within perimeter blocks.

Semi-private spaces should be shaped, defined and overlooked by the residential buildings that they serve and should be designed and located in a manner that identifies their semi-private function. Public spaces should be overlooked by buildings and should have a clear role.

Public and semi-private spaces should therefore be designed to encourage a sense of ownership especially from the residential communities that they serve.

Fig. 5.8 Built Form Framework



Source: South Dublin County Council. Note: See Explanatory Note for Framework Maps in Section 6.0

5.5.7 Energy Efficiency

It is an objective of the Local Area Plan to:

- Promote energy efficiency and conservation above the Building Regulations standards in the design and development of all new buildings and in residential schemes in particular and require designers to demonstrate that they have taken maximising energy efficiency and the use of renewable energy into account in their planning applications. **(Objective BF5)**

6.0 Frameworks

To realise the Local Area Plan’s vision and to create a vibrant district that focuses development on a central hub, the Plan seeks to create a series of distinct neighbourhoods that are focused on Fortunestown Centre, which will act as a district centre.

The grid pattern layout in the Plan is indicative and may be amended to accommodate existing buildings and uses. Development on the Plan Lands shall largely maintain the grid pattern while accommodating the necessary set back for Dublin City Council watermains or other services.

This Section sets out a framework for each neighbourhood. Each of the neighbourhoods will perform the function of reaching out and connecting existing neighbourhoods and amenities to the Fortunestown Centre. Secondary interconnections will link the new and existing neighbourhoods to each other. The function and location of each neighbourhood is further detailed in Table 6.1.

It is an objective of the Local Area Plan to:

- Require planning applications for any building(s), street(s) or space(s) to be accompanied by a masterplan layout drawing that details how the proposed building(s), streets(s) or space(s) fits within the framework for the neighbourhood to which they relate in terms of accessibility and movement; integration of development; density and land use; green infrastructure and built form. These framework elements can be varied in terms of precise location and design provided that they conform to the principles and guidance set out in this Local Area Plan. Existing utilities should be accommodated between blocks and under streets. **(Objective F1)**
- Ensure that each neighbourhood is developed with open ended and integrated pedestrian and cycle routes that link with the Fortunestown Centre and adjacent neighbourhoods. **(Objective F2)**

Explanatory Note for Framework Maps

Primary Street - Built Frontage: Primary Street with a strong urban edge that is shaped and defined by continuous building frontages and softened by street trees. See Section’s 7.2.9 and 7.2.12.

Secondary Street - Built Frontage: Secondary or internal street with a strong urban edge that is shaped and defined by relatively continuous building frontages and softened by street trees. See Section’s 7.2.9 and 7.2.12.

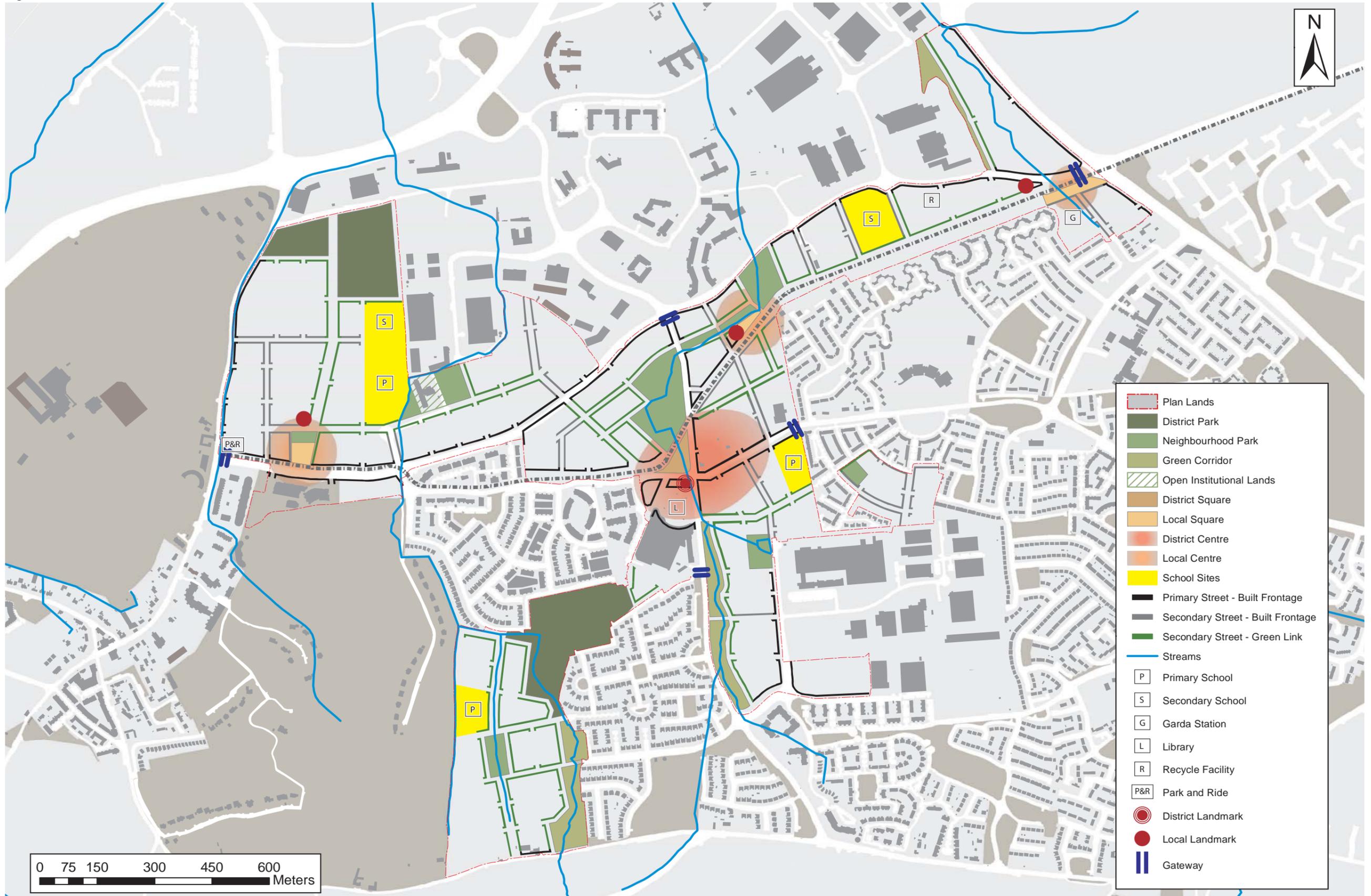
Secondary Street – Green Link: Secondary street that forms part of green infrastructure and links open spaces with way markers that comprise grassed verges and/or central medians planted with street trees.

Commercial Building Frontage (Figure 5.7 ‘Land Use and Density Framework’): Street with commercial, community and other uses including residential at ground floor level that create active street frontages. See Section 7.2.9.

Table 6.1: Neighbourhood Functions

Neighbourhood	Location/Axis	Function
Fortunestown Centre	Central Hub	Civic, community, retail and service centre, with library facility and healthcare facility for Plan Lands and surrounding neighbourhoods with residential population. Primary school provision.
Cheeverstown	East/North-East	Extension of Citywest Business Park and provision of east-west link through residential area that connects the existing and extended Business Park with the Fortunestown Centre. Secondary school and Garda station provision.
Citywest Road	South/South-East	Residential area. Provision of link between the established housing estates and Magna Business Park to the south with the Fortunestown Centre.
Boherboy	South-West	Low density residential area with primary school built around heritage features. Connection between Plan Lands and Dublin Mountains via District Park.
Saggart-Cooldown Commons	North-West	Residential area with schools (primary and secondary) and parkland (neighbourhood and district) facilities. Link between Fortunestown Centre, Hotel complex and Saggart Village.

Fig. 6.1 Overall Framework



Source: South Dublin County Council . Note: The road layout is indicative and may be amended to accommodate existing buildings, uses, services etc. See Explanatory Note for Framework Maps in Section 6.0

6.1 Framework 1: Fortunestown Centre

The Fortunestown Centre or District Centre will form a central urban hub from which four distinct neighbourhoods will emanate and through which these neighbourhoods will be linked. This neighbourhood will accommodate uses that entice people primarily on foot, by bicycle or by Luas to work, shop, visit, rest or engage in recreation.

For this to happen successfully, Citywest Avenue and its extension will become the major east-west movement corridor that diverts vehicular traffic around the Fortunestown Centre. This route will take the pressure away from the existing roundabout junction between Citywest Road and Fortunestown Lane/Way and will allow the junction to be upgraded to a signalised junction to provide direct, safe and more comfortable routes for pedestrians and cyclists.

All routes will lead into and from this neighbourhood ensuring that it is highly accessible by pedestrians, cyclists and vehicular traffic. Development will be focused around the junction between Citywest Avenue and Fortunestown Lane with a plaza and neighbourhood park at the north-west corner of the junction.

6.1.1 Accessibility and Movement

The Fortunestown Centre will be easily accessible from all four surrounding neighbourhoods and will be linked by direct and open ended routes that run through each neighbourhood. These routes will also connect the District Centre with the parks and nodes located in surrounding neighbourhoods. The level of permeability between the Fortunestown Centre and the remainder of the Plan Lands will be enhanced by upgrading Citywest Road and Fortunestown Lane/Way as the main movement corridors for pedestrians and cyclists. It is therefore an objective of the Local Area Plan to:

- Ensure that the Fortunestown Centre is developed with open ended vehicular, pedestrian and cyclist routes from which the four surrounding neighbourhoods can link and emanate. **(Objective FC1)**
- Require any further development of the Fortunestown Centre to include for an upgrade of the roundabout between Fortunestown Way/Lane and Citywest Road to a fully signalised junction that prioritises cycle and pedestrian movement with wide cycle paths and footpaths and meets the requirements of 'Smarter Travel – A Sustainable Transport Future 2009-2020'. **(Objective FC2)**

6.1.2 Integration of Development

The Citywest Shopping Centre is severed from adjoining lands to the west by walls and fences and its entrances cater primarily for vehicular movement. Greater integration from surrounding housing developments and from Fortunestown Lane would improve the shopping centre's vibrancy and accessibility while reducing journey times to the centre for surrounding residents. It is an objective of the Local Area Plan to:

- Ensure that any further development of the Fortunestown Centre includes for the integration with existing surrounding housing estates including those to the south (Verschoyle) and west (Carrigmore) of the Citywest Shopping Centre by way of pedestrian and cyclist links. **(Objective FC3)**
- Ensure that any further development of the Fortunestown Centre includes for a safe, direct and prominent cyclist and pedestrian link to the District Park to the rear (south-west) of the Citywest Shopping Centre. **(Objective FC4)**

6.1.3 Density and Land Use

The District Centre will act like a mixed use hub with retail, civic, recreation and service facilities whilst accommodating a compact urban form. Development of the Fortunestown Centre Neighbourhood shall include for the provision of a healthcare facility and, in consultation with the Planning Authority, a library building. Both facilities should be located within or adjacent to the Citywest Shopping Centre.

In order to facilitate the provision of own door housing, net residential densities of 30-50 dwellings per hectare shall apply to the Plan lands. Densities shall be at the higher end of this range within 5 minutes walk of Luas stops in accordance with Development Plan policy and National Guidance and at the lower end of this range at the extremities of the Plan Lands.

It is an objective of the Local Area Plan to:

- Ensure that an identifiable centre develops around the junction between Citywest Road and Fortunestown Lane/Way and the Fortunestown Luas stop with a vibrant mix of retail, service, civic, community and residential uses. Retail floorspace shall comply with Retail Planning Guidelines. **(Objective FC5)**
- Ensure that development of the Fortunestown Centre accords with the Local Area Plan's phasing strategy and includes for the provision of a primary school site of not less than one hectare. **(Objective FC6)**
- Ensure that development of the Fortunestown Centre Neighbourhood shall, in consultation with the Planning Authority, include for the provision of a library building or space and a healthcare facility. These facilities shall be located within or in close proximity to the Citywest Shopping Centre. **(Objective FC6a)**
- Ensure that a minimum of 85% of all dwellings be provided as own door houses on their own site and that a maximum of 15% of all dwellings across the Plan Lands be provided as apartments/duplexes with such dwellings limited to appropriate areas or particular locations such as Luas stops and landmark junctions and sensitively designed to contribute to the broader aesthetics of the area including the nearby mountains. The minimum average floor area of all developments throughout the Plan Lands shall be 110 sq. metres. **(Objective FC6b)**

6.1.4 Green Infrastructure

One of the main functions of the Fortunestown Centre will be to link all the green spaces within the Plan Lands with each other and to form a central hub to the green network.

Heritage items that currently exist within the neighbourhood include a section of the Kingswood Stream that runs to the north of Fortunestown Lane and the hedgerow situated alongside it.

These heritage elements should be retained, enhanced and incorporated as part a network of green corridors that accommodates cycle and pedestrian routes. In this instance the hedgerow and streams will run through a neighbourhood park that straddles the Luas line with soft landscaping on the northern side of the Luas line and a triangular plaza on the southern side. This park and incorporated heritage elements will act as a counterbalance to development around the Fortunestown Centre.

It is an objective of the Local Area Plan:

- That no further residential or commercial floorspace (office, retail, services etc) will be permitted within the Fortunestown Centre until such time as the park facilities heretofore permitted within the site designated as the District Park (site to rear/south-west of Citywest Shopping Centre) have been completed or are nearing completion including children's play facilities, sports/outdoor recreational facilities, jogging track, sports building, car parking, paths and landscaping. **(Objective FC7)**
- That the Fortunestown Centre will incorporate green through routes in a manner that forms a hub for a green structure/network to permeate the Plan Lands. **(Objective FC8)**
- To ensure that the development of the Fortunestown Centre includes for a neighbourhood park that straddles the Luas line with soft and hard landscaping and incorporates Kingswood Stream with its associated hedgerow. **(Objective FC9)**
- That a 10 metre (min) biodiversity strip (measured from the top of the bank) shall be reserved on both sides of the designated sections of stream(s) that traverse the neighbourhood, for flood management, landscaping, pedestrian/cyclist movement and biodiversity reasons. **(Objective FC10)**

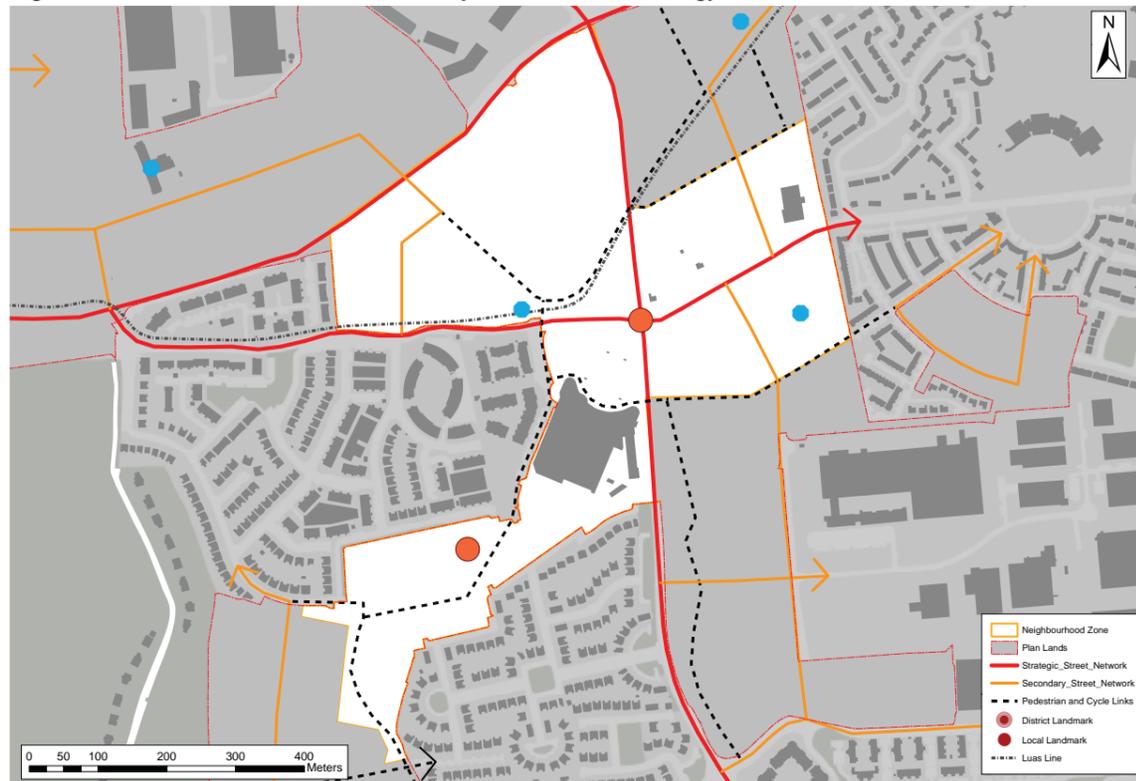
6.1.5 Built Form

The main streets and spaces around the Fortunestown Centre will be relatively urban in nature with strong and continuous built frontages. Buildings along and around the main streets and spaces will generally be 3 storeys in height save for a landmark building at the south-west corner of the upgraded junction between Fortunestown Lane and Citywest Road.

The existing undeveloped land to the east of Citywest Road will be developed with buildings that front the upgraded junction and help enclose and define the junction. Buildings should also shape and define a series of secondary side streets.

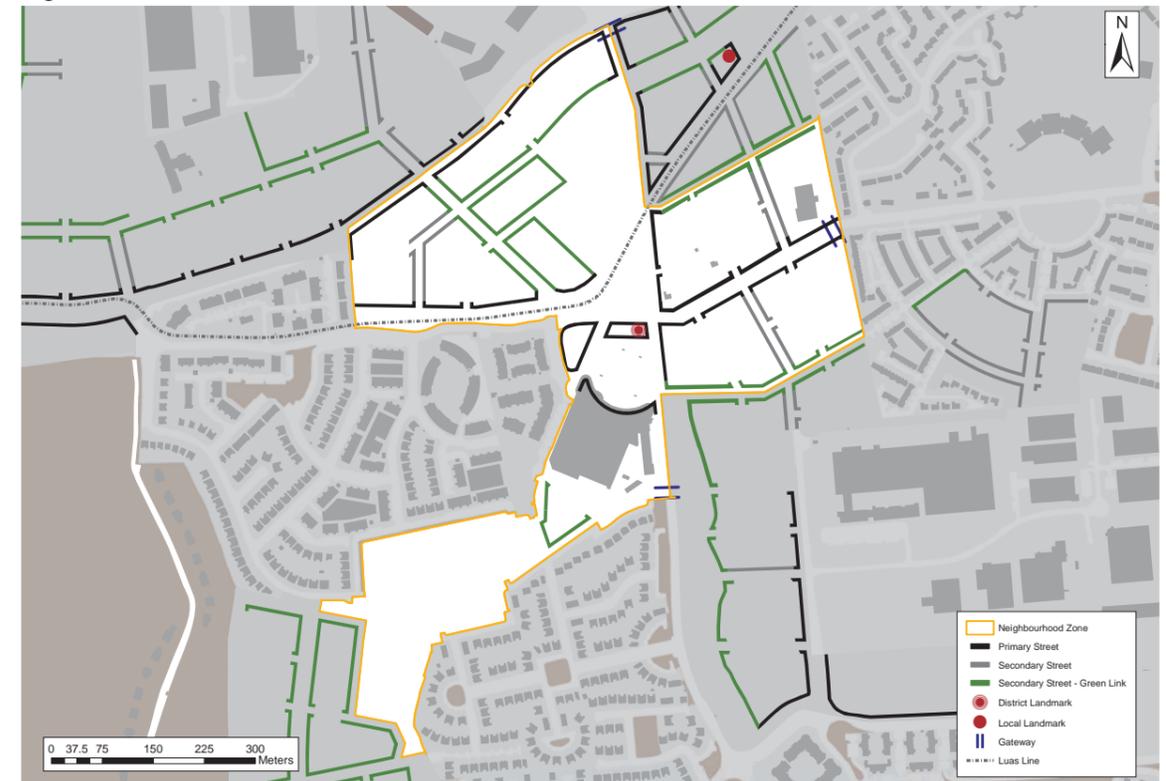
Development within the Fortunestown Centre should take cognisance of existing streams and ditches in a manner that incorporates these heritage and landscape items as part of a SUDS for the area.

Fig. 6.2 Fortunestown Centre Accessibility & Movement Strategy



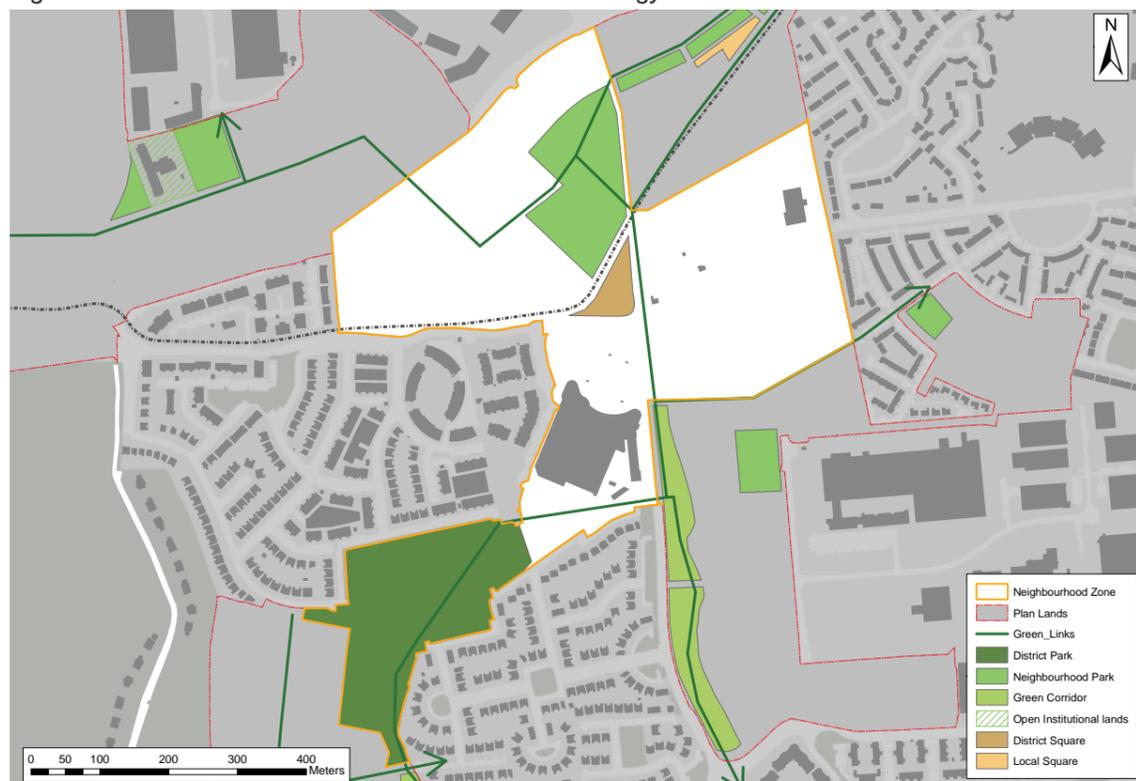
Source: South Dublin County Council

Fig. 6.4 Fortunestown Centre Built Form Framework



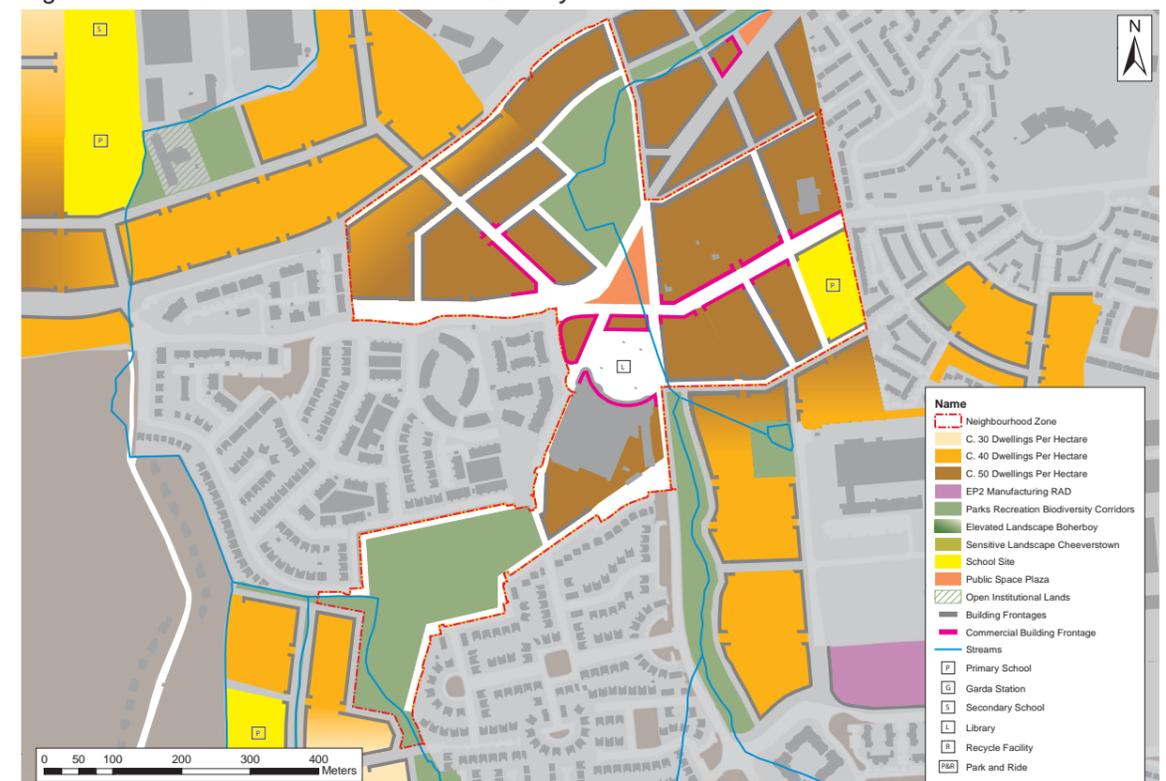
Source: South Dublin County Council. Note: See Explanatory Note for Framework Maps in Section 6.0

Fig. 6.3 Fortunestown Centre Green Infrastructure Strategy



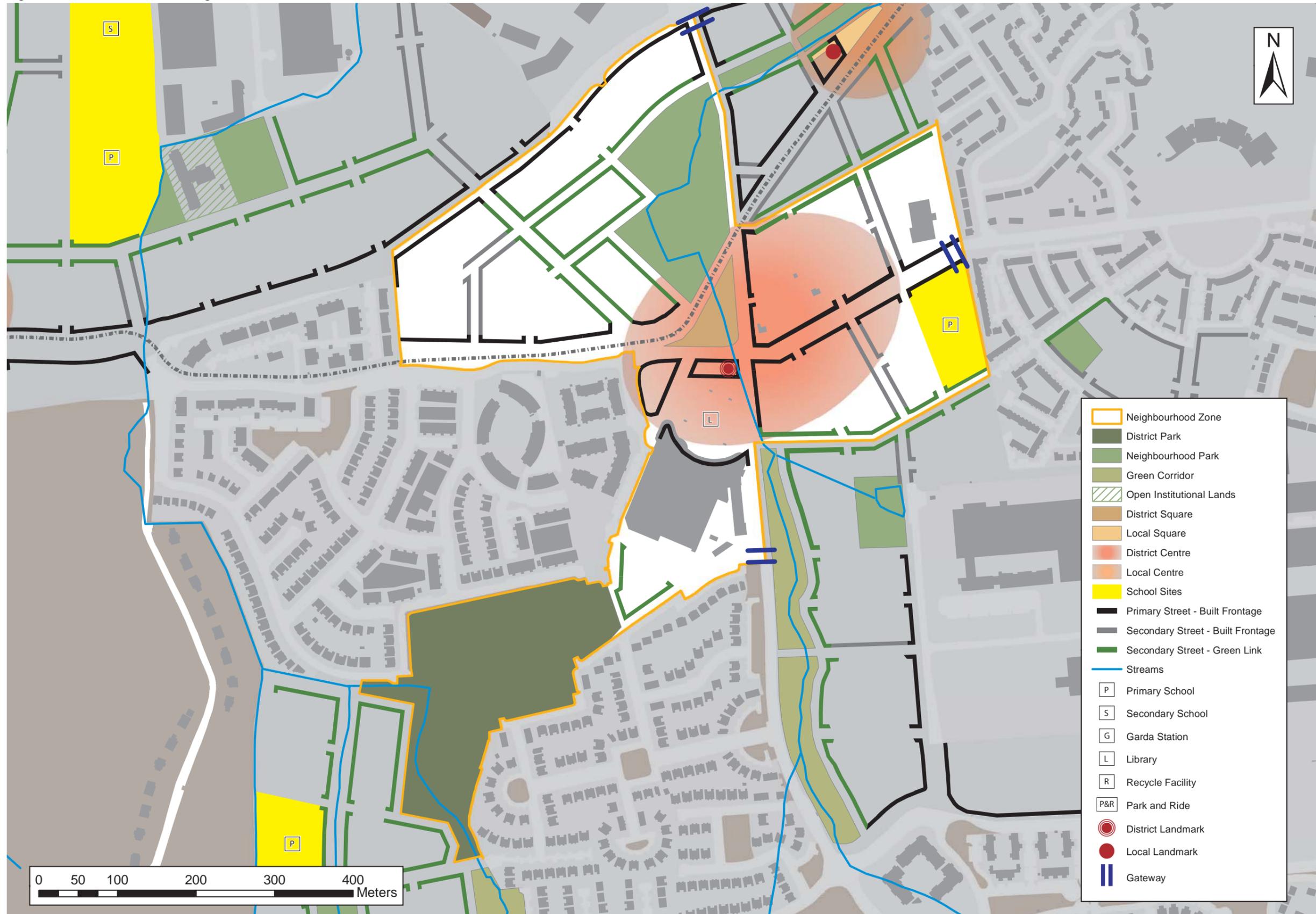
Source: South Dublin County Council

Fig. 6.5 Fortunestown Centre Land Use & Density Framework



Source: South Dublin County Council. Note: See Explanatory Note for Framework Maps in Section 6.0

Fig. 6.6 Fortunestown Centre Neighbourhood Framework



Source: South Dublin County Council. Note: See Explanatory Note for Framework Maps in Section 6.0

6.2 Framework 2: Cheeverstown Neighbourhood

The Cheeverstown Neighbourhood will function as the main connection between the Fortunestown Centre and the Outer Ring Road via footpaths, cycle tracks, streets and linear spaces/parks.

This neighbourhood will function as a transition zone of employment between the Fortunestown Centre and the Citywest Business Campus and will strengthen the connection between Citywest and the Plan Lands.

The area is isolated and constrained by the Luas line but offers the opportunity to extend the Citywest Business Campus towards the District Centre with employment and enterprise buildings that front Citywest Avenue and the northern side of the Luas line.

Employment and enterprise buildings will complement and benefit from direct access to the Outer Ring Road, the Luas and the Park and Ride facilities at the Citywest Campus and Cheeverstown Stops. Employment intensive development will also provide passive surveillance along the Luas and bring activity during business hours.

6.2.1 Accessibility & Movement

The development of the Cheeverstown Neighbourhood will be instrumental to accessibility and movement through the Plan Lands and to and from the Fortunestown Centre.

Citywest Avenue will operate as a major east-west link and movement corridor along the northern edge of the neighbourhood and will provide a direct link between the Plan Lands and the Outer Ring Road.

The Luas line will act as a public transport spine through the neighbourhood and will further link the extended business campus with the Fortunestown Centre neighbourhood whilst improving the modal choice for those working in the existing and extended business campus.

6.2.2 Integration of Development

In order to successfully extend the Citywest Business Campus, this will require the undergrounding of 110kV overhead line electrical cables along the northern side of the Luas line. This will ensure that development appropriately addresses the Luas track without the need to setback buildings and accommodate an extensive wayleave.

The integration of safe and accessible pedestrian and cyclist routes to the existing Citywest Business Campus via a green corridor will further encourage integration and movement between Citywest Business Campus and the remainder of the Plan Lands. It is an objective of the Local Area Plan that:

- Development of the Cheeverstown Neighbourhood shall include for the provision of a direct pedestrian and cyclist link to the Brookview housing estate through the estate's northern boundary in a manner that provides safe and direct access to the Luas. The pedestrian and cyclist link with Brookview will be via undeveloped Council owned land. **(Objective CN1)**

6.2.3 Density and Land Use

The land-use throughout the Cheeverstown Neighbourhood will vary with employment uses and a Garda station accommodated in the eastern side of the neighbourhood and residential uses in the western side of the neighbourhood.

In order to facilitate the provision of own door housing, net residential densities of 30-50 dwellings per hectare shall apply to the Plan lands. Densities shall be at the higher end of this range within 5 minutes walk of Luas stops in accordance with Development Plan policy and National Guidance and at the lower end of this range at the extremities of the Plan Lands.

A secondary school site is designated between the employment uses and the residential uses. It is therefore an objective of the Local Area Plan that:

- Development of the Cheeverstown Neighbourhood shall accord with the Local Area Plan's Phasing Strategy and shall include for the provision of a secondary school site of not less than 2 hectares. **(Objective CN2)**
- Provision will be made for a Garda Station, subject to need, at the eastern end of the Cheeverstown Neighbourhood. **(Objective CN2a)**
- A minimum of 85% of all dwellings be provided as own door houses on their own site and that a maximum of 15% of all dwellings across the Plan Lands be provided as apartments/duplexes with such dwellings limited to appropriate areas or particular locations such as Luas stops and landmark junctions and sensitively designed to contribute to the broader aesthetics of the area including the nearby mountains. The minimum average floor area of all developments throughout the Plan Lands shall be 110 sq. metres. **(Objective CN2b)**

6.2.4 Green Infrastructure

The formal landscaping found in the Citywest Campus should be continued around buildings in the eastern side of the neighbourhood and this formal landscaping shall include SUDS measures that incorporate remaining open elements of the Fettercairn Stream.

The formal landscaping shall also protect and incorporate the entirety of the remaining hedgerow along the old townland boundary between Cheeverstown and Brownsbarn. It is therefore an objective of the Local Area Plan that:

- Development of the Cheeverstown Neighbourhood shall include for the protection, enhancement and incorporation of the old townland boundary hedgerow between Brownsbarn and Cheeverstown together with the remaining open elements of the Fettercairn Stream. **(Objective CN3)**
- A 10 metre (min) biodiversity strip (measured from the top of the bank) shall be reserved on both sides of the designated sections of stream(s) that traverse the neighbourhood, for flood management, landscaping, pedestrian/cyclist movement and biodiversity reasons. **(Objective CN4)**

6.2.5 Built Form

Enterprise and employment buildings on the eastern side of the neighbourhood shall be more urban in form compared to existing buildings located around the Citywest Business Campus. Therefore buildings will have relatively high site coverage with less surface parking and stronger built frontages onto streets. The Luas provides the opportunity for reduced surface parking.

Building heights should be similar to that in the existing Citywest Campus with higher buildings located along Citywest Avenue and close to the Luas Line.

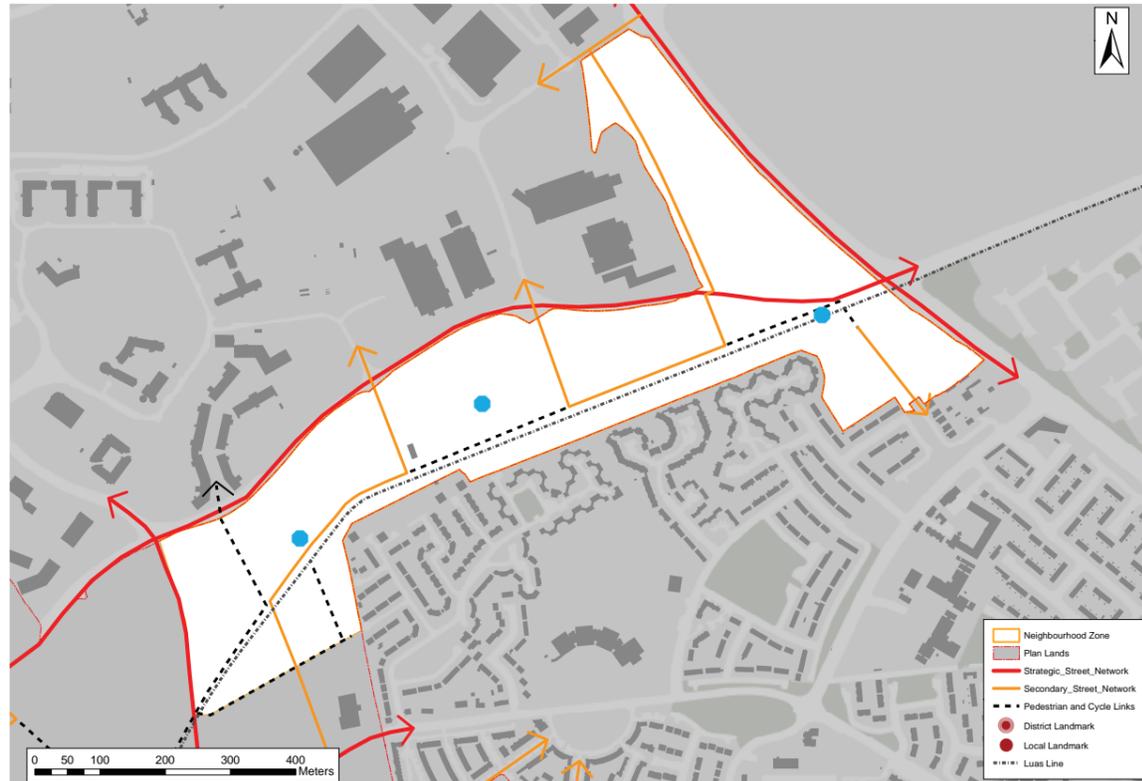
Photo 6.1 Development that Fronts Linear Park with Swale



Photo 6.2 Street Adjacent to Tram Line with Boundary Planting

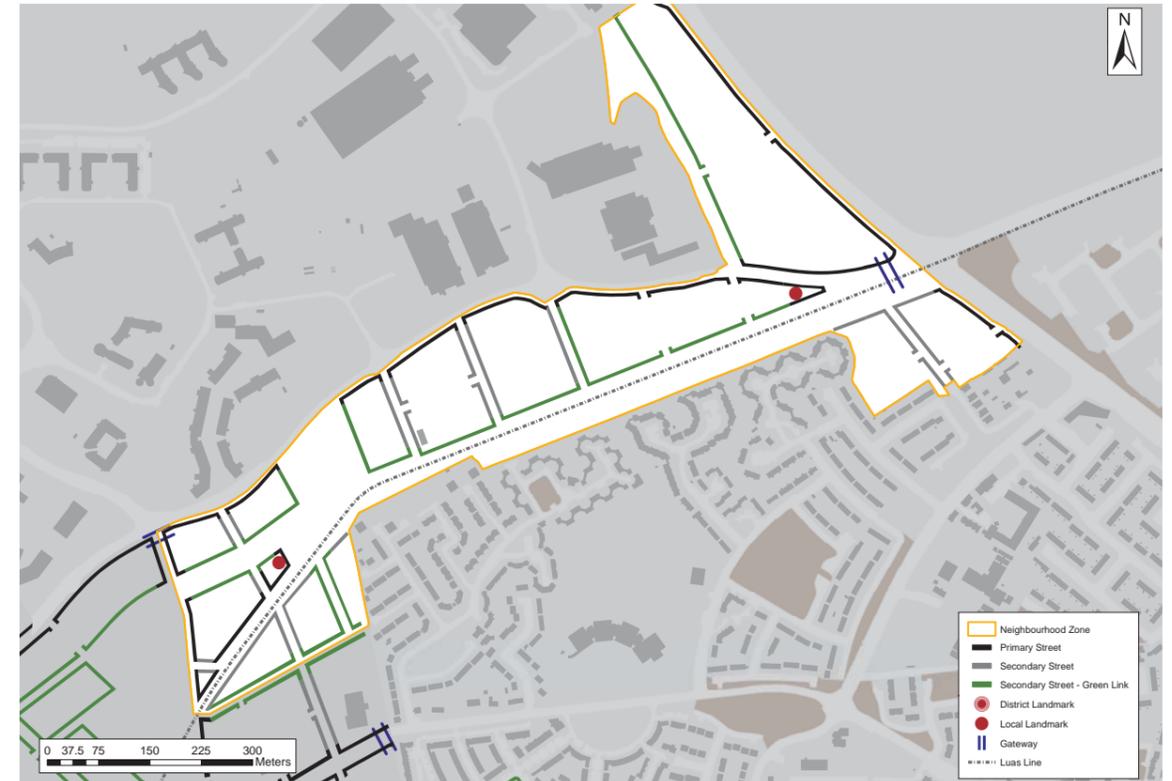


Fig. 6.7 Cheeverstown Accessibility & Movement Strategy



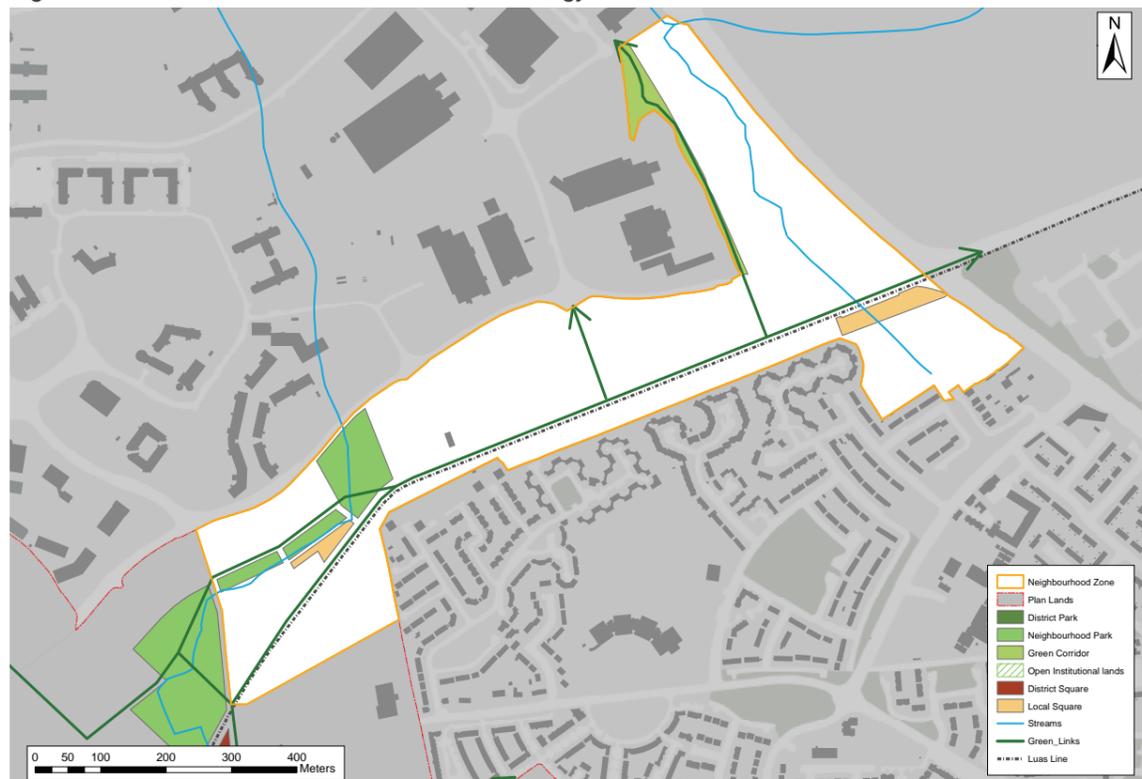
Source: South Dublin County Council

Fig. 6.9 Cheeverstown Built Form Framework



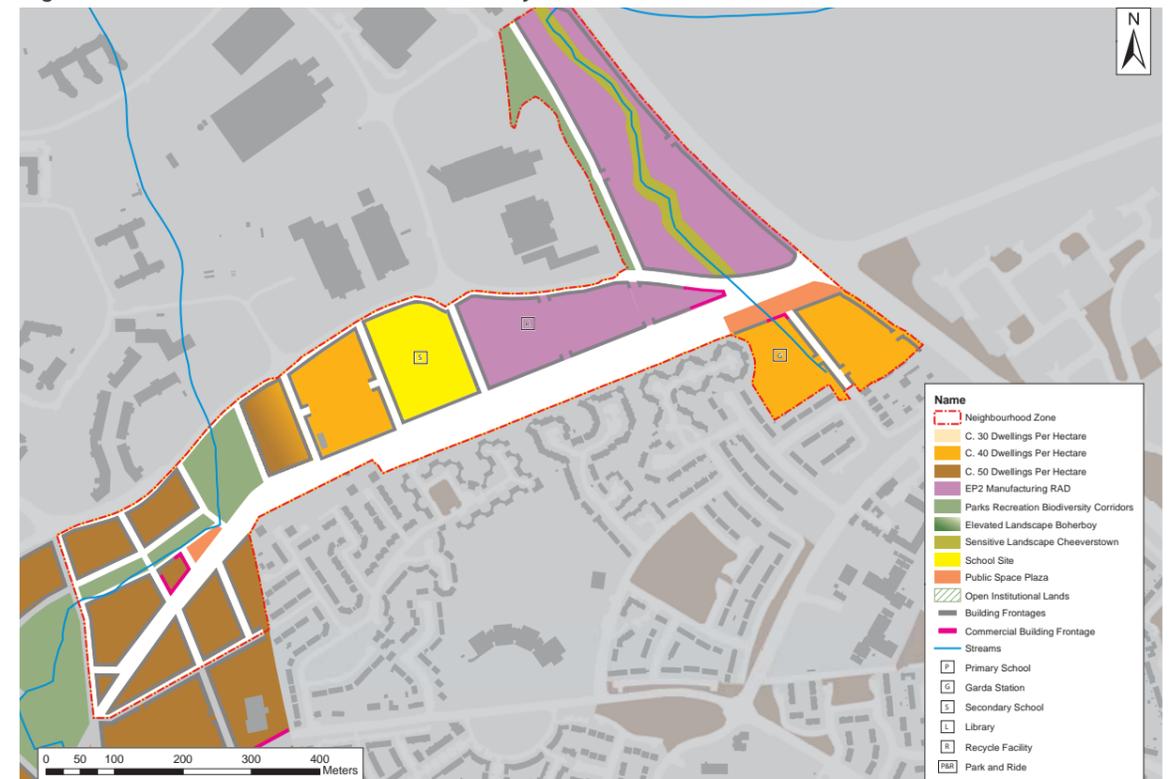
Source: South Dublin County Council. Note: See Explanatory Note for Framework Maps in Section 6.0

Fig. 6.8 Cheeverstown Green Infrastructure Strategy



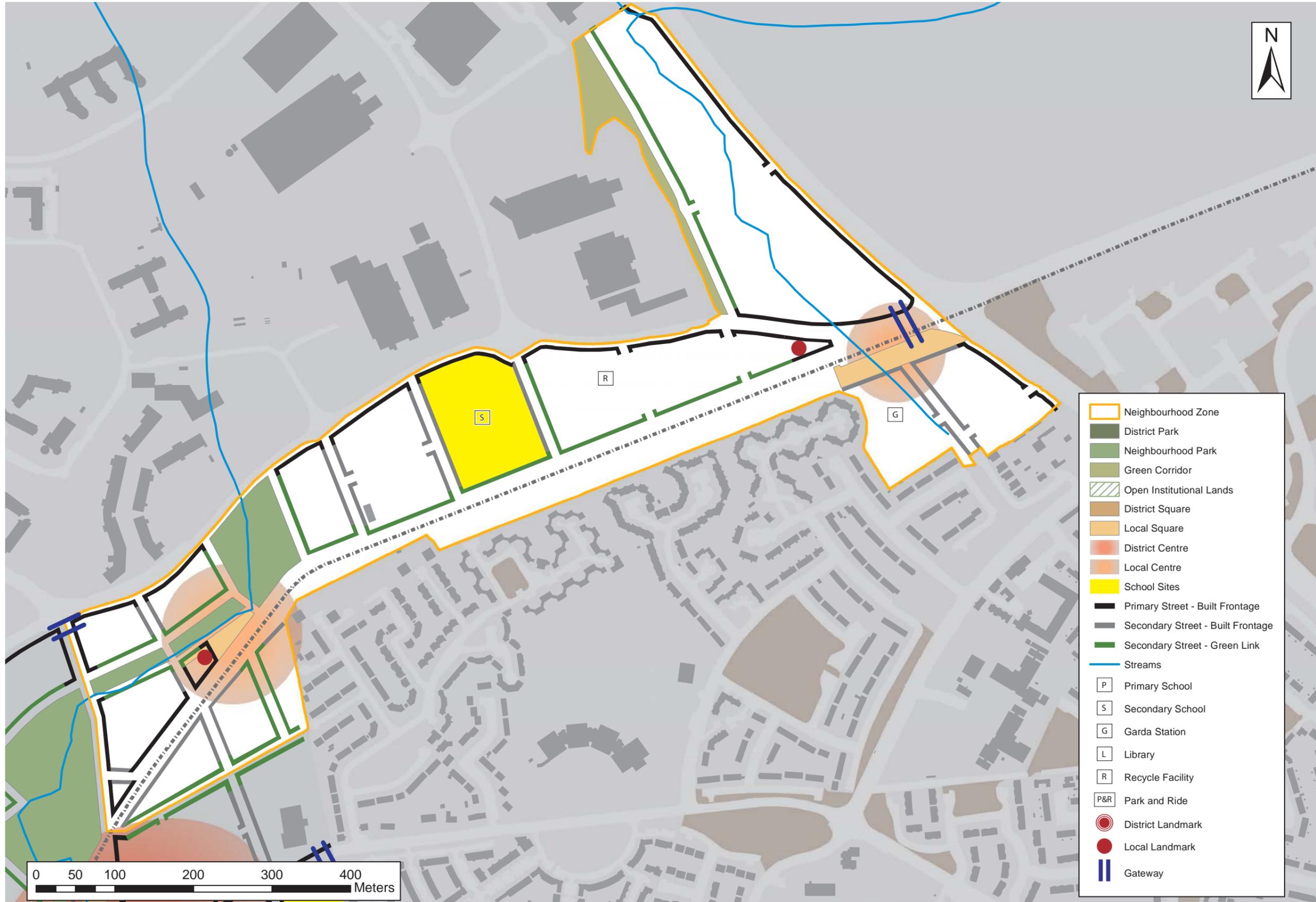
Source: South Dublin County Council

Fig. 6.10 Cheeverstown Land Use and Density Framework



Source: South Dublin County Council. Note: See Explanatory Note for Framework Maps in Section 6.0

Fig. 6.11 Cheeverstown Neighbourhood Framework



Source: South Dublin County Council. Note: See Explanatory Note for Framework Maps in Section 6.0

6.3 Framework 3: Citywest Road Neighbourhood

The function of the Citywest Road Neighbourhood will be to provide residential, community and amenity uses in a highly accessible environment with links to adjoining business, community and residential uses. The neighbourhood will form a major link between the Belfry and the District Centre.

6.3.1 Accessibility and Movement

Citywest Road and Magna Drive will provide major movement corridors through the neighbourhood from which secondary and tertiary streets will emanate.

6.3.2 Integration of Development

Magna Drive will be extended as a secondary street to connect with Citywest Road and Fortunestown Way. Magna Drive will be upgraded to include footpaths and cycle routes on either side. This upgraded street will connect the neighbourhood to the Belfry estate. Housing within the Saggart Abbey estate will be linked with the Citywest Road Neighbourhood via pedestrian routes that cross Citywest Road.

It is therefore an objective of the Local Area Plan that:

- Development of the Citywest Road Neighbourhood shall include a pedestrian and cyclist link that connects and integrates with the MacUilliam Housing estate. This shall include for the completion of perimeter blocks with the existing housing in MacUilliam and the continuation of the streetscape along MacUilliam Way to the south-west with a pedestrian and cyclist link between existing and new development along MacUilliam Way. This link shall be fronted and overlooked by buildings in a manner that encourages passive and active surveillance and discourages anti-social behaviour. **(Objective CRN1)**
- Development of the Citywest Road Neighbourhood shall include pedestrian routes that cross and run either side of Citywest Road. **(Objective CRN2)**

6.3.3 Density and Land-Use

In order to facilitate the provision of own door housing, net residential densities of 30-50 dwellings per hectare shall apply to the Plan lands. Densities shall be at the higher end of this range within 5 minutes walk of Luas stops in accordance with Development Plan policy and National Guidance and at the lower end of this range at the extremities of the Plan Lands.

It is an objective of the Local Area Plan to ensure that:

- A minimum of 85% of all dwellings be provided as own door houses on their own site and that a maximum of 15% of all dwellings across the Plan Lands be provided as apartments/duplexes with such dwellings limited to appropriate areas or particular locations such as Luas stops and landmark junctions and sensitively designed to contribute to the broader aesthetics of the area including the nearby mountains. The minimum average floor area of all developments throughout the Plan Lands shall be 110 sq. metres. **(Objective CR2b)**

6.3.4 Green Infrastructure

Development of the Citywest Road Neighbourhood will include for the protection and incorporation of the elements of the Kingswood Stream that runs along the Citywest Road. It is therefore an objective of the Local Area Plan that:

- Development of the Citywest Road Neighbourhood shall retain significant elements of the Kingswood Stream within a linear park along the Citywest Road. The linear park shall be planted with trees and incorporate open ended pedestrian and cycle routes. **(Objective CRN3)**
- The attenuation pond to the north-east of Magna Business Park shall be retained as a local feature within a neighbourhood park. **(Objective CRN4)**
- A 10 metre (min) biodiversity strip (measured from the top of the bank) shall be reserved on both sides of the designated sections of stream(s) that traverse the neighbourhood, for flood management, landscaping, pedestrian/cyclist movement and biodiversity reasons. **(Objective CRN5)**

6.3.5 Built Form

The form of development within the Citywest Road Neighbourhood will be shaped by (inter alia) integration with the MacUilliam Estate, the linear park along Citywest Road and the pocket park around the attenuation pond.

The extension of development adjacent to the MacUilliam Housing Estate will comprise strong perimeter blocks that shape and define streets and spaces in a similar manner to the existing estate. The extended street that meets and continues the route of MacUilliam Way via a pedestrian and cycle link will be designed as a secondary street from which tertiary streets will emanate.

Building heights will range from 2 – 3 storeys with the higher buildings located at the north-west corner of the neighbourhood adjacent to the Fortunestown Centre.

Photo 6.3 Waterside Pedestrian and Cyclist Routes

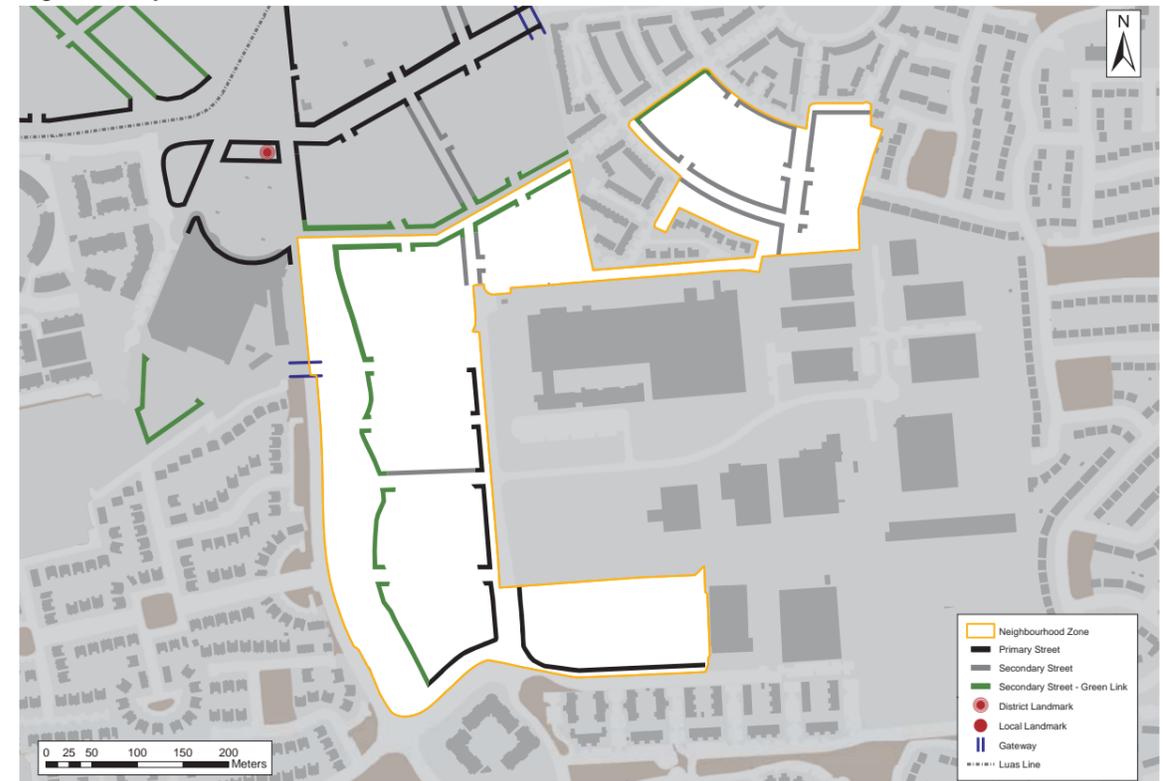


Fig. 6.12 Citywest Road Accessibility & Movement Strategy



Source: South Dublin County Council

Fig. 6.14 Citywest Road Built Form Framework



Source: South Dublin County Council. Note: See Explanatory Note for Framework Maps in Section 6.0

Fig. 6.13 Citywest Road Green Infrastructure Strategy



Source: South Dublin County Council

Fig. 6.15 Citywest Road Land Use & Density Framework



Source: South Dublin County Council. Note: See Explanatory Note for Framework Maps in Section 6.0

Fig. 6.16 Citywest Road Neighbourhood Framework



Source: South Dublin County Council. Note: See Explanatory Note for Framework Maps in Section 6.0

6.4 Framework 4: Boherboy Neighbourhood

The Boherboy Neighbourhood will function as the green lung of the Plan Lands and will act as an important link between the Fortunestown Centre and the amenities of the Dublin Mountains.

In order to incorporate the valuable heritage features that occupy Boherboy and respond to the rural character of the surrounding area, development of the Boherboy Neighbourhood will largely take the form of low density housing set amongst green corridors and parkland.

6.4.1 Accessibility and Movement

Vehicular, pedestrian and cyclist access through the Boherboy Neighbourhood shall be provided to and from the Fortunestown Centre, the Saggart Abbey Estate, the Carrigmore Estate and Boherboy Road.

It is important that the first phase of development in Boherboy integrates with the Carrigmore Estate and Saggart Abbey estates with through routes. These connections will create convenient access to the Fortunestown Centre, District Park and a new primary school site within Boherboy for the residents of Carrigmore and Saggart Abbey.

Open ended pedestrian and cycle routes will also provide convenient access between and through the Fortunestown Centre, District Park and towards the Dublin Mountains.

It is therefore an objective of the Local Area Plan that:

- The first phase of development in the Boherboy Neighbourhood shall include for through routes to the Carrigmore and Saggart Abbey estates in a manner that provides indirect access from the Boherboy Neighbourhood onto Fortunestown Lane, to the Fortunestown and Saggart Luas stops and onto Citywest Avenue. **(Objective BN1)**
- A pedestrian and cyclist link shall be provided between the first phase of development in the Boherboy Neighbourhood and the district park to the rear (south-west) of the Citywest Shopping Centre. **(Objective BN2)**
- Development of the Boherboy Neighbourhood shall include for cyclist and pedestrian circuit routes that link the District Park with the Boherboy Road via a choice of routes. **(Objective BN3)**

Phase 1 of development of the Boherboy lands may commence at the southern end of the lands with access off Boherboy Road provided that, prior to the occupation of any dwelling, Phase 1 of development of the Boherboy lands includes for the provision of a footpath along Boherboy Road, including the preservation of trees where possible. This is necessary due to the extremely narrow, sub-standard nature of Boherboy Road where there is no footpath access to the site at present.

6.4.2 Integration of Development

The movement framework detailed under the Accessibility and Movement Strategy illustrates the level of integration envisaged between the Boherboy Neighbourhood and adjacent residential development.

6.4.3 Density and Land Use

Having regard to the provision for more compact development close to the Fortunestown Centre and around the four Luas stops within the Plan Lands and having regard to the need to protect important heritage features in Boherboy while responding to the rural character of the surrounding area with an appropriate transition, it is proposed to provide for lower density housing across the Boherboy Neighbourhood. This

accords with policy in the South Dublin County Council Development Plan (2010 – 2016), which allows for lower densities in limited cases and to facilitate a choice of housing types.

In order to facilitate the provision of own door housing, net residential densities of 30-50 dwellings per hectare shall apply to the Plan lands. Densities shall be at the higher end of this range within 5 minutes walk of Luas stops in accordance with Development Plan policy and National Guidance and at the lower end of this range at the extremities of the Plan Lands.

A more compact form of development may be permitted in the northern area of the neighbourhood subject to the provision of vehicular and pedestrian routes that achieve direct access onto Fortunestown Lane and its Luas stops. It is therefore an objective of the Local Area Plan that:

- Densities at the upper end of the scale shall only be located in the northern areas of the Boherboy Neighbourhood subject to the achievement of vehicular access through the Carrigmore Estate and pedestrian access through the District Park and District Centre. The lower densities shall be implemented in the southern areas of the neighbourhood. **(Objective BN4)**
- A minimum of 85% of all dwellings be provided as own door houses on their own site and that a maximum of 15% of all dwellings across the Plan Lands be provided as apartments/duplexes with such dwellings limited to appropriate areas or particular locations such as Luas stops and landmark junctions and sensitively designed to contribute to the broader aesthetics of the area including the nearby mountains. The minimum average floor area of all developments throughout the Plan Lands shall be 110 sq. metres. **(Objective BN4a)**
- Development of the Boherboy Neighbourhood shall accord with the Local Area Plan's Phasing Strategy and shall include for the provision of a primary school site of not less than one hectare. **(Objective BN5)**

6.4.4 Green Infrastructure

Development of the Boherboy Neighbourhood will include for the protection and incorporation of the elements of the Corbally Stream and the hedgerows that run through Boherboy especially the stream and hedgerow along the eastern side of the neighbourhood, which represent the old townland boundary between Boherboy and Gibbons and also represents an historic parish and barony boundary.

The historic boundary and stream will be set within a linear park lined by footpaths and cycle routes, which in turn will be overlooked by dwellings. A central neighbourhood park will also be provided and will create a link with the Plan Land's Green Network between the District Park and the Dublin Mountains via a central street verge. The street verge will follow the route and preserve the majority of the north-south field boundary hedgerow that currently centres on and divides the Boherboy lands. The layout of streets shall attempt to exploit views of the Dublin Mountains and the church tower in Saggart Village. It is an objective of the Local Area Plan that:

- A 10 metre (min) biodiversity strip (measured from the top of the bank) shall be reserved along both sides of the designated sections of the Corbally Stream for flood management, landscape and biodiversity reasons. This biodiversity strip shall cater for a pedestrian/cycle path from the Boherboy Road to the public open space to the north-east

(District Park) as part of Phase 1 of development of the Boherboy lands. **(Objective BN5a)**

- Development across the Boherboy Neighbourhood shall protect and incorporate its existing rolling topography and its existing hedgerows and streams especially the watercourse and hedgerow that demarcates the old townland boundary between Boherboy and Gibbons. **(Objective BN6)**
- The slope of the neighbourhood's topography shall be utilised as part of any development and the level of cut and fill shall be kept to an absolute minimum. This shall be demonstrated under all planning applications with extensive north-south and east-west sections. The excessive use of retaining walls shall be avoided. **(Objective BN7)**
- Development proposals on the south-west corner of the Boherboy lands shall either avoid the lands above the 150 metre contour through the provision of an appropriately landscaped buffer (see Section 7.2.15) or demonstrate design integration with the landscape through measures that may include a combination of low density housing (i.e. bungalows or similar) and properly landscaped public open space that would be of benefit to the development of the site and lands as a whole. **(Objective BN7a)**

6.4.5 Built Form

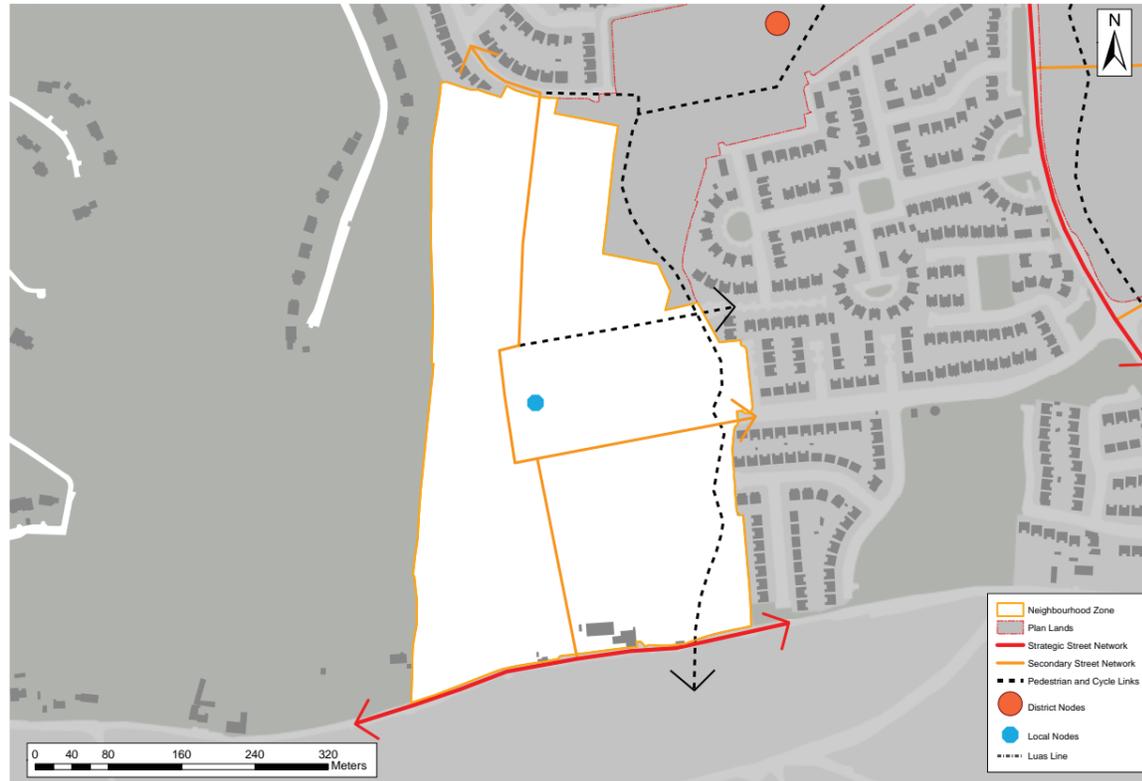
Development across the Boherboy District will take the form of low density and low rise housing in a manner that incorporates elements of heritage value and views of elements of heritage value. Eco housing is especially encouraged. Housing should be no more than two storeys in height. It is an objective of the Local Area Plan that:

- The layout of streets in the southern section of the Boherboy Neighbourhood will be orientated to create vistas of the Church Tower in Saggart Village to the north-west and the Dublin Mountains to the south. Development of the Boherboy Neighbourhood shall also incorporate and retain Corbally Bridge. **(Objective BN8)**

Photo 6.4 Utilisation of Topography in Creation of Pedestrian Street

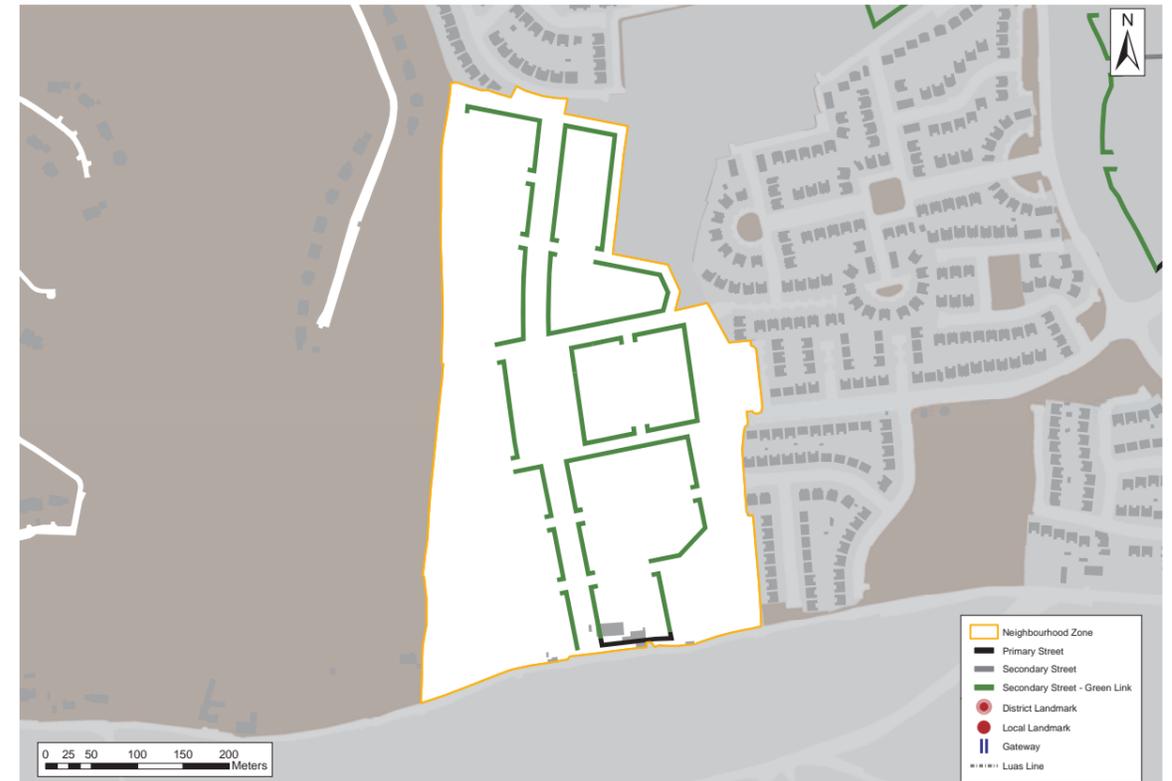


Fig. 6.17 Boherboy Accessibility & Movement Strategy



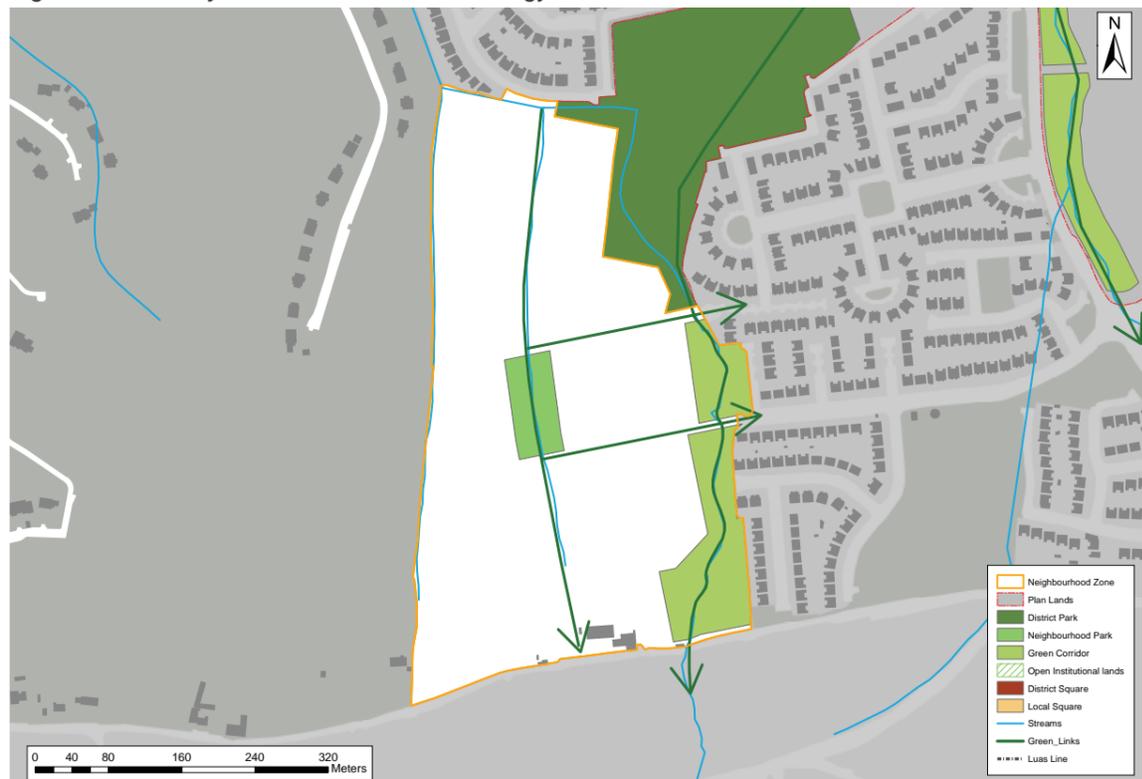
Source: South Dublin County Council

Fig. 6.19 Boherboy Built Form Framework



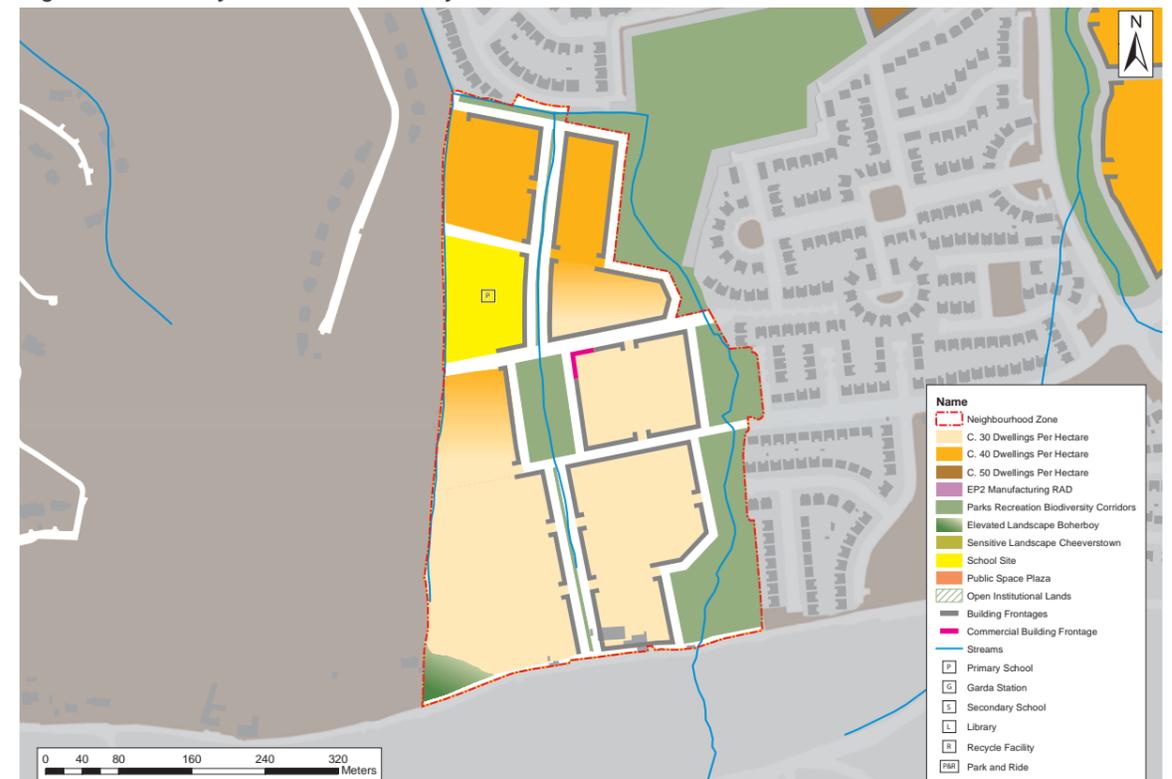
Source: South Dublin County Council. Note: See Explanatory Note for Framework Maps in Section 6.0

Fig. 6.18 Boherboy Green Infrastructure Strategy



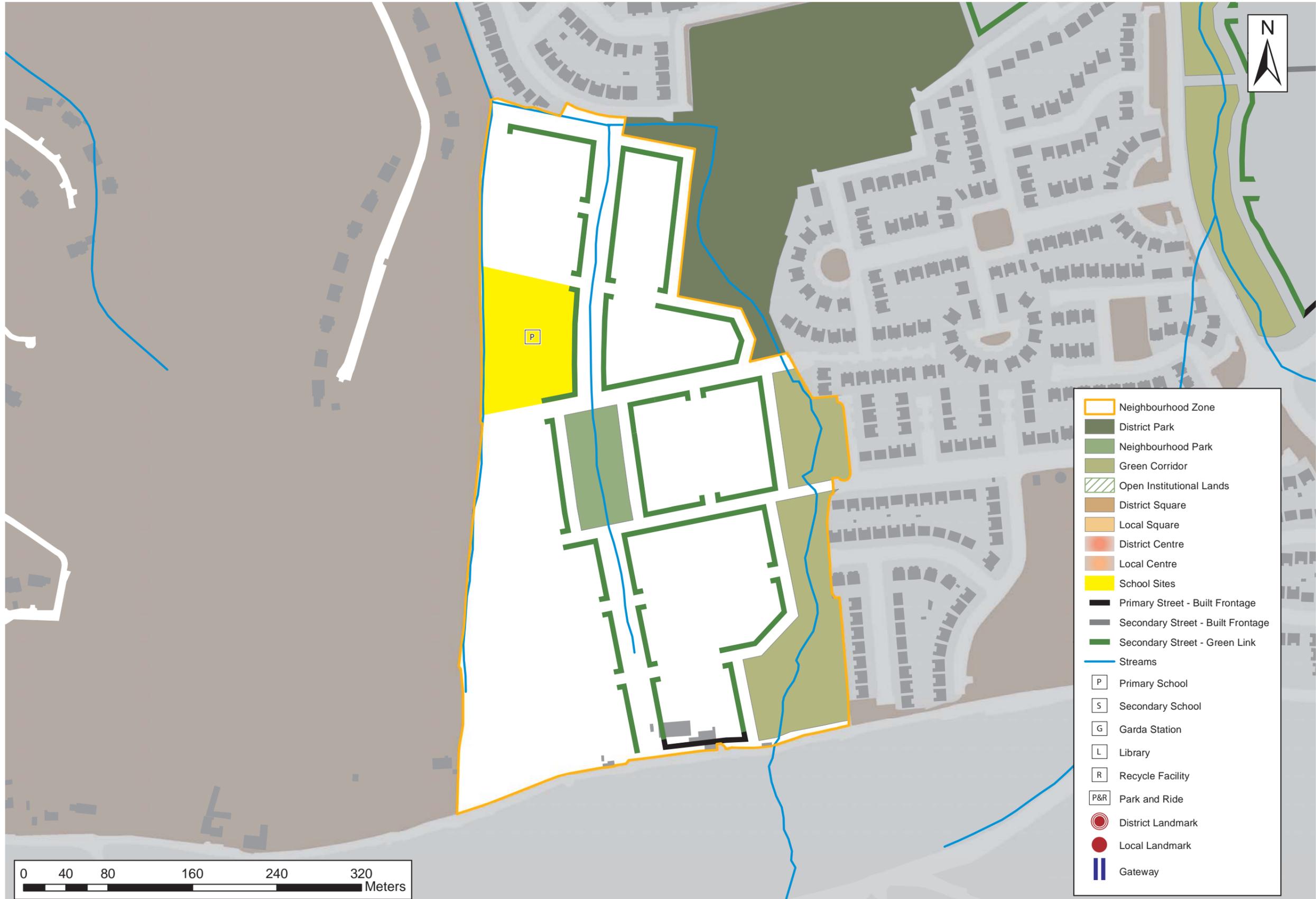
Source: South Dublin County Council

Fig. 6.20 Boherboy Land Use & Density Framework



Source: South Dublin County Council. Note: See Explanatory Note for Framework Maps in Section 6.0

Fig. 6.21 Boherboy Neighbourhood Framework



Source: South Dublin County Council. Note: See Explanatory Note for Framework Maps in Section 6.0

6.5 Framework 5: Saggart-Cooldown Commons Neighbourhood

The Saggart-Cooldown Commons Neighbourhood including its existing through roads will be upgraded to cater for pedestrians, cyclists and public transport users and will be developed to encourage movement between Saggart Village and the Fortunestown Centre. Buildings will front and address the existing through roads especially along Citywest Avenue.

6.5.1 Accessibility and Movement

Access to and through this neighbourhood shall be provided off Garter Lane, Fortunestown Lane, Bianconi Avenue and Citywest Avenue. These access points will allow for the provision of intersecting east-west and north-south secondary streets that serve tertiary streets and link the neighbourhood with the Fortunestown Centre.

Overcoming the barriers that run through and along the edges of the Neighbourhood will be aided by the provision of pedestrian and cyclist crossing points along Fortunestown Lane and Citywest Avenue. It is therefore an objective of the Local Area Plan that:

- Secondary streets will be accessed from Garter Lane, Fortunestown Lane, Citywest Avenue and Bianconi Avenue. **(Objective SCCN 1)**
- Development along Citywest Avenue and Fortunestown Lane will include for the provision of cyclist and pedestrian crossing points that integrate with existing and proposed pedestrian and cycle routes. **(Objective SCCN 2)**
- The alignment and width of Garter Lane shall be retained in a manner that preserves its narrow and winding rural character. **(Objective SCCN 3)**
- In considering planning applications in the vicinity of the Luas terminus, consideration will be given to the possibilities of future extension of the Luas beyond the existing terminus should demand exist for such in the future. **(Objective SCCN3a)**

6.5.2 Integration of Development

Integration between the Saggart-Cooldown Commons Neighbourhood, the Fortunestown Centre and Saggart Village will largely be achieved by way of the creation of a grid of open ended vehicular, pedestrian and cyclist through routes, which is detailed under the Accessibility and Movement Strategy.

6.5.3 Density and Land Use

The Saggart-Cooldown Commons Neighbourhood will be primarily developed as a residential area with parkland and school facilities.

In order to facilitate the provision of own door housing, net residential densities of 30-50 dwellings per hectare shall apply to the Plan lands. Densities shall be at the higher end of this range within 5 minutes walk of Luas stops in accordance with Development Plan policy and National Guidance and at the lower end of this range at the extremities of the Plan Lands.

It is an objective of the Local Area Plan that:

- Development of the Saggart-Cooldown Commons Neighbourhood shall accord with the Local Area Plan's Phasing Strategy and shall include for the provision of a primary school site of not less site than 1 hectare and the provision of a secondary school site of not less than 2 hectares. **(Objective SCCN 4)**
- A minimum of 85% of all dwellings be provided as own door houses on their own site and that a maximum of 15% of all dwellings across

the Plan Lands be provided as apartments/duplexes with such dwellings limited to appropriate areas or particular locations such as Luas stops and landmark junctions and sensitively designed to contribute to the broader aesthetics of the area including the nearby Mountains. The minimum average floor area of all developments throughout the Plan Lands shall be 110 sq. metres. **(Objective SCCN4a)**

- Development of the northern portion of the Cooldown Commons-Saggart Neighbourhood shall include for the provision of sports pitches with changing room facilities and a neighbourhood park with children's play facilities. **(Objective SCCN 5)**

6.5.4 Green Infrastructure

The network of green spaces through this neighbourhood will include a twin neighbourhood park that flanks the eastern and western sides of the TLC nursing home; a hard and soft landscaped plaza adjacent to the Saggart Luas stop; a neighbourhood park adjacent to the junction between Garter Lane and Bianconi Avenue and sports pitches within a district park. Garter Lane will retain much of its narrow tree lined rural character.

It is an objective of the Local Area Plan:

- That a 10 metre (min) biodiversity strip (measured from the top of the bank) shall be reserved on both sides of the designated sections of stream(s), for flood management, landscaping, pedestrian/cyclist movement and biodiversity reasons. **(Objective SCCN 5a)**

6.5.5 Built Form

Residential development across the Saggart-Cooldown Commons Neighbourhood shall be laid out in a grid like format that incorporates perimeter blocks and a hierarchy of streets.

The Citywest Avenue extension will act as an urban tree lined boulevard with cycle and pedestrian routes. Buildings shall front towards the boulevard in a manner that achieves overlooking and a high degree of passive surveillance.

Fortunestown Lane will act as a main street or primary street with a strong built edge and fine urban grain onto the Luas line. A grid of open ended and linking secondary and tertiary streets shall run through the neighbourhood and emanate from Citywest Avenue and Fortunestown Lane.

Building heights shall range between 2-3 storeys (subject to Development Plan height restrictions from Baldonnell Aerodrome). The higher buildings will be located close to the Fortunestown Centre and Saggart Luas stop. Two storey dwellings shall largely front Garter Lane with the exception of street corners where three storey buildings may be considered.

Development proposals along Garter Lane and within the neighbourhood's Area of Archaeological Potential should avoid negative conservation and archaeological impacts. It is therefore an objective of the Local Area Plan:

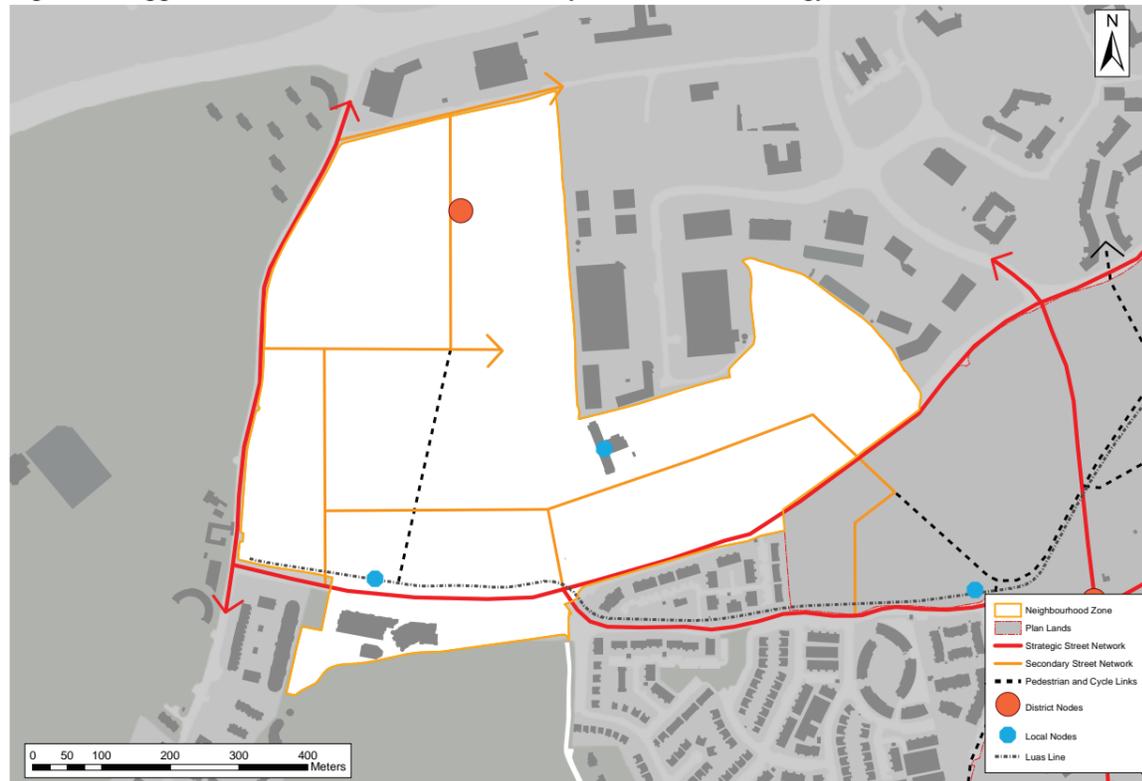
- To secure the preservation (i.e. preservation in-situ or, as a minimum, preservation by record) of archaeological remains within the registered Area of Archaeological Potential (AAP) of Saggart on the Plan Lands. **(Objective SCCN 6)**
- To ensure that development within the vicinity of Saggart House

(House and Gateway) and Tassagart (Tower House, Walled Stable Yard, Outbuildings and Gateways) does not seriously detract from the setting of these structures, and is sited and designed appropriately. **(Objective SCCN 7)**

Photo 6.5 Central Street Verge

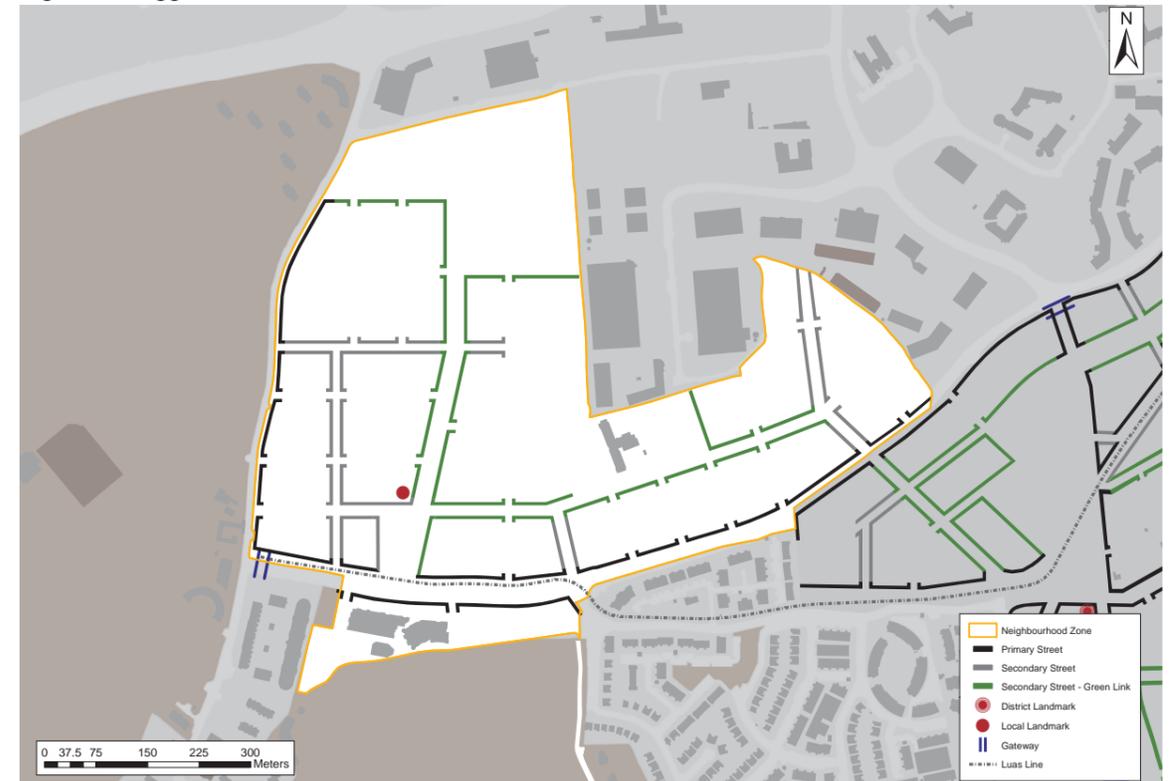


Fig. 6.22 Saggart-Cooldown Commons Accessibility & Movement Strategy



Source: South Dublin County Council

Fig. 6.24 Saggart-Cooldown Commons Built Form Framework



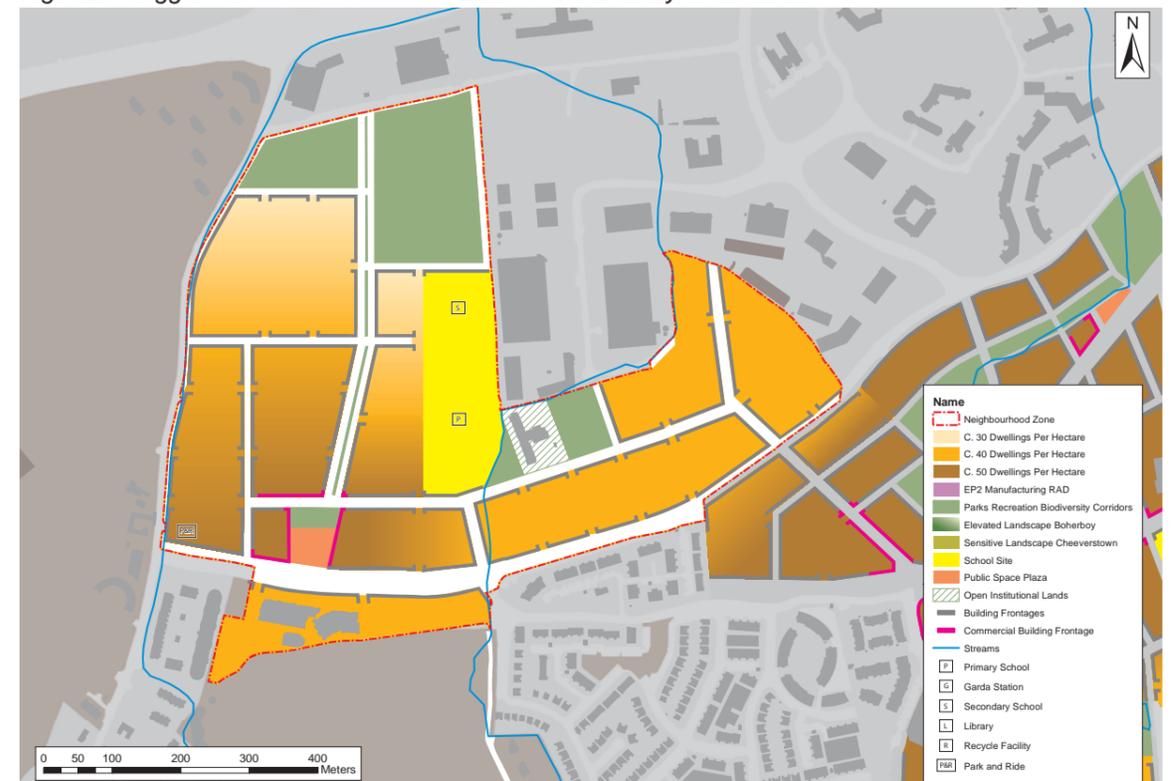
Source: South Dublin County Council . Note: See Explanatory Note for Framework Maps in Section 6.0

Fig. 6.23 Saggart-Cooldown Commons Green Infrastructure Strategy



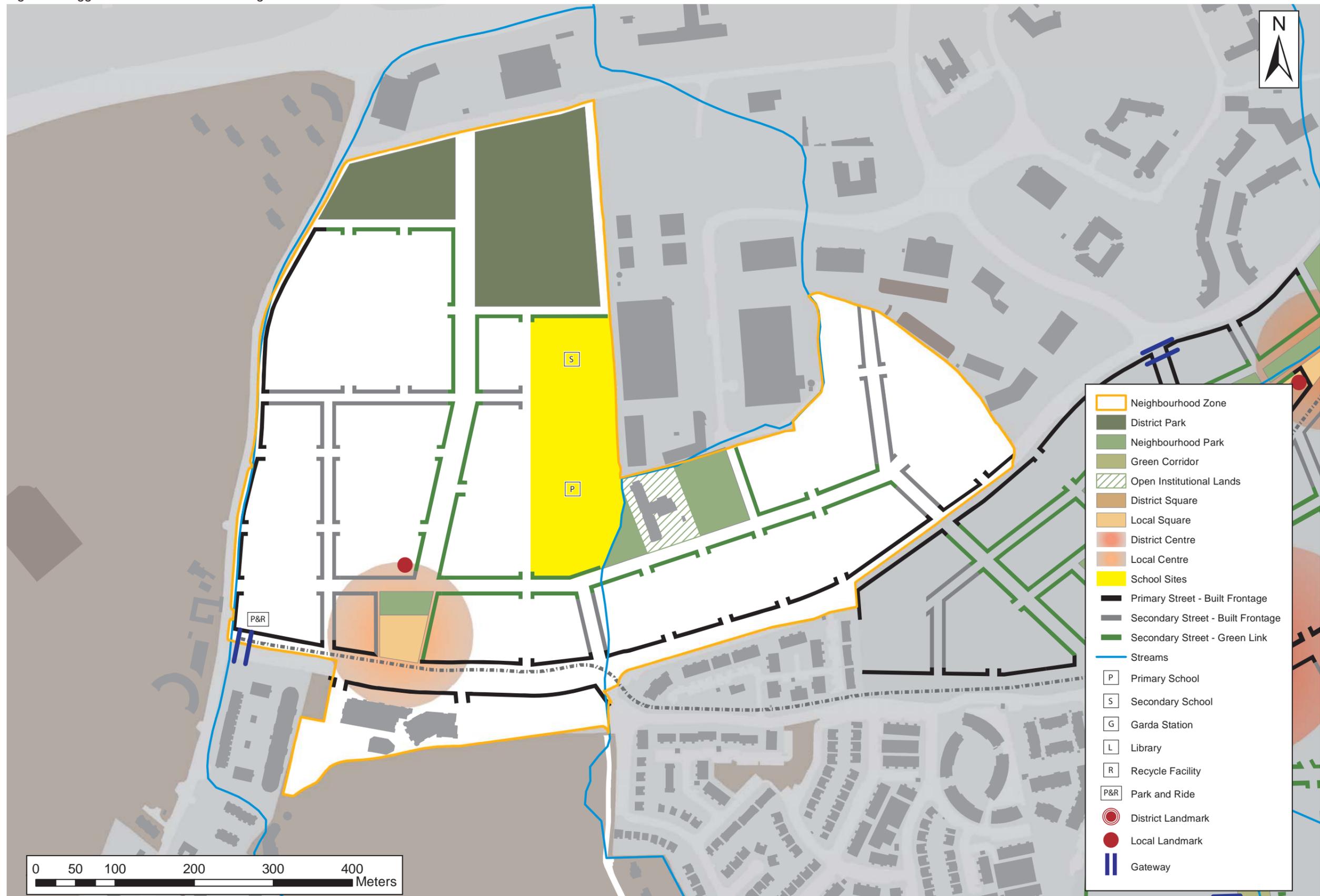
Source: South Dublin County Council

Fig. 6.25 Saggart-Cooldown Commons Land Use & Density Framework



Source: South Dublin County Council . Note: See Explanatory Note for Framework Maps in Section 6.0

Fig. 6.26 Saggart-Cooldown Commons Neighbourhood Framework



Source: South Dublin County Council . Note: See Explanatory Note for Framework Maps in Section 6.0

7.0 Standards and Design Criteria

This section of the Local Area Plan sets out qualitative and quantitative standards and urban design criteria for the development of the Plan Lands.

Innovative design solutions may be stifled in order to comply with a standard or standards. Where this is the case, variations may be acceptable where it is clearly demonstrated that the urban design criteria and associated indicators have been satisfied.

7.1 Urban Design Criteria

All developments within the Plan Lands shall comply with the 12 urban design criteria set put under 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) and the accompanying indicators detailed under 'Urban Design Manual A Best Practice Guide' (2009) and illustrated in Figure 7.1 below.

All planning applications will therefore be assessed against the following criteria:

1. Context: How does the development respond to its surroundings?
2. Connections: How well connected is the new neighbourhood?
3. Inclusivity: How easily can people use and access the development?
4. Variety: How does the development promote a good mix of activities?

5. Efficiency: How does the development make appropriate use of resources, including land?
6. Distinctiveness: How do the proposals create a sense of place?
7. Layout: How does the proposal create people friendly streets and places?
8. Public Realm: How safe, secure and enjoyable are the public areas?
9. Adaptability: How will the buildings cope with change?
10. Privacy and Amenity: How does the scheme provide a decent standard of amenity?
11. Parking: How will the parking be secure and attractive?
12. Detailed Design: How well thought through is the building and landscape design?

Fig. 7.1 Urban Design Criteria and Indicators



Source: Urban Design Manual A Best Practice Guide (2009)

7.2 Standards

Detailed qualitative and quantitative standards for the development of the Plan Lands are set out under the relevant headings below. Technical quantitative standards have largely been sourced from the Clonburris SDZ (2008) and Clonburris LAP (2008), which were previously adopted by South Dublin County Council.

7.2.1 Pedestrian and Cyclist Movement

The key principles to promote ease of pedestrian and cycle movement are set out as follows:

- All pedestrian crossings on primary streets shall provide for direct or single phase crossing. This shall ensure that pedestrians can cross primary streets without having to stop halfway on a central traffic island for passing traffic;
- Raised table footway crossovers shall be provided where tertiary and minor streets intersect;
- Footpaths shall be continued at the same level across vehicular entrances. The interface of the pedestrian crossover and the carriageway should take the form of a ramp of no greater than 1:12. The surface of the ramp should comprise durable paviers or setts, in natural stone or pre-cast concrete depending on the context;
- The use of guardrails at pedestrian crossing shall be avoided where possible. Tactile paving at pedestrian crossing should take the form of studs drilled into the paved surface;
- Dedicated cycle ways shall be provided on all key primary and secondary streets, public spaces and parks. All tertiary streets shall be designed for low traffic speeds (10kph-30kph) in a manner that allows for safe integration with traffic for cyclists.

7.2.2 Cycle Parking and Facilities

To promote the option of cycling as a means of transport, safe, secure and sheltered cycle parking shall be provided for any apartment developments and all commercial developments especially retail, service and employment intensive developments. Such parking should also be provided around pocket parks, neighbourhood parks and district parks.

Intensive employment developments (commercial floorspace greater than 1,000 sq.m gross) shall include for adequate male and female shower and changing room facilities, which shall be fully detailed on drawings submitted with planning applications.

Table 7.1 Bicycle Parking Standards

Development	Bicycle Parking
Residential Units	1 space per dwelling
Retail	1 space per 100 sq.m gross floor area
Employment (office/high tech industry)	1 space per 100 sq.m gross floor area
Secondary school	1 space per 5 pupils
Primary school	1 space per 10 pupils
Parks	1 space per 0.2 hectares
Community centres	1 space per 30 sq.m gross floor area

7.2.3 Car Parking

The quantum of car parking shall be provided in line with the standards set out under the South Dublin County Council Development Plan. The Government's Electric Transport Programme will be supported by facilitating the roll-out of charging infrastructure for electric vehicles through the planning system.

To ensure that streetscapes are not dominated by parking, surface parking shall only be provided in on-street format or in the front gardens of low density houses. There shall be no surface car parks with the exception of parking that serves employment intensive development in the Cheeverstown Neighbourhood, neighbourhood parks and district parks. Grouped surface parking in the Cheeverstown Neighbourhood should be carefully designed and heavily landscaped in order to reduce visual impact.

The provision of on-street parking shall be balanced with streetscape design and landscaping in a manner that ensures that such parking does not visually dominate any street.

Parallel on-street parking shall comply with the following standards:

- Typically lay bys will be 18 metres in length (3 car parking spaces);
- Kerb build outs for street trees must be no wider than 4 metres except within junction visibility splays and, where possible, located at equal spacing along the street;
- The maximum permitted length of a lay-by is 5 car parking spaces or 30 metres;
- A break in on-street car parking must be provided where access to car parking areas is required.

Perpendicular on-street parking shall comply with the following standards:

- No more than 5 spaces shall be provided in a row;
- Rows shall be interrupted by build-outs with tree planting;
- Run-over strips of 0.4 metre shall be provided at the interface of parking spaces and pavements in order to avoid the overhanging of vehicles onto pavements.

Applications for development within the Cheeverstown Neighbourhood and the Fortunestown Centre shall be accompanied by a car parking strategy that demonstrates complementary sharing of car spaces between daytime and night-time uses and sharing of parking spaces between units in a manner that reduces the need for parking.

7.2.4 Traffic Noise

Softer methods of reducing the impact of traffic noise on residential amenity shall be implemented rather than harder or more severe measures that detract from street design such as noise barriers and wide building setbacks. Examples of measures to be implemented include:

- Directing large volumes of traffic (and in particular HGVs) away from sensitive areas;
- Reducing speed limits along streets;
- Dispersal of traffic;
- Use of noise absorbing construction materials on carriageway surfaces and in the construction of buildings that adjoin streets;
- Provision of additional tree planting and other landscaping along and between streets;
- Distribution of uses across sites in a manner that places less sensitive

uses such as commercial uses closer to busy streets and shields residential uses.

Many of the above measures have been incorporated into the preparation of this Local Area Plan at a wider level.

Photo 7.1 Perpendicular On-Street Parking with Planted Build Out



Photo 7.2 Parallel On-Street Parking



7.2.5 Community Facilities

Community facilities shall be distributed across the Plan Lands at a rate of 300 sq.m per 1,000 dwellings. Such facilities shall be located close to parks and schools and should encourage complementary day and night time parking.

7.2.6 Dwelling Standards

Having regard to the desire to provide a range of quality new homes within the Plan Lands with generous internal spaces, the design of all dwellings shall comply with the internal space standards set out under 'Quality Housing for Sustainable Communities' (2007) and 'Sustainable Urban Housing: Design Standards for New Apartments' (2007) or any updated versions of these documents.

Apartments, if any, shall especially be required to comply with the minimum prescribed floor areas and aggregate floor areas for living rooms, dining rooms, kitchens, storage space and bedrooms.

Dwellings should be adaptable to changing life cycle needs. Roof spaces in houses should be easily convertible to high standard habitable accommodation with the exception of housing in areas that are visually sensitive to increased building heights and massing such as the Boherboy Neighbourhood and that are subject to height restrictions from Baldonnell Aerodrome.

7.2.7 Private Amenity Space

All dwellings shall be provided with private amenity space, which can take the form of gardens, patios, private courtyards, balconies, roof gardens or winter garden balconies. Private amenity space shall be designed to have a functional relationship with habitable rooms, optimise solar gain and shall be orientated to avoid overlooking and overshadowing.

All houses including detached, semi-detached and duplex units shall comply with the minimum required private amenity space standards set out under the South Dublin County Development Plan 2010-2016. Balcony sizes for apartments shall generally comply with the minimum requirements set out under 'Sustainable Urban Housing: Design Standards for New Apartments' (2007). Main balconies to apartments shall not be north facing.

Apartments shall be provided with both private and shared semi-private amenity space. Private amenity space may be provided in lieu of semi-private amenity space. Semi-private amenity space may also be provided in lieu of private amenity space subject to the provision of minimum balcony sizes of 5 sq.m for each apartment and the provision of high quality semi-private spaces that are accessible by all apartments to which they relate and offer passive and active functions such as children's play and 'kick about' facilities. Ball games should not be prohibited in such spaces.

All semi-private spaces shall generally be located to the interior of a perimeter block or at least partially shaped and enclosed by the buildings to which they relate. Such spaces shall also be well overlooked and fronted by ground floor apartment units with direct access from such units.

7.2.8 Privacy and Overlooking

A privacy strip shall be provided to the front of houses and around the outer elevations of apartment blocks to achieve a private interface between public streets/spaces and dwellings. The use of these privacy strips for refuse and bin storage shall not be permitted.

The minimum depth of each privacy strip shall be 1.5 metres. More generous private space/gardens with depths of up to 4.5 metres should be provided in lower density areas where the provision of such setbacks would not materially detract from the quality of street design. If boundary treatments are to be used these should have a maximum height of 1.2 metres with frequent access points.

Rear gardens must be fully accessible from the properties to which they relate. The layout of gardens must also respond to the natural topography of the Plan Lands.

Overlooking between the habitable areas (living, dining and sleeping areas) of separate dwellings should be avoided. Developments should comply with the methods to ensure privacy as set out under the South Dublin County Council Development Plan (2010 – 2016).

7.2.9 Block Form, Urban Grain and Street Interface

Perimeter blocks with relatively continuous frontages onto streets and spaces shall be the norm for all development within the Plan Lands. Such blocks shall be designed to maximise passive surveillance of streets and spaces and to articulate corners.

Developments should seek to achieve direct interaction between the ground floor and the street with own door residential dwellings located around the perimeter of developments including apartment buildings.

In order to encourage intense pedestrian activity, blocks with a length of 50 to 80 metres are appropriate in the more compact areas of each neighbourhood and throughout the Fortunestown Centre. Building depths of 10 metres for residential buildings and 20 metres for retail/commercial buildings are recommended. Long residential blocks (greater than 80 metres) are only appropriate in low density areas.

Retail and commercial units should be concentrated along key frontages and corners and should have entrances at regular intervals. Security shutters are to be transparent with no more than 50% of the surface area consisting of solid materials. Windows should not be obscured with advertising or other signage. All ground floor residential units along primary and secondary streets and especially at corners should have relatively high floor to ceiling heights of circa 3 metres in order to ensure that such units are adaptable to change such as to retail, service or office units.

Blank walls should be avoided in all instances especially along primary and secondary street elevations and service/vehicular entrances should not be grouped together.

All ground floor residential dwelling units are to have a minimum of one window fronting onto their respective streets or spaces. Entrances to residential buildings should generally be located no greater than 15 metres apart.

Photo 7.3 Articulation of Corner from Retail Development



Photo 7.4 Articulation of Corner from Residential Development



7.2.10 Public Open Space Quantum

Public Open Space shall be provided in line with the requirements of the County Development and shall therefore be provided at a minimum rate of 14% in areas zoned objective 'A1'.

7.2.11 Renewable Energy and Storm Water Management

Managing the demand for energy in a sustainable manner through using energy more efficiently, producing cleaner energy and using energy sources that minimise damage to the environment shall be a priority for development. The sustainable management of rainwater should also be integral to the design of all buildings and spaces.

All buildings, including residential, commercial and community, should be designed to take account of local climate considerations and incorporate renewable energy options and energy saving measures.

7.2.12 Specifications for Street Finishes

It is important that the design of the public realm reinforces the functionality and connectivity of the proposed street network. The proposed street network should be expressed in the scale and type of materials used, with an appropriate palette of materials developed by locations, based on position in the street hierarchy.

Primary urban streets should be paved in such a way that differentiates the central areas from surrounding streets to accentuate their importance. The paving should have a form, appropriate colour and texture suited to the character and purpose of the street.

In all other streets, especially tertiary streets and homezones, a mix of small element paving and flexible bound surfaces, may be used to enhance the pedestrian priority and more intimate, local character of these spaces.

It is essential that there is a continuity of surface treatment to all streets and that a 'patchwork effect' of different materials to different frontages and street edges is avoided. The following principles should be adhered to for all streets:

- Kerbs should consist of durable and relatively maintenance free materials such as natural stone;
- Street furniture should be chosen from a limited palette of materials and colours;
- Lighting should be designed to achieve appropriate levels of illumination and be capable of integrating a number of elements of street furniture including signage, bins and banners as appropriate. Lower levels of illumination may be acceptable when located in close proximity to the fenestration of residential dwellings or when used as a design feature. The use of energy efficient lighting and renewable energy is encouraged.

7.2.13 Boundary Treatments

Front boundary treatments should only be used to differentiate public spaces/streets from private or semi-private spaces such as front gardens, shared entrances, ground floor balconies or privacy strips.

In order to retain passive surveillance and appropriate frontage, the height of such front boundary treatment should not exceed 1.2 metres and should not be continuous. Regular and wide openings should articulate ground floor entrances.

Private and semi-private spaces should be contained within perimeter blocks behind building frontages. High side/rear walls, fences or railings should be avoided and minimised along public streets. Any boundaries between large semi-private spaces and public streets or public spaces shall incorporate defensive landscaping such as hedging as opposed to walls or fences.

Concrete block walls or timber fences shall only be utilised between rear gardens and should not face the public realm with the exception of the aforementioned low boundaries between private front gardens/privacy strips and public streets/ spaces.

7.2.14 Landscaping and Incorporation of Existing Elements

Existing habitats and elements of wildlife and heritage value such as hedgerows, streams and trees located within the Plan Lands shall be retained as much as possible. Limited sections of streams may be sensitively diverted where appropriate with the highest standards of engineering design and environmental mitigation to avoid significant negative environmental impact, taking full account of flood risk assessments etc.

A biodiversity strip of a minimum of 10 metres shall be reserved along both sides of every section of stream designated for preservation within the Plan Lands, for flood management, landscape and biodiversity reasons.

Planning applications for development should be accompanied by flora and fauna studies, tree surveys and landscape management plans that set out to conserve and enhance the quality of existing habitats by incorporating elements of heritage and biodiversity value.

Landscape plans should therefore be accompanied by method statements that specify the proposed method for protecting existing habitats and elements of biodiversity and heritage value during and after construction.

Landscape Plans shall also clearly demonstrate compliance with the objectives of this Local Area Plan and its qualitative and quantitative standards where relevant.

7.2.15 Soft Landscaping and New Planting

The use of appropriate planting is a critical element in unifying the built and landscape structure of the Plan Lands. There are a number of different landscape contexts within the Plan Lands. Each context requires consideration about the appropriate form, character and species of planting for each neighbourhood. In broad terms, there are nine generic planting types that should be implemented within the Plan Lands, which are as follows:

1. Boulevard and Avenue Planting

Tree planting along strategic primary streets and boulevards should play a dominant role in defining the streetscape. Such trees should be semi-mature and selected for their tolerance to busy street environments.

2. District Parkland

Tree planting within the district parks should be of a scale commensurate with the scale of the space being created. A mix of mature and semi-mature broadleaf species should be incorporated in a manner that defines spaces within the park and form appropriate edges to surrounding streets.

3. Neighbourhood Parks

Planting in neighbourhood parks and local plazas should comprise a mix of compact medium sized and ornamental tree species or fruit bearing tree species. Large specimen trees may form focal points in local plazas but should allow for a significant element of sun penetration and avoid

the creation of large shaded spaces.

4. Pocket Parks

Planting in pocket parks should also consist of a mix of compact small-medium sized and ornamental tree species or fruit bearing tree species. It is also important to ensure that planting allows for a significant element of sun penetration and avoids the creation of large shaded spaces.

5. Linear Corridors/Parks

Planting along linear ecological and green corridors and parks should retain and enhance existing planting. Selective planting of native species is required to enhance biodiversity and seasonal interest.

6. Waymarker Planting

Intensive tree planting shall be utilised where there are gaps in the green network between parks, plazas and linear corridors. These trees shall act as waymarkers and signal a continuation of the green structure and link between green spaces.

7. Appropriately Landscaped Buffer

An appropriately landscaped buffer should be provided at the south-west corner of the Plan Lands adjacent to the Boherboy Road where the lands rise above the 150 metre contour. This appropriately landscaped buffer should be planted with semi-mature native species and in a manner that provides an appropriate transition between development within the Plan Lands and the surrounding rural area. The buffer should also frame views of the nearby Dublin Mountains from across the Plan Lands and act as a waymarker towards the Dublin Mountains. (See also Objective BN7a)

8. Street Tree Planting

Planting along key secondary streets shall consist of medium sized single species that link adjacent neighbourhoods. The selection of species should take account of issues of shade and maintenance.

9. SUDS and Swales

Tree planting along the edge of any swales and attenuation areas

Photo 7.5 Enclosure and Planting of Semi-Private Space



should enhance these potential habitats. A mix of riparian vegetation and water tolerant tree planting is required in 'wet' zones. The informal planting of medium and large broadleaf trees should be further provided around and beyond the water tolerant trees.

7.2.16 Hard Landscaping and Street/Park Furniture

The selection of materials, finishes and furniture for streets, parks and hard landscaped areas should relate to the character of the space proposed; the intended use of the space; and the character of the neighbourhood in which the space sits or which it bounds.

Table 7.2 Hard Landscaping

Element	Appropriate Response, Materials and Finishes
Pedestrian & Cycle Paths/Routes	Surfaces may include asphalt, bound gravel or paviers in selected areas. Decking may be appropriate alongside streams and through green corridors, provided that it is durable and accessible.
Street/Park Furniture	Street and park furniture such as seating and bins should be robust, easily maintained and selected from renewable materials such as timber where possible. Benches should incorporate arm and back rests. Bicycle parking should include sheltered canopies.
Lighting	Lighting should be designed and located to provide sufficient illumination to urban standards and a sense of safety along streets and spaces. Lower levels of illumination may be acceptable when used as a design feature. High quality lighting poles such as stainless steel should be utilised around parks and public spaces.
Park Boundaries	Boundaries along public parks, public spaces and green corridors should be attractive and comprise either robust timber fencing or dense planting such as hedgerows or semi-mature trees depending on the context. Masonry or concrete walls are discouraged along public spaces and steel, wire or palisade fencing is prohibited. Paladin fencing may only be used when located behind continuous tree or hedgerow planting.

Photo 7.6 Planted Residential Pocket Park with Seating



Photo 7.7 Innovative Street Furniture Alongside Watercourse



Photo 7.8 Planting of Privacy Strips



Photo 7.9 Neighbourhood Park Furniture



Photo 7.10 Raised Pedestrian Crossing



7.2.17 Management and Maintenance of Hard and Soft Landscaping

Planning applications should be accompanied by maintenance and management strategies for all hard and soft landscaped areas including streets and spaces. These strategies should set out the key maintenance operations and activities required, method statements for their frequency and implementation and details of the management structure.

Details of streets, parks and open spaces to be taken in charge by South Dublin County Council shall be included with all planning applications and, in the interest of clarity, should not be left for agreement by way of compliance with a condition after any decision of the Planning Authority on a planning application.

7.2.18 Tree Planting Levy

In addition to normal landscaping requirements within developments and in the interest of the proper environmental enhancement and 'greening up' the Plan Lands, a commitment by way of a levy will be required towards the planting of a tree for every residential unit that will be granted permission within the Plan Lands. Trees to be planted where there are clear deficits within Jobstown Park and along Fortunestown Lane/Way and the Cheeverstown Road.

8.0 Phasing

This Local Area Plan sets out to facilitate development of essential infrastructure and amenities that are required to develop a sustainable community. The phasing tables set out in this section detail the phasing and timing for development within the Plan Lands in a manner that ensures that infrastructure and amenities are delivered in conjunction with residential and commercial development.

The purpose of phasing is to avoid a shortage of community facilities and amenities for residential communities and to ensure that such facilities and amenities are provided in a timely manner rather than at the latter stages of residential development or after such development has taken place. Phasing can also help to ensure the sustainable and efficient integration of development with public transport infrastructure. Appropriate phasing is largely based on the timed integration and delivery of residential and commercial development in tandem with community and public transport facilities or the provision of links to such facilities.

The commencement of development within the Plan Lands shall be managed through the careful consideration of planning applications. The management of development on the Plan Lands should only allow for the permissible quantum of development under each phase to commence construction after key outcomes under the previous phases have generally been achieved, which are detailed under Tables 8.2 to 8.7.

Therefore, residential and/or commercial development across the Plan Lands in each phase shall not proceed until such time as the required community and parkland facilities and amenities have been constructed.

The distribution of dwellings for construction in each neighbourhood under each phase is set out under Table 8.1, which is based on a pro-rata distribution of a global figure for the entire Plan Lands according to land area and is therefore indicative. Development under Phase Four should only commence after key outcomes identified under Phases One to Three and/or alternative outcomes that are acceptable to the Planning Authority have been realised.

With the exception of Phase One, development may progress to the next phase in each neighbourhood where there is stagnation in one or more other neighbourhood provided that key objectives identified under the previous phases that can be applied to the neighbourhood that is progressing and/or alternative outcomes that are acceptable to the Planning Authority have been achieved and development allowable under previous phases for that neighbourhood is also nearing completion.

This shall be achieved by subsequent planning permissions or by conditioning planning permissions to limit the quantum of development to that allowable under each phase at the time of granting planning permission.

It should be noted that key outcomes are not mandatory in all cases. In determining planning applications across the overall Plan lands, the Planning Authority may take a considered view that further development should be allowed to proceed with regard to where housing is being delivered. This may occur where:-

- there are phasing requirements on lands that are outside the control

- of a particular applicant/landowner;
- the developer/landowner of lands that are outside the control of a particular applicant/landowner is either not developing or is proceeding at a significantly slower rate than the particular applicant/landowner;
- the phasing requirements in question are considered not to directly serve the further quantum of development that the particular applicant/landowner wishes to proceed with;
- If required to directly serve the further quantum of development that the particular applicant/landowner wishes to proceed with, an alternative may be considered on the particular applicant/landowners own landholding;
- the particular applicant/landowner who wishes to further develop has satisfactorily and substantially completed a quantum of development already permitted and any directly associated phasing requirement(s).

Development may commence on any part of a landowners holding, subject to overall compliance with Local Area Plan and County Development Plan requirements at Development Management stage. Subject to meeting the Local Area Plan objectives to provide good walking and cycling access to Luas stops from an early stage of new development, development is not restricted to commencing on lands adjoining the Luas stops.

Table 8.1: Phasing and Distribution of Residential Development per Neighbourhood

Neighbourhoods	Phase				
	1	2	3	4	Phases 1- 4 Total
Total per Phase	400	600	800	1,500	3,300
Fortunestown Centre					
Dwellings	66	100	133	277	576
Saggart - Cooldown Commons					
Dwellings	136	204	273	573	1,186
Boherboy					
Dwellings	56	83	111	306	556
Cheeverstown					
Dwellings	94	141	188	194	617
Citywest Road					
Dwellings	48	71	95	156	370

Note: Figures and calculations are based on 40 dwelling houses per hectare. Some areas, such as the Boherboy lands will attract a lower number of houses (predominantly 30 dwellings per hectare) whilst other areas, such as Cheeverstown will attract a higher number of dwellings (predominantly 50 dwelling houses per hectare).

8.1 Phase One

Phase One could allow for the construction of up to circa 400 dwelling units across the Plan Lands. The commencement of construction of additional dwellings shall not take place in any neighbourhood until such time as key outcomes under Phase One and/or acceptable alternatives have been fully implemented. If planning applications or development for one or more of the neighbourhoods is not forthcoming, then the maximum number of dwellings permissible under Phase One may be further distributed on a pro-rata basis amongst the remaining neighbourhoods that are nearing completion under Phase One.

In the event that a planning application or development for only one neighbourhood is forthcoming under Phase One, then the maximum number of dwellings permissible for that neighbourhood across all the phases can be granted planning permission but shall only be commenced after the phased achievement of all the remaining key objectives for the neighbourhood in question and/or the achievement of alternative outcomes that are acceptable to the Planning Authority.

These flexible options shall be achieved by way of subsequent planning permissions or conditioning planning permissions to limit the quantum of development to that allowable under Phase One at the time of granting planning permission.

Such permissions or conditions shall only allow development to progress to that permissible beyond Phase One provided that key objectives under Phase One and/or acceptable alternative outcomes have been achieved and development allowable under previous phases for that neighbourhood is also nearing completion. Similarly, progression of development beyond more than one phase or to Phase Four in any neighbourhood shall not occur until key outcomes for the neighbourhood in question under the previous phases have been achieved.

Phase One of development of the Boherboy lands may commence at the southern end of the lands with access off Boherboy Road provided that, prior to the occupation of any dwelling, Phase One of development of the Boherboy lands includes for the provision of a footpath along Boherboy Road, including the preservation of trees where possible.

Table 8.2: Phase One - All Neighbourhoods

Key Development	<ul style="list-style-type: none"> Up to 400 dwelling units.
Key Outcomes Required before Next Phase	<ul style="list-style-type: none"> The completion of a fully operational District Park to the rear (south-west) of Citywest Shopping Centre with outdoor play and recreational facilities. The provision of two primary school sites on the Plan Lands. The upgrade of the roundabout junction between Fortunestown Lane and Citywest Road to a fully signalised junction with single phase cyclist and pedestrian crossings. Boherboy: Regardless of where development commences, a 10 metre (min) biodiversity strip (measured from the top of the bank) along both sides of the designated sections of the Corbally Stream to cater for a pedestrian/cycle path from the Boherboy Road to the public open space to the north-east (District Park).
Rationale	<p>The District Park is required to serve existing residents in the context that it was permitted as part of the Citywest Shopping Centre and designated under the Fortunestown Action Area Plan, 1999. The District Park will also form the central hub from which the green network will emanate across the Plan Lands and serve existing and future residents. The development of the park is also required to strengthen the status of the District Centre and further draw people towards the Fortunestown Centre.</p> <p>Further to the advice of the Department of Education and Skills, two primary schools are required to serve the existing demands from development around the Plan Lands.</p> <p>The upgrading of the junction between Fortunestown Lane and Citywest Road will facilitate the expansion of the District Centre in an urban manner and ensure that the lands directly around the upgraded junction can be developed efficiently. The junction will also improve ease of movement for pedestrians and cyclists to and from the Fortunestown Centre from the outset.</p>

8.2 Phase Two

Phase Two could allow for the construction of up to circa 600 dwelling units across the Plan Lands. Development under Phase Two shall not commence until such time as the key outcomes identified under Phase One and/or acceptable alternative outcomes have been achieved.

If planning applications or development for one or more of the neighbourhoods is not forthcoming under Phase Two, then the maximum number of dwellings permissible under Phase Two (see Table 8.1) may be further redistributed on a pro-rata basis amongst the remaining neighbourhoods that are nearing completion under Phase Two.

In the event that a planning application or development for only one neighbourhood is forthcoming under Phase Two, then the maximum number of dwellings permissible for that neighbourhood across all the phases can be granted planning permission but shall only be commenced after the phased achievement of all the remaining key objectives for the neighbourhood in question and/or the achievement of alternative outcomes that are acceptable to the Planning Authority.

These flexible options shall be achieved by way of subsequent planning permissions or conditioning planning permissions to limit the quantum of development to that allowable under Phase Two at the time of granting planning permission.

Such permissions or conditions shall only allow development to progress to that permissible under the next phase provided that the key objectives under the previous phases, which can be applied to the neighbourhood that is progressing, have been achieved and development allowable under previous phases for that neighbourhood is also nearing completion. Progression of development beyond more than one phase or to Phase Four in any neighbourhood shall not occur until key outcomes for the neighbourhood in question under the previous phases have been achieved.

Table 8.3: Phase Two - All Neighbourhoods

Key Development	<ul style="list-style-type: none"> • Circa 600 residential units.
Key Outcomes Required before Next Phase	<ul style="list-style-type: none"> • Provision of one secondary school site on the Plan Lands. • Circa 780 sq.m of community floorspace. • Completion of Neighbourhood Park at Saggart-Cooldown Commons Neighbourhood. • Construction of the Citywest Avenue extension to the west of the N82 to link with Fortunestown Lane.
Rationale	This phase will provide for residential and commercial floorspace including employment floorspace thus creating a critical mass to support the vibrancy of the Fortunestown Centre. The increased number of housing and the associated increase in population will require the provision of community facilities and schools.

8.3 Phase Three

Development under Phase Three shall not commence until such time as the key outcomes identified under Phases One and Two and/or acceptable alternative outcomes have been achieved. If planning applications or development for one or more of the neighbourhoods is not forthcoming under Phase Three, then the maximum number of dwellings permissible under Phase Three (see Table 8.1) may be further redistributed on a pro-rata basis amongst the remaining neighbourhoods that are nearing completion under Phase Three.

In the event that a planning application or development for only one neighbourhood is forthcoming under Phase Three, then the maximum number of dwellings permissible for that neighbourhood across all the phases can be granted planning permission but shall only be commenced after the phased achievement of all the remaining key objectives for the neighbourhood in question and/or the achievement of alternative outcomes that are acceptable to the Planning Authority.

These flexible options shall be achieved by way of subsequent planning permissions or conditioning planning permissions to limit the quantum of development to that allowable under Phase Three at the time of granting planning permission.

Such permissions or conditions shall only allow development to progress to that permissible under the next phase provided that the key objectives under the previous phases, which can be applied to the neighbourhood that is progressing, have been achieved and development allowable under previous phases for that neighbourhood is also nearing completion. Progression of development beyond more than one phase or to Phase Four in any neighbourhood shall not occur until key outcomes for the neighbourhood in question under the previous phases have been achieved.

Table 8.4: Phase Three – All Neighbourhoods

Key Development	<ul style="list-style-type: none"> • Circa 800 dwelling units.
Key Outcomes Required before Next Phase	<ul style="list-style-type: none"> • Provision of a third primary school site on the Plan Lands.
Rationale	The provision of further school facilities will be required to serve the expansion and consolidation of a residential population within the Plan Lands.

8.4 Phase Four

Phase Four could allow for the construction of circa 1,500 dwellings. Permission for the construction of these dwellings in each of the neighbourhoods shall not be granted until such time as all of the key outcomes identified in Phases One, Two and Three and/or acceptable alternative outcomes have been constructed in the respective neighbourhoods.

Table 8.5: Phase Four – All Neighbourhoods

Key Development	<ul style="list-style-type: none"> • Circa 1,500 dwellings
Key Outcomes Required before Next Phase	<ul style="list-style-type: none"> • Provision of a second secondary school site on the Plan Lands.
Rationale	The provision of a further school facility will be required to serve the expansion and consolidation of a residential population within the Plan Lands.

Appendix 1: Glossary of Terms

This glossary is intended to provide general guidance on technical terms that are used throughout this Local Area Plan. This glossary does not purport to give authoritative or exhaustive definitions of the terms referenced in this plan.

Attenuation Pond

Water treatment and storage facility for run-off water containing possible contaminants.

Biodiversity

The full range of biological diversity observed in species and habitats as well as the variation in the genetic make-up of life.

Built Heritage Features

Unique and irreplaceable architectural elements with historic background that merits preservation for future generations.

Cellular

Refers, in urban design terms, to a layout of streets comprising a series of cul-de-sacs that are poorly connected with little or no through routes and are normally accessed through one primary distributor road. Usually relates to a suburban housing estate, which often forms part of a cluster of housing estates in a manner that creates a complicated and diffuse network of cul-de-sacs.

Conservation

A careful preservation and protection of a Protected Structure or an area of high importance etc and the planned management of a natural resource to prevent exploitation, destruction or neglect.

Culvert/Culverting

A tunnel carrying a watercourse under ground, to allow for development to take place above i.e. a road, structures, buildings etc.

Design Statement

Statement that indicates the design principles on which a development proposal is based in relation to the site and its wider context.

Desire Line

An abstract route that pedestrians would find more convenient of preferable to use through streets or spaces.

Ecological Assessment

The monitoring and assessment of current and changing conditions of ecological resources from which success or failure of the ecosystem can be judged without bias and/or the assessment of the ecological consequences of proposed development.

Ecological/Green Corridors

Pathway and cycleway routes that link spaces within the Green Infrastructure hierarchy and are located along potentially rich bio-diverse corridors.

Extant Planning Permission

Permission for development that is yet to expire in terms of its duration of permission.

Gateway/Landmark Treatment

A place making device or marker that transforms a strategic access point, movement corridor, point of convergence or open space into a visually pleasing and easily recognisable arrival point.

Green Infrastructure

The conservation and enhancement of biodiversity; the provision of accessible parks, open spaces and recreational facilities; the sustainable management of water; the maintenance of sensitive landscapes and the protection of archaeological heritage.

Greenfield Sites

Undeveloped open lands usually on the periphery of cities, towns, villages or suburbs that require the provision of new infrastructure, roads, sewers and ancillary social and commercial facilities including schools, shops, employment and community facilities.

Human Scale

The successful assembly and scale of streets, spaces and/or buildings in a manner that relates to the size of individual people and makes them feel comfortable rather than overwhelmed. Allows for some degree of interaction between people both a vertical and horizontal level.

Landmark

A building or structure that stands out from its background by virtue of height, size or some other aspect of design.

Landscape

The character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these components combine. Landscape character can be expressed through landscape appraisal, and maps or plans.

Legibility

The degree to which a place can be easily understood, recognised and travelled through.

Live-work Unit

A residential dwelling that provide a flexible and ancillary work space for its occupant(s).

Mixed Use

A mix of uses within a building, on a site or within a particular area. 'Horizontal' mixed uses are side by side, usually in different buildings. 'Vertical' mixed uses are on different floors of the same building.

Modal Choice

The different means of transport that can be used for journeys in an area or to a destination such as Luas, bus, walking, cycling or car.

Node/Nodal Points

A place where activity and routes are concentrated or converge. Often used as a synonym for a junction.

Permeability/Permeable

The degree to which an area has a variety and choice of pleasant, convenient, direct and safe routes for pedestrian, motorists or cyclists.

Protected Structure

Structures that are considered to be of special architectural, historic, archaeological, artistic, cultural, scientific, social or technical interest. These structures are listed in Schedule 2 'Record of Protected Structures' in the South Dublin County Development Plan 2010-2016.

Public Open Space

An outdoor space that offers active and/or passive recreational opportunities for all members of the general public. Such spaces can also accommodate wildlife habitats and provide a venues for special events.

Recorded Monuments

Structures that are protected under the National Monuments Acts and include:

- Recorded sites and features of historical and archaeological importance included in the Record of Monuments and Places as established under Section 12 of the National Monuments (Amendment) Act, 1994.
- Major sites of archaeological importance in State ownership or guardianship.
- National Monuments that are the subject of preservation orders.
- Zones of Archaeological interest in historic towns.

Riparian

Situated on or taking place on or near the bank of a watercourse.

Scale

The impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person. Often used as a synonym for size. See also Human Scale.

Site Analysis

The study of a specific parcel of land or area that takes into account of (inter alia) the surrounding area for the purpose to determining its suitability for a specific use or purpose.

Speed Humps

A rounded traffic calming device used to reduce vehicle speed and volume on residential streets.

Street Enclosure

The use of buildings to enclose and define a street or space.

SUDS (Sustainable Urban Drainage System)

Drainage system that is designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges by way of replicating natural systems with low environmental impact such as watercourses through collection, storage, and cleaning of water before allowing it to be released slowly back into the environment.

Swales

A watercourse constructed with site vegetation for the purpose of the safe conveyance of storm water run off and improvement of its water quality. Often used as part of a SUDS (see definition above).

SWOT Analysis

A method adopted to evaluate the strengths, weaknesses, opportunities and threats of an area as part of an overall site analysis.

Topography

The features on the surface of an area of land especially its slope.

Townland, Barony and Parish Boundary

Boundary lines on a map demarcating ancient and historic areas of judiciary, religious context and landownership.

Traffic Tables

Raised traffic table used as a traffic calming device to reduce vehicle speed and volume on residential streets and/or used at entrances as treatments where roads intersect.

Urban Grain

A measure of the pattern and size of building plots and street blocks. A fine urban grain occurs when buildings have narrow plots with frequent building or façade divisions along a street. A coarse urban grain occurs where buildings have wide plots with infrequent building or façade divisions along a street and can be used to describe large single plot buildings.

Verge

A border between a road and a footpath or between street lanes that can be grassed and/or planted with trees

Vista

An enclosed view that is usually long and narrow.

Walking Distance

The actual distance that would be walked to reach a destination, taking into consideration barriers such as cul-de-sacs and diversions etc, as opposed to the distance measured as a straight line.

Watercourses

A natural or artificial channel through which water flows.

Winter Garden

A fully or partially enclosable balcony located within an apartment development that may be used in times of bad weather including cold weather.

Appendix 2: Policy and Strategic Context

This Local Area Plan has been informed by a hierarchy of European, National, Regional and Local Planning Policy documents and EU Directives that are outlined in the table below.

Policy Context	Policy Document/Directive	Summary of Policies/Objectives	Issue for Local Area Plan
European	EU Water Framework Directive (2000/60/EC) 2000	Aims to prevent any deterioration in the status of any waters and to achieve at least "good status" in all waters by 2015.	To maintain and improve, where possible, the quality of the River Camac, its tributaries and surface water and a prohibition on direct discharges to groundwater.
	Strategic Environmental Assessment (SEA) Directive 2001/42/EC	Ensuring that an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment, to ensure a high level of protection of the environment.	Ensure that the SEA for the Local Area Plan complies with all the guidelines as set out in the EU Directive.
	Bristol Accord	8 Characteristics of a Sustainable Community: Active, Inclusive and Safe; Well Run; Well Connected; Well Served; Environmentally Sensitive; Thriving; Well designed and Built; Fair for Everyone.	Develop the Plan Lands in accordance with the principles identified under the Accord.
	Groundwater Daughter Directive (2006/118/EC)	Establishes a regime which sets underground water quality standards and introduces measures to prevent or limit inputs of pollutants into groundwater.	To maintain and protect the quality of the groundwater against pollution and deterioration.
National	National Spatial Strategy, 2002 – 2020	- Consolidate the Greater Dublin Area. - Achieve a better quality of life. - Address regional imbalances in terms of job opportunities and development.	Consolidate existing development and utilise public transport in accordance with the principles of the National Strategy.
	National Development Plan, 2007 – 2013	Co-ordinate national investment in infrastructure and achieve balanced regional development.	Ensure that any further development makes efficient use of infrastructure especially Luas.
	National Climate Change Strategy, 2007	Integrate land use and transport policies and include appropriate technologies to bring about a change in Ireland's contribution to climate change.	Achieve an integrated approach to development, maximise use and links to public transport, ensure appropriate development around public transport stops and encourage the use of greener technologies in building design.
	Sustainable Residential Development in Urban Areas, 2009	Achieve 12 identified urban design criteria and prescribed densities when designing residential areas and creating neighbourhoods.	Ensure that any future development implements the 12 urban design criteria in a manner that creates sustainable neighbourhoods and integrates new development with existing development while ensuring for efficient use of lands around Luas stops.
	The Planning System and Flood Risk Management- Guidelines for Planning Authorities , 2009	Guidelines aimed at ensuring a more consistent, rigorous and systematic approach to incorporating flood risk assessment into the planning system.	To prevent development on lands which pose - or are likely to pose in the future – a significant flood risk.
	Urban Design Manual, A Best Practice Guide, 2009	Accompanies Sustainable Residential Development in Urban Areas (2009) and further details and illustrates the means of achieving the 12 urban design criteria.	Ensure that any future development implements the 12 urban design criteria.
	Quality Housing for Sustainable Communities, 2007	Create good quality and sustainable residential neighbourhoods through guidance on site selection, layout and dwelling design.	Promote high quality sustainable residential communities through careful site selection, urban design and a good mix and design of dwellings.
	Sustainable Urban Housing: Design Standards for New Apartments, 2007	Provide apartment developments with appropriate amenities and ensure that they meet prescribed standards in a manner that ensures flexibility in terms of differing household needs.	Ensure that any apartment developments are of a high standard in terms of size, layout and amenities.
	Childcare Facilities Guidelines for Planning Authorities, 2001	Requires childcare facilities to be provided in tandem with residential development.	Ensure that childcare facilities are provided in accordance with local childcare needs.
	Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland, 2009 – 2020	Sets out to reverse current unsustainable transport and travel patterns; outlines actions to reduce travel demand; outlines steps to ensure integrated delivery of transport policy.	Ensure the Plan encourages and provides for sustainable modes of transport including walking, cycling and public transport use.
Regional	Regional Planning Guidelines, Greater Dublin Area 2004 – 2016.	Sets out a strategy for the Greater Dublin Area based on a city region, reduction of population loss to its hinterland and improvement of modal shift to use of public transport.	Ensure that the plan lands are developed in line with enhanced public transport facilities in the context of their location within the Metropolitan Area and in a manner that is consistent with the Regional Planning Guidelines.
	A Platform for Change, Strategy, 2000 – 2016.	Sets out a long term transportation strategy for the Greater Dublin Area. Strategy currently under review.	Ensure that the plan lands are developed in line with enhanced public transport facilities in the context of their location within the Metropolitan Area and in a manner that is consistent with the Regional Planning Guidelines.
	Greater Dublin Area Draft Transport Strategy, 2011-2030	Sets out a long term transportation strategy for the Greater Dublin Area. Strategy currently undergoing public consultation.	Ensure for the appropriate integration of land uses, development and transport infrastructure in a manner that is consistent with the Transport Strategy.
	Waste Management Plan for the Dublin Region, 2005 – 2010	Sets targets for management and minimisation of waste.	Meet the requirements of the Waste Management Plan.

	Retail Strategy for the Greater Dublin Area, 2008 -2016	Proposes a hierarchy of retail centres throughout the Greater Dublin Area.	Ensure that the Plan Lands benefit from the designation of Citywest Shopping Centre as a Level 3 District Centre and ensure that the Plan comply with the Retail Strategy.
	Dublin City Council Development Plan 2011–2017 & Economic Development Action Plan for Dublin City Region	Sets out Strategic Green Network. Aims to promote employment and economic opportunities via three economic/innovation corridors, one of which is the Naas Road/Rail Economic/Innovation Corridor	Ensure, where possible, that Local Area Plan Green Infrastructure progresses the realisation of a strategic green network across the Dublin region according with the Strategic Green Network set out in the Dublin City Council Development Plan 2011 – 2017. Ensure that the Local Area Plan accords with the Naas Road/Rail Economic/Innovation Corridor by promoting employment and economic opportunities.
Local	South Dublin County Council Development Plan, 2010-2016	Zonings and Specific Objectives for Plan Lands: - Objective A1; To provide for new residential communities in accordance with approved action plans – 14% public open space - Objective DC; To protect, provide for and/or improve District Centre facilities. - Objective F; To preserve and provide for Open Space and Recreational Amenities. - Objective EP2; To facilitate opportunities for manufacturing, Research and Development facilities, light industry and employment and enterprise related uses in industrial areas and business parks. - Objective GB; To preserve Green Belt between Development Areas. - IN; To provide for a Post Primary School or other Institution. -PS; To provide for a Primary School. SLO 67: Fortunestown Way – Local Area Plan. Prepare a Local Area Plan for lands at Fortunestown Way.	Ensure that the Local Area Plan is consistent with the objectives of the Development Plan, including its core strategy and building height restrictions.
	Department of Defence	Building height restrictions for Casement Aerodrome Baldonnell: • 20 metres in height below 110 contour and 15 to 20 metres in height between the 110 and 116 metre contour for Inner Zone at Saggart; • Between 119.7 OD and 131.7 OD for part outer Approach Area at Citywest.	Ensure that the Local Area Plan is consistent with the policy of the Department of Defence.
	South Dublin County Heritage Plan, 2010 - 2015	Describes various elements of heritage value throughout the County and sets out a series of actions and objectives for the protection and enhancement of these elements and the achievement of a Green Structure.	Ensure that draft Local Area Plan sets out to protect, utilise and enhance elements of heritage and biodiversity value while creating a network of green spaces.
	Green City Guidelines- Advice for the protection and enhancement of biodiversity in medium to high-density urban developments (2008)	Guidelines aimed at providing practical guidance for planners and property developers on how to integrate biodiversity into new developments, specifically medium to high-density urban schemes.	Ensuring that the approach to planning and development of the area integrates best practice methods for protecting and enhancing biodiversity.
	South Dublin County Council Draft Litter Management Plan, 2011 - 2014	Aims to achieve a litter free County through prevention, enforcement, awareness, partnership, cleansing and communication.	Ensure that streets and buildings are designed to achieve passive surveillance and encourage active surveillance in a manner that indirectly discourages dumping.
	Cooldown Commons Area Plan, 2006	Sets out an urban design framework for 27 hectares of land to the north of Fortunestown Way and to the west of Citywest Road (N82). The lands at Cooldown Commons are contained within the subject Draft Local Area Plan.	Replace Area Plan.
	Fortunestown Lane/ Garter Lane Local Area Plan, 2009	Sets out a Local Area Plan with framework for 31 hectares of lands to the north of Fortunestown Lane and to the east of Garter Lane. The said lands are contained within the subject Draft Local Area Plan.	Replace recently adopted Local Area Plan and take cognisance of its objectives and strategy.
	West Tallaght Study, 2003	Makes recommendations on the provision and status of facilities required for West Tallaght.	Address shortfall in community and recreational facilities that were envisaged around the Plan Lands but were not achieved.
	Saggart Action Area Plan, 2000	Sets out a framework for a substantial area of lands at the south-west corner of Saggart Village.	Acknowledge that permitted phases of development are yet to commence including the construction of a school on a reserved site.
	Fortunestown Action Area Plan, 1999	Directed the development of lands for residential, local centre and community uses including a proposed primary school, community site and local centre on the site of the Citywest Shopping Centre with proposed public open space to the rear (south-west).	Address failure to deliver primary school, community facility and additional public open space envisaged for Fortunestown.
	Guidelines for Designing out Anti-Social Behaviour, 2007	Sets out criteria for designing out potential crime and anti-social behaviour when dealing with or preparing planning applications, local area plans, masterplans and planning studies.	Implement design criteria.

Appendix 3: Audit of Community Facilities and Services Identified under West Tallaght Study (2003) – May 2011

No.	Proposed Community Facilities/Services	Permitted	Constructed	Operational	Address
1	Drug treatment and Rehabilitation Centre	✓	✓	✓	JADD – Fortunestown Way/Jobstown Road Centre
2	Healthcare Facility/General Practitioner	✓	✓	✓	Primacare Medical & Dental Centre Citywest Shopping Centre
3	Childcare Facility - Brookfield	✓	✓	✓	Fledgling Childcare – Brookfield Youth & Community Centre, Brookfield Road
4	Childcare Facility – Jobstown Village	✓	✓	✓	An Turas Childcare – Fortunestown Way/Jobstown Road Centre
5	Childcare Facility – Jobstown Village Core	✓	✓	✓	An Turas Childcare – Fortunestown Way/Jobstown Road Centre
6	Childcare Facility – Citywest Road	✓	✓	✓	Cocoon Childcare - Belfry Square
7	Childcare Facility - Fortunestown	✓	✓	✓	Mac Uilliam Crescent/Fortunestown Lane
8	Primary School	✗	✗	✗	Fortunestown
9	Garda Sub-station	✗	✗	✗	Jobstown
10	Retail & Leisure Centre -Fortunestown	✓/✗*	✓/✗*	✓/✗*	Citywest Shopping Centre – Fortunestown Lane/Citywest Road
11	Neighbourhood Renewal Centre - Kiltalown	✓	✓	✓	Centra Shopping Centre & Mary Mercer Centre – Kiltalown Road
12	Church & Community Centre Jobstown	✓	✓	✓	Tallaght Methodist Church – Kiltalown Road
13	Chemist	✓	✓	✓	Citywest Shopping Centre
14	Mini-market, Citywest Road	✓	✓	✓	Belfry Avenue off Citywest Road (S02A/0044)
15	Retail Units, Citywest Road	✓	✓	✓	Belfry Avenue off Citywest Road (S02A/0044)
16	Swimming Pool	✓	✓	✓	Tallaght Leisure Centre – Fortunestown Way
17	Changing rooms	✗	✗	✗	Jobstown Outdoor Pitches
18	Sports Hall and Fitness Studio, Jobstown	✓	✓	✓	Tallaght Leisure Centre – Fortunestown Way
19	Youth and Community Centre, Brookfield	✓	✓	✓	Brookfield Youth & Community Centre - Brookfield Road
20	Changing rooms, Kiltalown	✓	✓	✓	Kiltalown All Weather Pitch – Fortunestown Road/Kiltalown Road
21	Community Room, Belfry - Durkan	✓	✓	✗	Belfry Avenue off Citywest Road (S02A/0044)
22	Community Room, Fortunestown	✓	✓	✗	Mac Uilliam Crescent/Fortunestown Lane
23	Community Room, Jobstown Village	✗	✗	✗	Fortunestown Road/Kiltalown Road
24	Youth Education & Outdoor Facility	✓	✓	✓	Citywise Education and Outdoor Centre – Fortunestown Lane
25	Playground	✗	✗	✗	Not specified
26	Youth Facility Jobstown	✓	✓	✓	Jobstown Youth Centre – Jobstown Road
27	Community/Youth Facility, Fortunestown	✓	✗	✗	Citywest S.C. & Park to rear of Citywest Shopping Centre (SD03A/0357/EP)
28	Litter Management Scheme	N/A	✗	✗	N/A
29	Upgrading N81	✗	✗	✗	N81
30	N7 to N81 Road Scheme – Cheeverstown Road Extension	✓	✓	✓	Outer Ring Road
31	Traffic Calming	✗	✗	✗	Not specified
32	Extension to St. Aidan's Halting Site	✓	✓	✓	Brookfield Road
33	Kiltalown Park	✗	✗	✗	Kiltalown House
34	Bus stops/shelters	✗	✗	✗	Not specified
35	Local Bus Route	N/A	N/A	✗	Not specified

✓ = Achieved ✗ = Not Achieved

* - Retail element achieved but leisure element not achieved

Source: South Dublin County Council

Appendix 4: Residential Density and Phasing Details

Neighbourhood	Gross Area		Approximate Number of Dwellings				
	Hectares	% of Plan Lands	Phase 1	Phase 2	Phase 3	Phase 4	Total
Fortunestown District Centre	22.2	16.6	66	100	133	277	576
Saggart & Cooldown Commons	45.6	34.1	136	204	273	573	1,186
Boherboy	18.6	13.9	56	83	111	306	556
Cheeverstown	31.5	23.5	94	141	188	194	617
Citywest Road	15.9	11.9	50	80	100	156	386
Total	134*	100	400	600	800	1,500	3,300

* Excludes lands that are occupied by substantial development and existing parklands. The Proposed Plan is based on land already zoned for development in the County Development Plan and does not increase the amount of land zoned for development.

Note: Figures and calculations are based on 40 dwelling houses per hectare. Some areas, such as the Boherboy lands will attract a lower number of houses (predominantly 30 dwellings per hectare) whilst other areas, such as Cheeverstown will attract a higher number of dwellings (predominantly 50 dwelling houses per hectare).

Appendix 5: Strategic Environmental Assessment

Non Technical Summary of the Environmental Report of the Draft Fortunestown Local Area Plan

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1.1 Introduction

This is the Non Technical Summary of the Environmental Report of the Draft Fortunestown Local Area Plan 2011-2017.

Strategic Environmental Assessment is a process which was adopted into Irish Law in 2004. While the requirement for a mandatory Strategic Environmental Assessment for Local Area Plans applies only to areas in which the population is in excess of 10,000 persons, South Dublin County Council is of the opinion that development in the Fortunestown LAP area is likely to potentially have significant effects on the environment and consequently is including Strategic Environmental Assessment as part of the production of the Local Area Plan.

The SEA has been carried out in order to comply with the provisions of the European SEA Directive and national SEA Regulations and in order to provide a clear understanding of the likely environmental consequences of decisions regarding the future accommodation of growth in South Dublin County Council. This report should be read in conjunction with the Fortunestown Local Area Plan.

This 'assessment' process is a key mechanism in promoting sustainable development; in raising awareness of significant environmental issues in the Local Area Plans area and in ensuring that such issues are properly addressed within the capacity of the planning system. It has the potential to bring considerable added value to the implementation of the Local Area Plans over the next six years.

The Environmental Report which follows has guided the preparation of objectives, policies and development scenarios for the Local Area Plan with an ultimate goal of achieving sustainable development in Fortunestown without causing adverse harm to the environment.

1.2 Strategic Environmental Assessment Methodology

The Council gave public notice on the 29th March 2011 of the intention to prepare a new Local Area Plan for Fortunestown area. The Planning Department issued formal written notification to the Environmental Authorities i.e. the Environmental Protection Agency (EPA), the Department of the Environment, Community and Local Government (DOECLG) and the Department of Agriculture, Fisheries and Food (DOAFF) that a new Local Area Plan was being prepared. Submissions or observations were invited in relation to the scope and level of detail of the Environmental Report. A Scoping Issues Paper was sent to the Environmental Authorities in order to facilitate their involvement in the scoping exercise.

Submissions were received from the Environmental Protection Agency and the Department of the Environment, Community and Local Government. These submissions were taken into consideration during the preparation of the Fortunestown Local Area Plan and the Environmental Report.

1.3 Vision and Goals of the Fortunestown Local Area Plan

The core policy aim of the Local Area Plan is to promote a more consolidated and compact urban form for the area. This will entail the following;

- A vibrant district that focuses development on an identifiable centre, nodal points and public transport stops in a manner that creates a series

of neighbourhoods with individual character and identity.

- A district with strong physical links between local residents and the business community.
- A sustainable community with a balanced mix of residential accommodation and access to ample community, civic and school facilities that are realised in a timely manner.
- A clear urban structure with a public realm shaped by good quality streets, spaces and buildings that prioritises open ended and safe routes for pedestrians, cyclists and public transport users.
- Physically integrated residential communities where existing and new neighbourhoods are knitted together and
- A green structure or network of safe usable green spaces that permeates through the Plan Lands in a manner that links adjoining lands, provides meaningful recreational facilities, incorporates environmental resources including existing elements of significant heritage and wildlife value, and provides for sustainable water management.

1.4 Relationship of the Plan with other Relevant Plans and Programmes

The Draft Fortunestown Local Area Plan and accompanying Environmental Report fit into a hierarchy of strategic legislation, plans and policy documents. A number of higher-level strategic plans such as the National Spatial Plan and the Regional Planning Guidelines for the Greater Dublin Area and the County Development Plan set the context for the Fortunestown Local Area Plan.

1.5 Summary of Baseline Environment/ Existing Environmental Problems

The Environmental Report contains a range of baseline information on key environmental headings such as Population and Human Health, Biodiversity (Flora and Fauna), Landscape/Geology/Soil, Agriculture and Forestry, Water Quality, Air Quality, Waste Management, Material Assets, Cultural Heritage and Climate Change and Sustainability.

1.5.1 Population and Human Health

This section covers the population of the plan area and the impacts on human health. The main population issues in South Dublin are the depopulation in older established areas and of population growth in Greenfield areas at the periphery of the urban fringe. The Fortunestown plan lands are located just inside the periphery of the urban fringe and have a good public transport network and considerable community infrastructure. On analysis of existing housing in the area, it is evident that a wider variety of dwelling type and mix of tenure are needed to reflect the needs of the population.

The main threats in terms of human health and population include increased amounts of traffic and the effect of emissions and traffic noise on human quality of life. Associated with the quality of life issue is the need to maintain areas of urban green space.

1.5.2 Biodiversity

The enhancement of biodiversity, preservation of natural amenities, integrity of wildlife corridors and protection of the natural environment are all important issues to be addressed in the preparation of the Fortunestown Local Area Plan and in the accompanying Environmental Report.

There are no designated biodiversity areas affected by the proposed Local Area Plan which have a recognised National, European Union or International protection status. However, Article 10 of the Habitats Directive recognises the importance of ecological networks as corridors and stepping stones for the movement of wildlife. Migration, movement and the long term genetic health of species is assisted through creating linked networks for biodiversity purposes. The Fortunestown Plan lands are all located within the catchment area of the River Camac. While the River Camac is not subject to environmental designation, it is none-the-less an important biodiversity corridor.

The majority of the LAP lands are currently undeveloped and open in character, consisting of grassland with a number of intact and some remnant hedgerows and ditches (which formed townland, parish and barony boundaries), a small amount of tillage in the south west and unmanaged grasslands and scrub north of the Fortunestown Lane. The lands to the east of the N82 (City West Road) are predominantly re-colonised bare ground apart from the areas adjoining the Kingswood Stream.

The main threats to biodiversity include the likelihood of development on these previously greenfield sites (these lands are already zoned) unless appropriate mitigation measures are put in place. The issue of culverting of rivers and streams also need to be addressed.

A lack of a Biodiversity Plan for the County constrains detailed assessment of valuable habitats at local level.

1.5.3 Landscape

The landscape of the County may broadly be broken down into three main character areas. The bulk of the urban or built environment, located at the northern and eastern section of the County, is part of the Dublin Metropolitan Area agglomeration, the hills and mountains to the south and the flat rural farmland area to the west. The Fortunestown plan lands comprise of a mix of character landscapes; the western and southern portion of the LAP lands are part of the Saggart Character Area (as identified in the 2004 Landscape Character Assessment) and the remainder of the lands are outside the Landscape Character Areas and are within the urban agglomeration. The undulating topography in the south west of the LAP lands, with well defined field boundaries, is typical to this Landscape Character Area.

These lands have a strong rural character. In terms of "issues of sensitivity", Saggart and environs have been identified as being "within an area of considerable urban related development pressure". A Heritage Plan for South Dublin was completed in 2010 and some, though not all, of the information gaps caused by the absence of a detailed Landscape Character Assessment have been addressed in the Heritage Plan.

1.5.4 Geology and Soil

The underlying bedrock of the Fortunestown LAP lands is predominantly Dinantian Upper Impure Limestone with Silurian and Ordovician Meta sediments to the south of the Newcastle - Blackrock Fault-line which runs through the Fortunestown LAP area.

No sites of geological interest are listed for protection under the proposed Fortunestown Local Area Plan area although the Roadstone Belgard Quarry, just outside the area, is listed as a Site of Geological Interest in the South Dublin County Development Plan 2010-2016. It is characterised as a "Working Quarry in Lower Carboniferous Limestone" and classified as being of "Potential National Heritage Status". It is also the largest quarry operating at present in South Dublin.

South Dublin County Council recently granted planning permission (SD10A/2010) in Rathcoole, just outside the Fortunestown LAP area, for the development and operation of the first geothermal electricity generation plant in Ireland. The site is located adjoining the Blackrock-Rathcoole Fault line.

The LAP lands comprise of two glacial till soil types reflecting the underlying bedrock. There are no Contaminated Sites are within the Fortunestown LAP area but there are a number in the foothills immediately south of the plan lands.

1.5.5 Agriculture and Forestry

Farmland in the Fortunestown LAP area can be categorised as "Urban fringe farmland" subject to urban development pressures due to proximity to Dublin Metropolitan area. The LAP lands predominantly consist of unmanaged or abandoned agricultural land surrounded by existing residential and commercial development. Some of the land in the south-west remains in active agricultural use (stocked grassland and tillage). Access to these lands is from the Boherboy Road. There is no forestry in the LAP area.

1.5.6 Water

The Fortunestown Local Area Plan lands are all located within the River Camac catchment area.

1.5.6.1 The Water Framework Directive

Water Management in the European Union is governed by Directive 2000/60/EC (the Water Framework Directive, (WFD)). The WFD sets out that a Member State shall implement the necessary measures to prevent deterioration of the status of all bodies of surface, ground, estuarine and coastal water, and shall protect, enhance and restore all bodies of surface and ground water with the aim of achieving good status by 2015.

1.5.6.2 River Basin Management Plan

The WFD work has culminated in the adoption of a River Basin Management Plan for the Eastern River Basin District (ERBD) in 2009. The management plan proposes a programme of protection and improvement of waters in the County with the aim of achieving the required status of the WFD within the county.

The Eastern River Basin Management Plan recommends a series of measures due to the classification of parts of the River Camac as being a Heavily Modified Water Body. It is noted within the Programmes of Measures contained within the River Basin Management Plan that the

Camac Upper, within which most of the LAP lands are located, will not reach 'Good' water status until 2027. This is due to the high amounts Waste-water & Industrial Discharges in addition to the very poor morphological status of the river.

1.5.6.3 Groundwater

The Geological Survey of Ireland (GSI) has undertaken a Groundwater Protection Scheme for South Dublin County. The overall aim of the Groundwater Protection Scheme, which has been undertaken jointly between the GSI and the Local Authority, is to preserve the quality of groundwater, particularly for drinking water purposes, for the benefit of present and future generations.

The aquifer to the north of the Newcastle - Blackrock Fault-line is rated as "Locally Important Aquifer – Bedrock which is Moderately Productive only in Local Zones". To the South of the fault-line, the aquifer is described as "Poor Aquifer – Bedrock which is Generally Unproductive except for Local Zones".

The groundwater vulnerability within the LAP lands varies from low to moderate vulnerability, with some areas of high vulnerability located in the north-eastern portion of the lands adjoining the Roadstone Quarry at Cheeverstown due to the open nature of these features, and proximity of rock strata to the surface.

None of the water bodies within the Fortunestown LAP area have been listed on the WFD Register of Protected Areas (RPAs).

1.5.6.4 Flooding

The Fortunestown LAP area is fully within the Camac River catchment. There are a number of small streams that are flowing directly off the foothills of the Dublin Mountains into the area. The flood risk information in relation to the catchment includes alluvial soils as a surrogate for Flood Risk, OPW recorded Flood Events and other information from the OPW website www.floodmaps.ie, the Preliminary Floor Risk Assessment (PFRA) carried out by the OPW and indicative Flood Risk mapping for the Fortunestown LAP area modelled by JBA Consulting.

The Flood Risk mapping of the area suggests the location of a number of Areas with Potential Risk of Flooding. These are some lands adjoining the Boherboy Stream (where there are a number of wet areas caused by springs), an area adjoining the stream just north of the District Shopping Centre and an area in the north-eastern section of the LAP lands alongside the Outer Ring Road.

There are no alluvial soils indicated within the Fortunestown LAP area. The OPW historical information has recorded a single flood event point just north of the City West Shopping Centre where local flooding resulted in the 12 hour closure of Fortunestown Lane in November 2006 (the OPW National Flood Mapping Website).

Detailed predictive information concerning floodplains for the Fortunestown LAP area will only become available following the completion of Catchment Flood Risk Assessment Management Studies (CFRAMS) for the River Liffey in 2015.

1.5.7 Air Quality and Noise Pollution

Located as it is adjoining the foothills of the Dublin Mountains, the Fortunestown LAP area is directly affected by the prevailing wind which is of great importance for dispersing air-borne pollutants, especially ground level sources such as traffic emissions.

The focus of air pollution monitoring is on benzene, nitrogen oxide (NOx) and particle matter (PM10), which are derived from traffic based sources. The latest available document 'Air Quality in Ireland Report 2009' by the EPA indicated that none of the monitoring stations in South Dublin exceeded allowable limits during that year. However the PM10 limit was exceeded in Tallaght in 2008.

Dublin City Council, Fingal, Dún Laoghaire-Rathdown and South Dublin County Councils have prepared a Noise Action Plan, including noise maps for the Dublin Agglomeration 2008-2013. The noise mapping indicated that traffic congestion and movement were the issues of concern regarding noise pollution and that the majority of noise occurs along the national, regional and distributor road network. High Levels of traffic noise are apparent along the N7, immediately adjoining the LAP area and on the N82 within the LAP area.

The Noise levels in the LAP area is likely to increase short-term during the construction period but also in the longer term due to increased vehicular movement. The operation of the newly extended Luas City West line will reduce the level of traffic impact of noise and also result in a reduction in air pollution as the number of private vehicle trips are reduced.

1.5.8 Waste Water

The treatment of wastewater is governed by the Urban Waste Water Treatment Directive (91/271/EEC) (amended by Directive 98/15/EEC). The Directive aims to protect the environment from the adverse effects of the wastewater discharges by ensuring that wastewater is appropriately treated before it is discharged to the environment.

Wastewater from the plan lands, and from almost all of South Dublin is currently treated in Ringsend. The waters are treated to a Tertiary standard, which is in compliance with the Urban Wastewater Treatment Directive. These waters are discharged to Dublin Bay, which is a Natura 2000 site. The quality of the discharged waters is within the requirements of the Urban Waste Water Treatment Directive.

Development of Wastewater Treatment Works (WwTw) within the Greater Dublin Area has not kept pace with construction or the amount of zoned lands. The WwTw in Ringsend currently operates at a Population Equivalent (PE) of 1.9 million. The GDSDS SEA (2008) indicates expansion at Ringsend to 2.16 million PE. Surveying and assessment is currently underway to ascertain expansion of the Ringsend WwTw to 2.4 million PE. The Dublin City water treatment facilities (including Ringsend) are subject to separate operational consent and licensing procedures which are themselves required to be compliant with all applicable environmental Regulations and Directives, including the Water Framework and Habitats Directives.

It is considered that the loading to WwTw as a result of implementing the proposed Fortunestown Local Area Plan would be partially offset as a result of dropping loading in older parts of the county (from a household

size of 3.31 in 2002 to 2.18 in 2031) as well as reduced construction and occupation figures for new housing.

The Rathmines and Pembroke Sewer (RPS) services lands in and around Tallaght and the LAP lands. This sewer flow into the wastewater treatment works in Ringsend. The Council is cognisant of the need to ensure the requisite wastewater treatment provision to allow for development growth without which the development would conflict with the requirements of the Urban Wastewater Treatment Directive which requires the collection and high level treatment of wastewater, specifically those to be discharged to sensitive waters such as Dublin Bay (the terms of the recent EPA operating license reinforce this aspect).

1.5.9 Drinking Water

Most of the treated water supply in South Dublin County is currently supplied from Dublin City Council via the Belgard Reservoir which is part of the overall Dublin Metropolitan Area network. South Dublin is part of the Regional Water Steering Group with Dublin City Council acting as lead authority in assessing short and long term sources at a regional level to ensure water supply into the future. Consideration is being given at regional level to developing further capacity to meet the projected longer term demands.

The Fortunestown LAP area currently has no storage reservoirs and suffers from inadequate water pressure. The Boherboy Water Supply Scheme (currently under construction) involves a major upgrading and expansion of the water supply network and storage infrastructure in the areas of Saggart, Rathcoole, Brownsbarn, Citywest, the Southern parts of Tallaght. This scheme provides for the construction of 41km of water main, new reservoirs at Saggart and Kiltalown and a pumping station in Saggart. The southern portion of the plan lands will be served by the reservoir in Kiltalown, with the remainder of the plan lands anticipated to be served by the Saggart reservoir.

This scheme will provide consumers with a reliable, modern water storage and supply infrastructure that will benefit not only the existing population, but will also facilitate new development in the LAP lands.

1.5.9.1 Monitoring Water Quality

The Environmental Protection Agency (EPA) is now the supervisory authority over public water supplies and has new powers of enforcement over local authorities in this regard. The overall rate of compliance with water standards in South Dublin, 99.2%, was above the national average and the quality of water in South Dublin was in general good. Compliance with the microbiological, chemical and indicator parametric values was excellent. The County Council continually monitor of all known waste depository sites in the County in order to preserve sources of drinking water from contamination.

South Dublin County Council's monitoring for 2010 shows compliance of 99.8% (3933 out of 3941) although two of the eight non-compliant results were found in water supply areas close to the Fortunestown LAP area i.e. Suncroft and Westbrook Glen.

1.5.10 Energy and Transport Infrastructure

1.5.10.1 Public Transport

In 2006 South Dublin County had the lowest percentage of people in the Dublin area travelling to work or school by train, Dart or Luas. The percentage is surprisingly low given that the Luas red line to Tallaght commenced operation in Autumn 2004. The recent commencement of the Citywest Luas Line will be critical for the future development of the area as it will allow a significant modal shift from private car to train. The LUAS City West line has been extended from the Luas Red line at Cookstown, with new stations serving Fettercairn, Cheeverstown, Citywest Campus, Fortunestown and Saggart. There will be park and ride facilities at the Cheeverstown and Citywest Campus stations.

A lack of buses, however, for the Dublin West area has resulted in inadequate local services, including connections between the main towns and district centres of South Dublin. It was noted in the Dublin Bus Network Review (March 2006) that significant demand for bus services in all sections of Dublin west of the M50 needed to be satisfied, including the provision of orbital routes. The report indicated the requirement for a large bus garage and additional bus routes and bus vehicles to be provided to serve the western Dublin communities.

Until recently, buses have been the predominant form of public transport in the Fortunestown area. Significant progress has been made in the last five years in relation to the provision of rail transport in the County as a whole including the enhancement of the Luas with the extension to Citywest.

1.5.10.2 Roads

The plan lands are bounded to the west by Garters Lane, to the south by the Boherboy Road, to the north by Citywest Avenue, all categorised as local roads and to the east by the Outer Ring Road and incorporates the main distributor road, a national secondary route, N82 (Citywest Road) that connects the national primary route, N7 (Naas Road) in the north to the Blessington Road (N81) in the south. There is an identified lack of cycle ways and connecting footpaths serving some of the existing estates adjoining the LAP lands.

The lack of connectivity reduces accessibility in terms of walking and cycling, increasing the amount of internalised car journeys which have to be taken for trips to school, shops, etc, and increasing potential for conflict with national and regional traffic. With respect to major roads, the completion of the Outer Ring Road linking Lucan with Tallaght is significant. The future improvement to the N81 is planned. The need to increase the use of existing public transport, and provide for additional systems to accommodate existing and future growth of the county is a pressing priority.

1.5.11 Cultural Heritage

The most important items of archaeological and architectural heritage in the county are recorded under Schedule 1- the Record of Monuments and Places, and Schedule 2- the Record of Protected Structures, of the current Development Plan. None of the 542 Protected Structures in the County are located within the LAP lands. There are, however, two Protected Structures (Saggart House-Map Ref. No. 290 and Tassagart, Saggart-Map Ref. No 292) located adjacent to the western boundary of the LAP lands; these are also located within the Area of Archaeological Potential of Saggart.

A portion of the LAP lands along the western boundary are located in the northern most part of the registered Area of Archaeological Potential (AAP) of Saggart (site no. 021-034). Saggart is an example of one of the small medieval boroughs which surrounded the city of Dublin. Its archaeological importance rests in the potential information which it contains on the nature of the transition from Pre-Norman to Anglo Norman settlement and in the substantial borough which seems to have existed here in the later middle ages. The extent of the Area of Archaeological Potential has been delineated based on the estimated size of the medieval borough as revealed by the plot pattern of the main street. There is also registered monument located adjacent to the south-western corner of the plan lands i.e. DU021-045, Holy well in Boherboy.

1.5.12 Climatic Factors

Climate change is becoming the greatest challenge facing society today, an issue which affects all citizens at a local, national and international level. It is important that the Council, and its residents, act responsibly at a local level in order to assist in the reduction of greenhouse gas emissions. 'Agenda 21' and the 'Kyoto Protocol' set out visions for sustainable future development. Both frameworks require that local plans and procedures are established and implemented which allow for requisite reductions in greenhouse gas emissions.

The main two issues facing South Dublin in relation to the development of the LAP lands and climate change relate to increased amounts of greenhouse gas emissions from transport movements, and the danger posed by flooding events, which will occur as a result of the former. Solutions require reductions in unsustainable transport movements, and the amelioration of potential flooding events. In this regard, prioritising the development of LAP areas adjoining the City West Luas, the use of the Sequential Test and the Justification Test for any areas prone to flooding and the use of Sustainable Urban Drainage Systems (SUDS) in the LAP lands will be primary strategies in the plan.

South Dublin County Council has prepared the 'Climate Change Strategy 2009-2012' indicating sustainable measures relating to planning, energy, transport, waste management and ecosystems, to be undertaken and promoted by the County Council. Sustainable development within the County requires an integrated approach regarding sustainability and environmental performance. At the Local Area Plan level, there is the opportunity to ensure development takes place utilising best practice for development which surpasses required Irish standards, and sets ambitious yet ultimately achievable targets.

1.5.13 Identified Data Gaps within the Baseline Information

There are still a number of data gaps in the Baseline information. These are detailed below;

- The lack of a Biodiversity Plan for South Dublin.
- An incomplete Landscape Character Assessment for South Dublin.
- A lack of detailed predictive information regarding floodplains and flood risk areas.

Some, though not all, of the information gaps caused by the absence of a Biodiversity Plan and a detailed Landscape Character Assessment have been addressed under the auspices of the Heritage Plan 2010 - 2015. Detailed predictive information concerning floodplains for the Fortunestown LAP area will only become available following the completion of Catchment Flood Risk Assessment Management Studies (CFRAMS) for the River Liffey in 2015.

1.5.14 The likely evolution of the environment without the implementation of the Plan

In the absence of a Local Area Plan development would continue to expand into the already zoned greenfield lands. The opportunity to create a robust biodiversity network within the LAP lands would be lost.

Development alongside ecological sites would encroach on the supporting resources of the sites such as water systems. Ecological connectivity could not be provided, resulting in development alongside streams, removal of hedgerows, filling in of wet ditches. Culverting of rivers and streams would be likely. It is also likely that development would reduce the rural landscape further, removing historic hedgerows (those along townland, parish and barony boundaries).

Based on the current risk assessment - and in the absence of any intervening measures - it is only the Cheeverstown water body in the Fortunestown LAP area that is likely to meet the requirements under the Water Framework Directive (WFD), i.e. "Good" water status by 2015.

If new development was not accompanied by appropriate waste water infrastructure /capacity then the likelihood of water bodies in South Dublin achieving WFD commitments would be reduced. Significant adverse impacts upon the biodiversity and flora and fauna of the County and wider impacts upon the transitional waters of the Liffey, Dodder and Dublin Bay might be expected.

Development on green field land and in addition in locations suitable for flood water retention areas would be likely to increase the potential of flooding in the Fortunestown area in the absence of an LAP.

The opportunity for the optimum use of the high quality public transport Luas corridor would not be realised in the absence of a Local Area Plan for Fortunestown and this would result in increased transfer to private modes of transport with consequent increase in noise levels and reduction in air quality, impacting upon new and existing residential communities. In addition, the opportunities to provide enhanced walking and cycling routes would be less likely without the provision of a Plan.

It is not considered that the Water Supply aspects would be significantly affected in the absence of a Local Area Plan.

1.6 Strategic Environmental Protection Objectives

The Draft Plan is subject to a number of high level national, international and regional environmental protection policies and objectives. A series of Strategic Environmental Objectives (SEO's), see table below, have been derived from these sources which cover the range of environmental aspects and reflect a local dimension.

Examples of Strategic Environmental Objectives include the aim of the EU Habitats Directive - which is to contribute towards ensuring biodiversity through the conservation of natural habitats and of wild fauna and flora in the European territory of Member States - and the purpose of the Water Framework Directive - which is to establish a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater. The strategy and policies in the Fortunestown Local Area Plan must be consistent with these objectives and the Plan must be capable of implement these objectives at the local level.

SEO Code	Strategic Environmental Objectives (SEO) ^a
B1	To avoid loss of relevant habitats, geological features, species or their sustaining resources in designated ecological sites
B2	To avoid significant adverse impacts, including direct, cumulative and indirect impacts, to relevant habitats, geological features, species or their sustaining resources in designated ecological sites by development within or adjacent to these sites
B3	To sustain, enhance or - where relevant - prevent the loss of ecological networks or parts thereof which provide significant connectivity between areas of local biodiversity
HH1	To protect human health from hazards or nuisances arising from traffic and incompatible landuses
S1	To maximise the sustainable re-use of brownfield lands and the existing built environment, rather than developing greenfield lands
W1	To maintain and improve, where possible, the quality of the River Camac and its tributaries and surface water
W2	To prevent pollution and contamination of ground water
W3	To prevent development on lands which pose - or are likely to pose in the future - a significant flood risk
C1	To minimise increases in travel related greenhouse emissions to air
C2	To reduce car dependency within the County by way of, inter alia, encouraging modal change from car to more sustainable forms of public transport and encouraging development which will not be dependent on private transport
M1	To serve new development under the LAP with appropriate waste water treatment
M2	To maintain and improve the quality of drinking water supplies
CH1	To protect the archaeological heritage of South Dublin with regard to entries to the Record of Monuments and Places - including the Saggart Zone of Archaeological Potential - and the context of the above within the surrounding landscape where relevant
CH2	To preserve and protect the special interest and character of South Dublin's architectural heritage with regard to entries to the Record of Protected Structures, Architectural Conservation Areas, and their context within the surrounding landscape where relevant
L1	To protect and avoid significant adverse impacts on the landscape, landscape features and designated scenic routes; especially with regard to areas of high amenity of the Dublin Mountain Area

^a Strategic Environmental Objectives (SEOs) are methodological measures which are developed from international, national and regional policies which generally govern environmental protection objectives and against which the environmental effects of the Draft Plan can be tested. The SEOs are used as standards against which the development strategies, policies and objectives of the Draft Plan can be evaluated in order to help identify areas in which significant adverse impacts are likely to occur, if unmitigated against.

1.7 Description of Alternatives

The evaluation of the likely environmental consequences of a range of alternative strategies for accommodating future development in the Fortunestown area is part of the SEA process.

The scenarios are derived taking into account higher level strategic plans as well as the geographical scope of the area. The Regional Planning Guidelines for the Greater Dublin Area 2010-2022 (RPG-GDA) and the County Development Plan provide an overall strategic settlement context for the Local Area Plan.

The scenarios provide alternative visions of how the future development of Fortunestown might occur. These are neither predictions nor preferences - instead they offer a range of plausible and internally consistent narratives of the outcome of different planning and development strategies. They reflect a range of development pressures and responses that reflect current practice. The scenarios chosen were;

- Scenario 1: Green Infrastructure
- Scenario 2: Environmental / Preservation Approach
- Scenario 3: Market-led Growth
- Scenario 4: Selective Concentrations along Public Transport Corridors

1.7.1 Scenario 1 – Green Infrastructure

This scenario would involve the development of the Fortunestown LAP lands using the concept of Green Infrastructure as a guiding theme for development and also as a means of integrating adjoining existing development both within and outside the LAP area with new development into a coherent urban fabric. The components of Green Infrastructure are green spaces, greenways, parks, the Camac River and tributaries, hedgerows and trees, areas around domestic and non-domestic buildings and community and institutional land, such as schools. Allowance is made in this scenario for limited trade off between development and environmental protection with mitigation measures ameliorating any negative environmental impacts.

This scenario would involve the adoption of planning policies which seeks to safeguard the distinctive character and openness of the area and conserve the natural and cultural heritage. Development under this scenario would only be developed with the highest standards of landscape treatment, with cycle/pedestrian routes provided in strategic locations throughout the plan lands, enabling recreation whilst providing a pleasant environment for the existing and future populations.

1.7.2 Scenario 2 – Environmental / Preservation Approach

This scenario prioritises the amenity and character of existing residential areas together with the protection of Fortunestown's natural environment. This scenario would involve the adoption of planning policies providing for the preservation and protection of the existing built and semi-rural environment and a presumption against development generally. Limited expansion would be allowed in terms of commercial developments in the north-eastern quadrant of the plan lands and also around the existing District Centre. Emphasis would be placed on the preservation of the semi-rural environment in the south-western quadrant of the plan lands.

1.7.3 Scenario 3 – Market-led Approach

This scenario involves allowing growth to follow the demands of the market, facilitating flexibility with planning guidelines, infrastructure capacity or environmental constraints. The location and nature of development would be completely dependent upon market demand and applications would be evaluated on a case by- case basis by the Council.

Under this scenario, the Citywest District Centre would be likely to continue to accommodate retail growth. Expansion of this centre would be uncontrolled and would respond solely to market demand. This would likely result in a deterioration in the economic vitality of Tallaght Town Centre to the east and Saggart Village to the west.

The relaxation of planning controls throughout the plan lands would lead to the continued expansion and demand for the provision of lower density housing permeating throughout the residentially zoned land in this scenario, with little or no provision of community infrastructure to accommodate the existing and future population. There would be little attempt made to integrating adjoining existing development both within and outside the LAP area with new development into a coherent urban fabric.

1.7.4 Scenario 4 – Selective Concentrations along Public Transport Corridors

In this scenario, components of sustainable development namely economic development, social well-being, environmental protection and enhancement, and resource conservation are integrated in the Local Area Plan. This scenario also responds to the relevant national/regional planning strategies including the National Spatial Strategy and the Regional Planning Guidelines and follows on from a number of strategies carried out within the County including the County Development Plan, the Housing Strategy and Retail Availability studies.

This scenario seeks to focus higher density development in suitable strategic nodes, generally in the north-eastern quadrant of the plan lands adjacent to the existing Citywest Business Campus and the Cheeverstown and Citywest LUAS stops, as well as adjacent to the Citywest District Centre and the Fortunestown LUAS stop in the south-western quadrant of the plan lands.

Under this scenario, Key Development Areas would be developed / redeveloped to accommodate a higher level of new urban development and deliver the maximum quantitative efficiency of new population density and commercial floorspace. . With the larger quantum of mixed use development targeted at the Key Development Areas, this scenario also allows for a greater degree of coordination of employment, public infrastructure, amenities, community facilities, schools, public transport etc. through a plan-led approach. This scenario would enable the Key Development Areas to attain a sustainable mix of population and employment and provide the critical mass of activity to sustain an integrated public transport network for the area.

1.8 Evaluation of Alternative Plan Scenarios

Each of the Alternative Scenarios were examined under the Strategic Environmental Objectives.

While Scenario 2, (the environmental / preservation approach), does give rise to the greatest level of direct, short-term beneficial environmental

effects, it also results in significant negative indirect impacts in the medium to long-term as development is displaced from the Plan area. Scenario 1 and 4 are more likely to bring about better environmental outcomes because of their ability to bring about both controlled growth within the context of Green Infrastructure (Scenario 1) and the necessary sustainable growth to capitalise important environmental mitigation measures and avail of the potential land-use/transportation benefits of the Luas (Scenario 4).

Scenario 3 would result in a range of environmental conflicts including biodiversity, water quality, landscape character and climate change (an increase in the number of unsustainable traffic patterns with a decrease in public transport journeys giving rise to the production of greenhouse gases).

The Draft Local Area Plan option that has emerged from the Plan preparation process has a close correlation to Scenario 4 with the additional element and benefits of the Green Infrastructure approach from Scenario 1.

1.9 Mitigation Measures

Mitigation measures are measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse impacts on the environment of implementing the Local Area Plan. Mitigation involves ameliorating significant negative effects. Where there are significant negative effects, consideration is given in the first instance to preventing such effects or, where this is not possible for stated reasons, to lessening or offsetting those effects. Mitigation measures can be roughly divided into those that: avoid effects; reduce the magnitude or extent, probability and/or severity of effects; repair effects after they have occurred, and compensate for effects, balancing out negative impacts with other positive ones. The mitigation measures may be incorporated into the briefing of design teams as well as the subsequent design, specification and development management of the landuses to be accommodated within the Plan area.

Mitigation measures are recommended in the Environmental Report for the following topics:

- Biodiversity and Flora and Fauna
- Water Protection
- Waste Water
- Flooding
- Cultural Heritage
- Landscape
- Air and Noise
- Transportation and Climatic Factors

1.10 Monitoring

The SEA Directive requires that the significant environmental effects of the implementation of plans and programmes are monitored. The Environmental Report puts forward proposals for monitoring the Plan which are adopted alongside the Plan. Monitoring enables, at an early stage, the identification of unforeseen adverse effects and the undertaking of appropriate remedial action. In addition to this, monitoring can also play an important role in assessing whether the Local Area Plan is achieving its environmental objectives and targets - measures which the Local Area Plan can help work towards - whether these need to be re-examined and whether the proposed mitigation measures are

being implemented.

The Environmental Report identifies indicators - which allow quantitative measures of trends and progress in the environment over time. Measurements for indicators come from a range of existing monitoring sources and from a series of meaningful indicators that can be derived from the Development Management system. A preliminary monitoring evaluation report on the effects of implementing the Local Area Plan will be prepared within two years of the making of the plan. The Council is responsible for collating existing relevant monitored data, the preparation of a monitoring report, the publication of this report and, if necessary, the carrying out of corrective action.

1.11 Conclusion

The Environmental Report of the Draft Fortunestown Local Area Plan 2012 contains the full detail and maps of the information summarised above.

Appendix 6: OPW and JBA Consulting Flood Risk Mapping

1.1 JBA Consulting Flood Risk Mapping

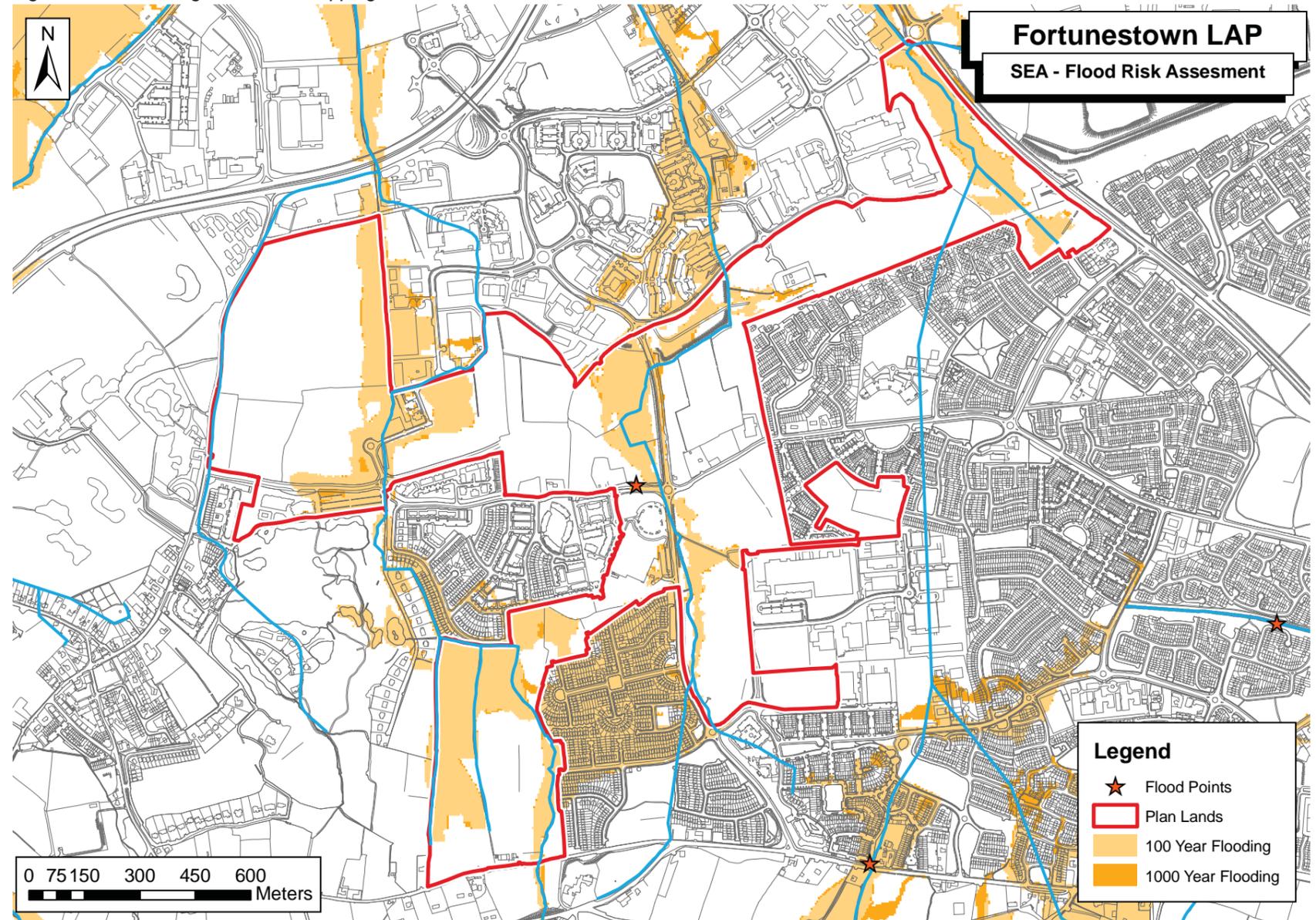
In accordance with the requirements of 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009), indicative flood risk mapping from JBA Consulting includes details on flood zones (Flood Zone A and Flood Zone B) for each watercourse that traverses the Plans Lands in terms of flood risk assessment. These flood zones are illustrated in Figure 1 as 100 year (Flood Zone A) and 1,000 year (Flood Zone B) zones.

Flood Zone A comprises the area that could be affected by flooding from rivers, if there were no flood defences, and relates to a flood that has a 1% (1 in 100) or greater chance of happening each year.

Flood Zone B comprises areas that include and extend beyond Flood Zone A that could be affected by flooding from rivers, if there were no flood defences, and relates to a major flood event that has a chance of occurring between 1% (1 in 100) and 0.1% (1 in 1000) each year.

The JBA flood probability information is intended for guidance purposes and is not a substitute for detailed hydraulic modelling that may be required to assess the level of flood risk for a specific development. The flood risk mapping information should therefore be used to identify sites for detailed site-specific Flood Risk Assessment and appropriate responses at planning application stage in accordance with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009).

Fig. 1: JBA Consulting Flood Risk Mapping

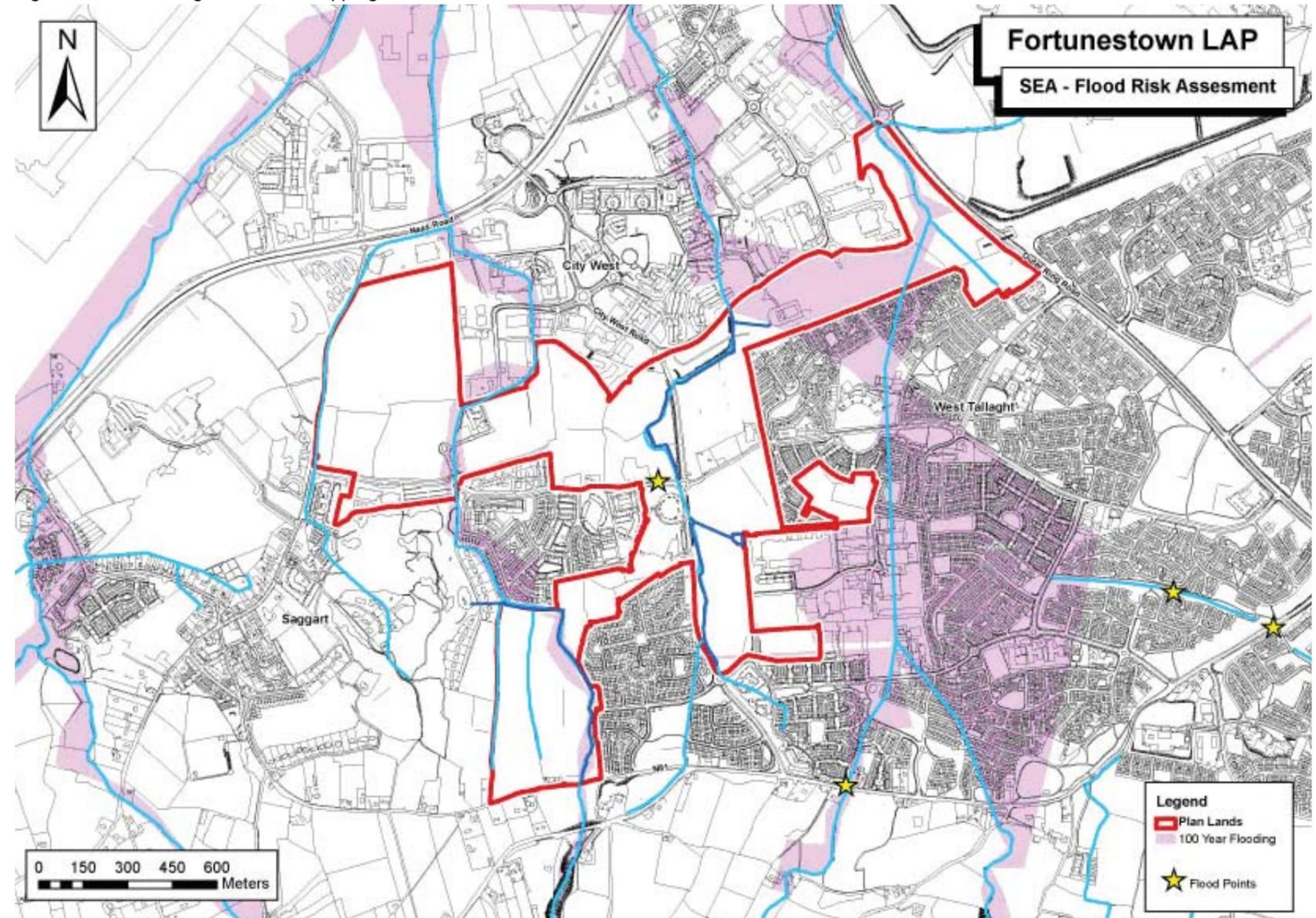


1.2 OPW Flood Risk Mapping

In accordance with the requirements of 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009), the Preliminary Flood Risk Assessment (PFRA) carried out by the OPW includes details on flood zones for each watercourse that traverses the Plans Lands in terms of flood risk assessment. The predicted flood extents indicate the areas projected to be prone to flooding. These flood zones are illustrated in Figure 2 as 100 year (purple shading) events.

The purpose of the PFRA is to identify the Areas for Further Assessment (AFAs), as set out in Article 5(1) of the 'Floods' Directive. This information should be treated tentatively in the context of the preliminary status of this assessment. The flood risk mapping information should therefore be used to identify sites for detailed site-specific Flood Risk Assessment and appropriate responses at planning application stage in accordance with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009).

Fig. 2: JBA Consulting Flood Risk Mapping



Source: South Dublin County Council & OPW