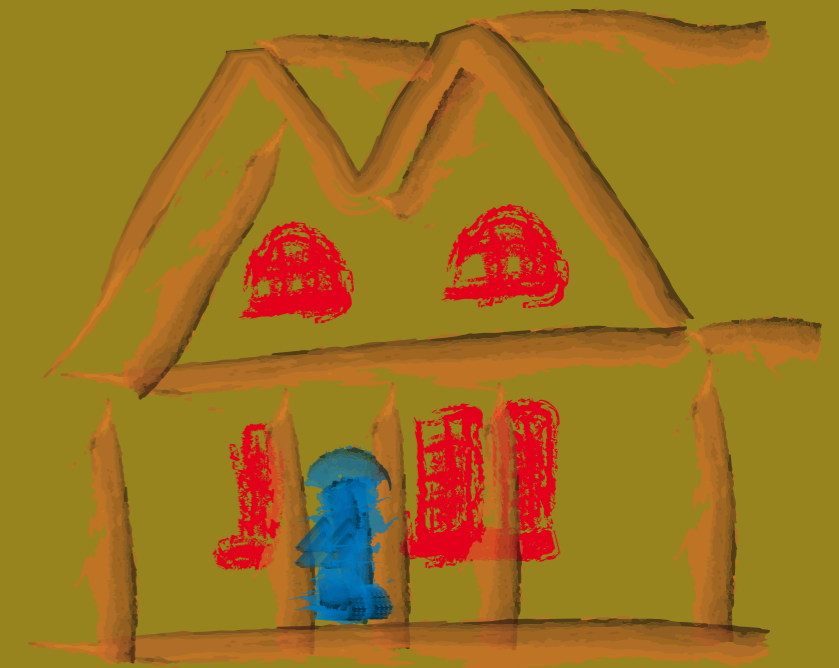




Ballyboden Village Plan

*Planning Department
South Dublin County Council*

July 2006





Ballyboden Village Plan

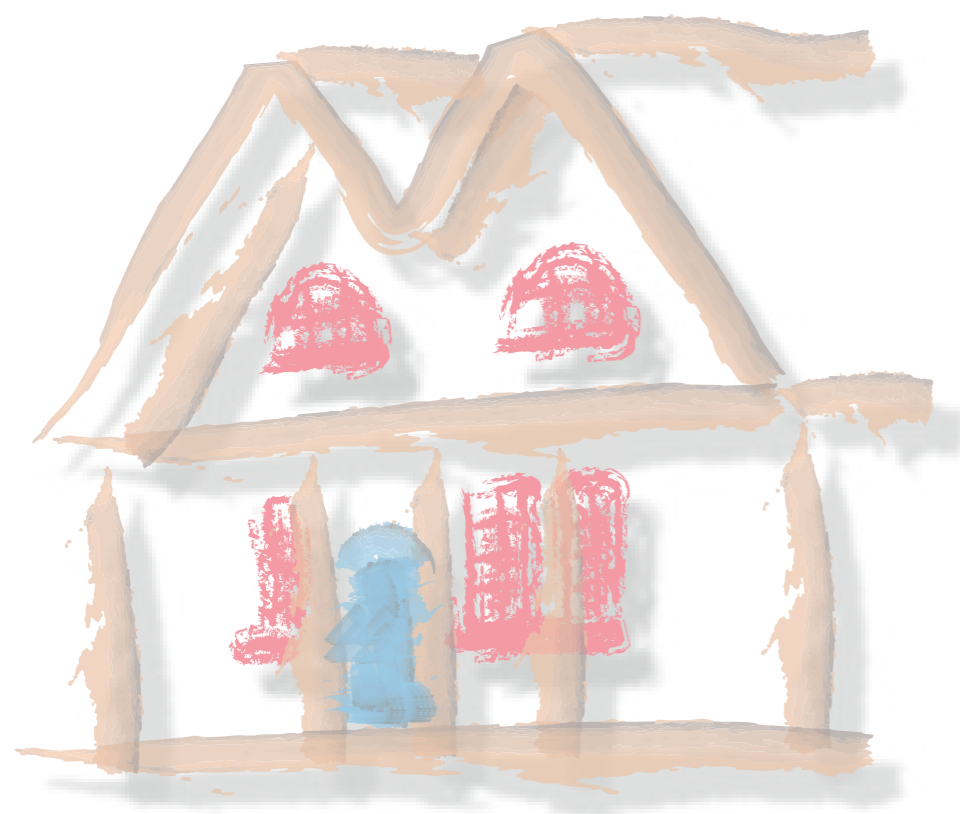
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BALLYBODEN VILLAGE PLAN

JULY 2006



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1.2 Boundaries of the Ballyboden Village Plan

To seek "...the effective integration of the existing shopping centre in the new village centre..." (SLO 93) it is important that development in the area adjacent to Taylor's Lane complements the realignment of Taylor's Lane (Green Route). For this reason the Village Plan will be completed in two phases. The boundary of Phase 1 only has been defined on maps in this plan.

1.2.1 Phase 1

Phase 1 of the Ballyboden Village Plan includes lands adjoining Taylor's Lane which are impacted directly by the upgrading of the Green Route.

1.2.2 Phase 2

The area to be addressed by Phase 2 of the Ballyboden Village Plan will include the balance of lands between the boundaries of Phase 1 of the Plan and the extended area beyond the historic townland boundary of Ballyboden so as not to sever existing housing estates (see Fig. 2B). This Phase 2 project will be completed during the period of the current Development Plan, subject to the availability of resources, having regard to the priorities already set out by the elected Council in the South Dublin County Council Development Plan 2004-2010.



Fig.2A Ballyboden Village Plan - Phase 1



Fig.2B Ballyboden Village Plan Phase 2 - shown dashed



1.3 Demographic Profile

The demographic profile of the area shows that the population characteristics for Ballyboden generally conform to the averages of South Dublin County. Table 1 below summarises the main population statistics for the Ballyboden area. There is a slightly greater proportion (54%) of the population of the Ballyboden area who are female whereas the average for the County is 51%. The age profile generally replicates the County profile.

The greatest discrepancies between the County averages and statistics for the Ballyboden Village area occur in the high percentage of one-person households and households without dependent children. 15% of households in the Ballyboden area are composed of one-person households whereas for the County at large, only 4% are one-person households.

| Variable | Plan Area | South Dublin County Council |
|--|-----------|-----------------------------|
| Number of Persons | 2,375 | 238,835 |
| Male | 46% | 49% |
| Female | 54% | 51% |
| Persons aged 0-19 | 30% | 31% |
| Persons aged 20-64 | 63% | 63% |
| Persons aged 65+ | 7% | 6% |
| Households composed of only 1 persons | 15% | 4% |
| Households without dependent children | 53% | 43% |

Table 1. Selected Population Characteristics for Ballyboden Village Area and South Dublin County (Source: CSO Census of Population)

2 Planning Context

The following references provide direction for the development of a plan for Ballyboden:

- Regional Planning Guidelines for the Greater Dublin Area 2004 - 2016
- A Platform for Change (2001)
- Guidelines for Planning Authorities on Residential Density(1999).
- South Dublin County Council Development Plan 2004 – 2010

2.1 Regional Planning Guidelines for the Greater Dublin Area 2004 - 2016

2.1.1 Regional Planning Guidelines implement at regional level the National Spatial Strategy (2001). The regional guidelines were published by the Dublin Regional Authority and the Mid-East Regional Authority in conjunction with the local authorities of Dublin City Council, Fingal, South Dublin, Dun Laoghaire, Meath, Kildare and Wicklow County Councils, in July 2004. The regional guidelines set out the strategy for the overall land use of the Greater Dublin Area.

2.1.2 The village of Ballyboden is located within the metropolitan boundary of the Greater Dublin Area. The strategy for the metropolitan area is to accommodate population growth through the consolidation of development and increased residential densities.

2.2 A Platform for Change (2001)

2.2.1 A 'Platform for Change' was published by the Dublin Transportation Office (DTO) in 2001 and is the transportation strategy for the Greater Dublin Area. The twin elements of the strategy are 'Demand Management', which seeks to encourage a transfer of trips from the private car to other modes of transport, and improvements to pedestrian facilities. The strategy seeks the expansion of public transport network, road construction and traffic management.

2.2.2 Guidance on Complementary Land Use Policy as set out in 'A Platform for Change', states that:
"Land use patterns should be promoted which encourage the following:

- Neighbourhood centres should be located with good access to public transport.
- Detailed layouts and design of developments which reflect the importance of walking and cycling as transportation modes by providing safe and direct access to local services, (retailing, schools, employment and leisure) and public transport modes.
- Increased density should be promoted close to public transport nodes.
- Mixed use developments should be encouraged".

2.2.3 Ballyboden is located approximately 500m from a QBC 'under design' at Ballyroan Road and approximately 1.8km from an existing QBC at Rathfarnham village. The nearest LUAS stop is located at Balally, approximately 4.2km to the east. Capacity for a QBC along one side of Taylor's Lane has been designed. However, it is expected that a proposal for a QBC would be subject to a Part 8 process.

2.2.4 Existing and potential bus routes along Taylor's Lane would provide access to Dublin city centre, Dun Laoghaire, Dundrum and Tallaght. Interchange between bus routes would be facilitated at the road junctions east and west of Taylor's Lane.



2.3 Guidelines for Planning Authorities on Residential Density (1999)

2.3.1 The Guidelines for Planning Authorities on Residential Density document were published by the Department of the Environment and Local Government in 1999. The Guidelines promote increased residential densities in order to ensure the most efficient use of zoned and serviced housing land, provide a more varied range of dwelling types and sizes, optimise the use of existing services, facilities and infrastructure, encourage more sustainable commuting patterns and facilitate improved public transport.

2.3.2 The Density Guidelines identify appropriate locations for higher residential densities and state that:
 “In the case of residential development on serviced lands in towns or villages located in existing or planned quality public transport corridors, particularly those which have spare capacity in existing facilities such as schools, shops, libraries, health centres, childcare facilities etc., increased densities would be appropriate in order to maximise such social and infrastructural investment.”

2.4 South Dublin County Council Development Plan 2004 – 2010

2.4.1 The zoning objectives for the area covered by the Village Plan as set out in the South Dublin County Council Development Plan 2004 – 2010 (County Development Plan) are Objective “A”: *To protect and/or improve residential amenity* and Objective “F”: *To preserve and provide for Open Space and Recreational Amenities*.

2.4.2 Section 11.6 of the County Development Plan, Hierarchy Considerations, sets out a design philosophy which provides a context for the village plan. The land use hierarchy ranges from designated town centres at the top, to designated district centres, to designated local neighbourhood centres, to local centres (sub-neighbourhood) not designated, to individual estates in the lowest position of the hierarchy.

Ballyboden is classed as ‘local sub-neighbourhood not designated’. In addition, a public transportation hierarchy classifies public transport modes with a rail station at the top, to a Luas stop, to a Quality Bus Corridor (QBC), to a local bus stop at the lowest position. Taylor’s Lane, Whitechurch Road and Ballyboden Road are served by public bus routes. However, currently this area is not adjacent to an operational QBC.

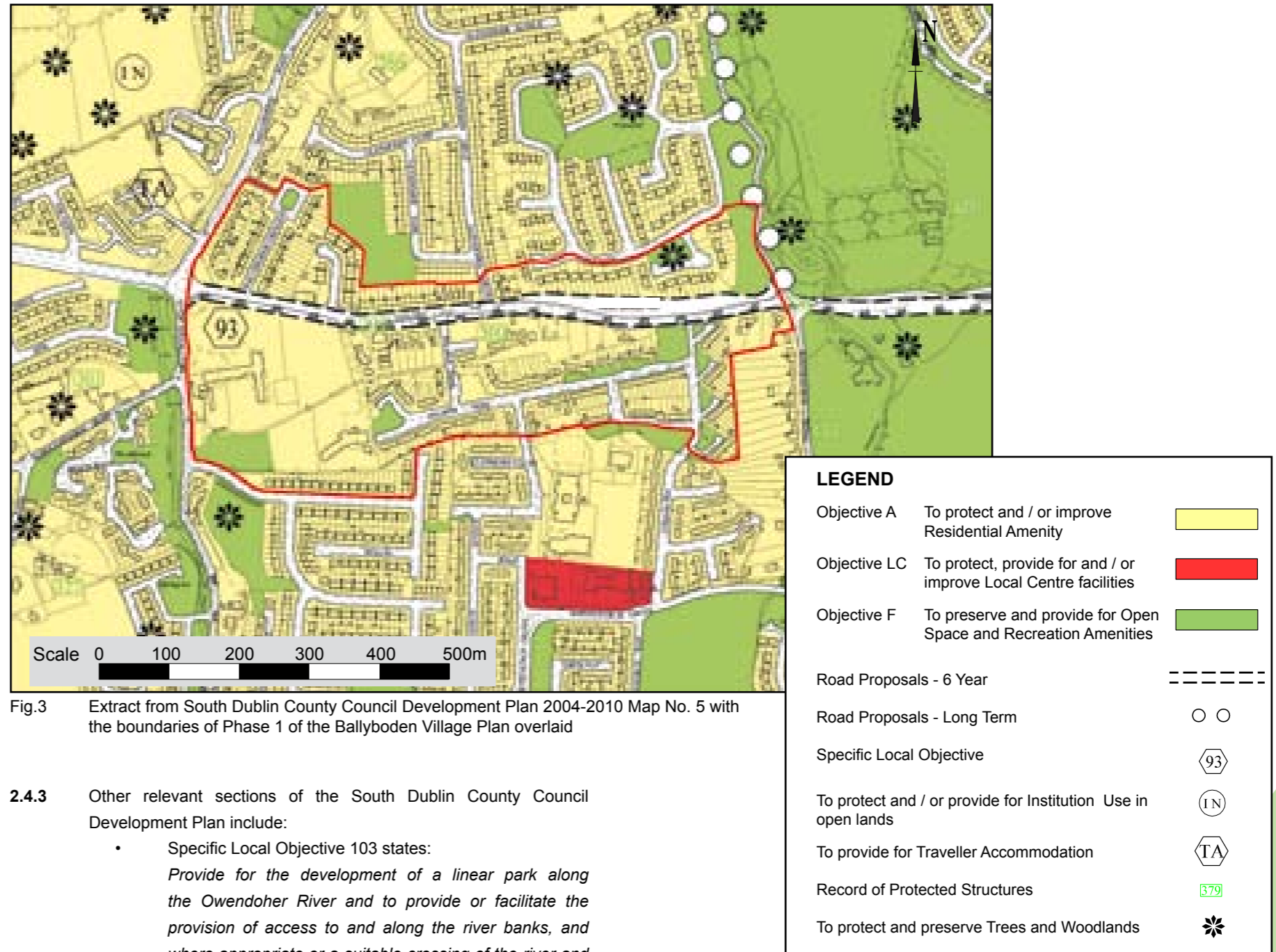


Fig.3 Extract from South Dublin County Council Development Plan 2004-2010 Map No. 5 with the boundaries of Phase 1 of the Ballyboden Village Plan overlaid

2.4.3 Other relevant sections of the South Dublin County Council Development Plan include:

- Specific Local Objective 103 states:
Provide for the development of a linear park along the Owendoher River and to provide or facilitate the provision of access to and along the river banks, and where appropriate or a suitable crossing of the river and seek to re-open the bridges over the Owendoher River at Ballyboden Road to encourage use of the River as an amenity.
- Table 13.6 of the Development Plan sets out a schedule of road objectives to be carried out in South Dublin County over the 6 year life of the Development Plan. These include the Green Route - Taylor’s Lane (Boden Park) to Grange Road as part of the regional road/district distributor network.



2.5 Public Consultation

2.5.1 Pre-Draft Plan Public Consultation

Submissions were invited from interested parties to a pre-draft plan consultation which was publicly notified on 19th August 2005. Twenty-nine (29) submissions were received. These submissions raised a number of significant issues. These issues are summarised below.

Boundaries of the Village Plan

The area subject to the village plan should be extended beyond the environs of Taylor's Lane to ensure that the traditional identity and character of Ballyboden is retained and further defined.

Strategic Locational Factors

The locational factors of Ballyboden, in particular its proximity to the M50, to Rathfarnham, and its position between Tallaght and Dundrum should be taken into account in a manner which retains the character of the area. Development of sites adjacent to the realignment and upgrading of Taylor's Lane should mitigate the severance effect on the community. This applies particularly to those who depend on the existing services.

Provision for Community Services

Further services and facilities should be provided in the area, particularly an integrated primary health service, accommodation for older persons, sports, recreation, leisure and entertainment facilities.

Density and Type of Development

Future development in the area should be controlled to retain the existing character of the area, in particular the height, scale and massing of new buildings. New development should take account of protected structures, buildings of historical significance and features which contribute to the character of the area.

Built and Natural Heritage Conservation

Conservation values should be included to protect and enhance the character of the area. The amenity of streams and the existing green space resources that enhance natural heritage values of the area, particularly wildlife corridors and linkages between green space and the Owendoher River walkway. The status of buildings and structures of heritage value on the Augustinian site be investigated for inclusion on the Record of Protected Structures.

Parking and Traffic Management

Parking in the vicinity of the shops and adjoining residential areas should be improved. Safe and convenient pedestrian and cycle access should be improved and extended. Open space and public street amenity should be facilitated through the village plan.

2.5.2 Report on Submissions

A Manager's Report on the pre-draft public consultation was prepared.

2.6 Strategic Environmental Assessment

To determine the need for a Strategic Environmental Report the Ballyboden Village Plan was assessed in accordance with the provisions of Article 13(k) of the Planning and Development (Strategic Environmental Assessment) Regulations 2004

The Ballyboden Village Plan is not a statutory plan and falls below relevant thresholds as set out in Annex II SEA Directive (2001/42/EC). Therefore the requirement to prepare an SEA report does not apply. However, in accordance with best practice and in accordance with the DOEHLG Planning Guidelines on SEA Implementation (November 2004), records of the screening process have been included in the appendix.

2.7 Monitoring

A monitoring report shall be prepared two years following the adoption of the plan.



3 **Ballyboden – An Historical Perspective**

3.1 **The Mills**

The first substantial occupation of the Ballyboden area can be traced back to the early milling industries of the 1700s. The mills were established to power a number of different industries, including paper, textiles, flour and laundries. As demand and supply for different products on the world market changed so did the fortunes of the mills and mill workers.

Associated with this centre of industry is a built heritage. Milling, in some form survived well into the early 20th century. However, since then the buildings have fallen into disrepair or disappeared. The single outstanding remnant of the milling past is the network of millraces and the intervention works carried out to extract power from the Owendoher River.

Two fine mill-houses remain in the vicinity of Ballyboden. These are Newbrook House and Bolton Hall. These buildings are included on the Record of Protected Structures in the South Dublin County Council Development Plan 2004-2010.

3.2 **The Improvement of the Rural Areas**

After the decline of the milling industry during the early 19th century the standard of local housing deteriorated rapidly. Various Parliamentary Acts to improve public health, such as the Public Health (Ireland) Act 1878, and the interests of local landowners prompted higher standards of accommodation. Cottages were constructed in accordance with the Labourers' Dwelling Acts. St Patrick's Cottages on Whitechurch Road are a good example of these.

3.3 **Whitechurch (Carnegie Library)**

The library was built at the beginning of the 20th Century under auspices of the Carnegie Foundation. Andrew Carnegie, a Scottish benefactor funded the building and stocking of libraries throughout the UK and Ireland.

The Library at Ballyboden, designed by T.J. Byrne, is a fine example of a Carnegie Library, with many typical characteristics such as contrasting wall finishes, a vibrant colour scheme and attractive Arts and Crafts detailing. Remaining substantially intact, it is a valuable element of the local streetscape. The building continues to function as a library and contributes to the life of the community.

3.4 **Ballyboden in the 1950s and 1960s**

The 1950s and 60s saw an increase in the number and standard of houses in Ballyboden. The cottages lining Taylor's Lane were in poor condition and the local authority embarked on a building programme to improve the living standards for the local community. This resulted in the building of Ballyboden Crescent, Pearse Brothers Park and Palmer Park. The defining characteristic of the Ballyboden area may well be the 1950s and 60s domestic architecture, which has left an impressive mark on the built environment. The Augustinian Order converted St.Catherine's House to a seminary and chapel by the addition of adjoining wings in this period.

3.5 **Suburban Housing**

Ballyboden grew incrementally after the mid 1960s with the construction of Moyville Lawns and Newbrook Estate. Glendoher Close, Park and Drive were to follow during the early 1970s. The more recent phases of large housing schemes in the area have been the estates of Whitecliff, Moyville and Kingston Court.





Fig. 4 Existing Development



4 Constraints and Opportunities

4.1 Existing development

Ballyboden is characterised by a number of low density schemes that are typical of outer-suburban housing. Over the last 50 years Ballyboden has grown incrementally. A number of different housing types and layouts have evolved.

4.1.1 Ballyboden Crescent, Pearse Brothers Park and Palmer Park

One of the earliest phases of modern housing off Taylor's Lane is Ballyboden Crescent. An attractive village ambience is created by low density housing located around a central open space. The two-storey houses, of simple design, are arranged in pairs and terraces.

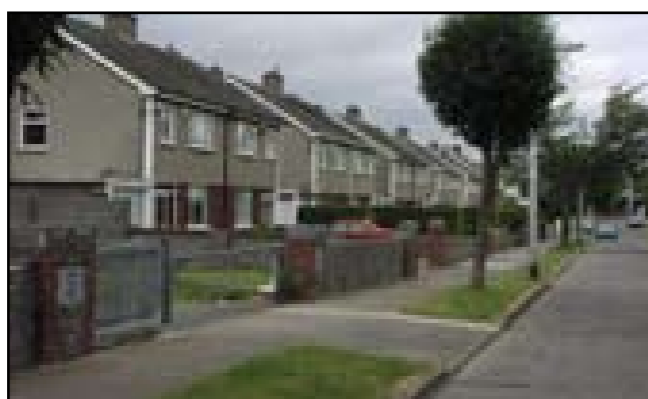
Pearse Brothers and Palmer Parks are developments similar to Ballyboden Crescent.



Ballyboden Crescent

4.1.2 Glendoher Park

Glendoher Park is a good example of an outer suburban housing estate dating from the 1970s. Semi-detached houses are set back from the road with generous gardens and more mature planting. However, the estate is isolated from Taylor's Lane both visually and with respect to access. There is currently only a single pedestrian and cycle access to Taylor's Lane.



Glendoher Park

4.1.3 Augustinian Site

The Augustinian site consists of a pitch and putt golf course and a former seminary building. The large former seminary has incorporated St Catherine's House into a substantial 1950s extension. It is currently occupied by the Health Services Executive. The grounds of the Augustinian site are currently hidden behind a high concrete wall and are not clearly visible from the road.

4.1.4 Perry's Yard

Perry's Yard on Taylor's Lane consists of a single storey dwelling and a collection of barns and sheds. It is located between the Augustinian lands and the library and may provide potential for community facilities adjacent to the Whitechurch Library.

4.1.5 The Whitechurch Library

The Whitechurch Library, a protected structure (No. 229), provides a valuable service to the community and is an architecturally significant building. It is not well connected, neither visually nor by access, to the existing village node of activity on the north side of Taylor's Lane.

4.1.6 Costcutters and Shops

The "Costcutters" complex accommodates most of the services currently available to the community in the Taylor's Lane area. Access to the rear car park presents problems, the western entrance is concealed and the eastern entrance is partially blocked.

4.1.7 Light Industrial Uses

The Meade Builders' Providers site contains Newbrook House, which is included on the Record of Protected Structures (No. 300). The site is characteristic of a builders' providers yard with numerous stores and hard surfaced areas for the storage of bulky items. This site is screened by high walls.

The mixed/industrial character of this area on Taylor's Lane is continued with the Petrol Service Station, Morton's Bus Depot and Ken Lawfords Car Sales Yard to the east. Most of these sites consist of large hard surfaced areas enclosed by high walls.

4.1.8 Pearse Brothers Park

A large open space at Pearse Brothers Park breaks the industrial/mixed use character of the eastern end of Taylor's Lane.

4.1.9 North of Taylor's Lane

On the north side of Taylor's Lane at its eastern end is a high concrete wall concealing an elongated area of open space. This area is reserved for road improvements and must remain free from development due to a 1000mm watermain which traverses the site. At present the site does not function as an open space or a landscaped area.



Site of Demolished Cottage for Roadworks



Builders' Yard



Vehicle Depot



4.2 Opportunities and Constraints Matrix

Table 2 below outlines constraints and opportunities, which need to be taken into account when considering a plan for development in the area.

| | <i>Opportunities</i> | <i>Constraints</i> |
|-------------------------------|---|--|
| Public Infrastructure | Capacity in the water supply network enables new development. | The wayleave for the 1000mm water main along Taylor's Lane. |
| | Spare capacity in the public foul sewer and surface water networks facilitates new development. | No more than 8 No. residential units may connect to an existing private sewer. |
| | The realignment and upgrading of Taylor's Lane and the potential for a future bus lane increases the capacity of the public road network to facilitate higher densities of development. | The limited access onto Taylor's Lane to protect its function as an intra-urban distributor route. |
| | Telecommunications antennae and masts have not been located in the vicinity of existing development and/or sites with residential development potential. There are no high voltage pylons and overhead wires located in the area. | No constraints. |
| Natural Heritage | Natural watercourses in the area provide opportunities to incorporate water features into public open space. | Protection of the function of watercourses as a flood mechanism for surface water run-off for the greater Ballyboden area is required. |
| | Established trees and open green space provide opportunities to incorporate mature planting into new development. | Significant trees or groups of trees should be retained. |
| Architectural Heritage | Protected structures and other features (eg. mill races) of historic significance provide unique opportunities to integrate new development with the built heritage of the area. | New building would need to take account of the fabric and setting of buildings with historic significance, in particular protected structures. |
| Parking | New parking opportunities will be required to service new and existing services and housing. | Removal of some car parking spaces will result from road works to Taylor's Lane. |
| Services | Existing services and housing stock are not matching trends in the demographic profile of the area. | No material constraints. |

Table 2 - Opportunities and Constraints Matrix

4.2.1 Summary

Guidance on the management of these resources within the constraints and opportunities outlined above is discussed in the following sections of this plan.

4.3 Analysis of Constraints and Opportunities

4.3.1 Taylor's Lane

The proposed Green Route improvements aim to provide for the efficient movement of vehicles through the Ballyboden area, specifically along Taylor's Lane. It is an objective of the Village plan to combine the proposed road improvements with the potential for Ballyboden to develop as a village.

Features such as the height and elevations of buildings, textures of pavements, street furniture and public art can contribute to the village character of Taylor's Lane and offset the impacts of the road realignment and increased width of carriageway.

4.3.2 Wayleaves for Services.

Wayleaves adjacent to the road to provide for and protect infrastructure should be incorporated into development in a manner which retains and enhances the existing character of the Taylor's Lane area.

4.3.3 Natural Heritage / Open Space

After the completion of the road alignment, tree planting to the rear of the Whitecliff estate, on the north side of Taylor's Lane, and in the area on the south side of Taylor's Lane between the new alignment and slip road would enhance the green corridors in the area.

A network of parks and open green spaces provide opportunities to enhance biodiversity and the green amenity of the area.



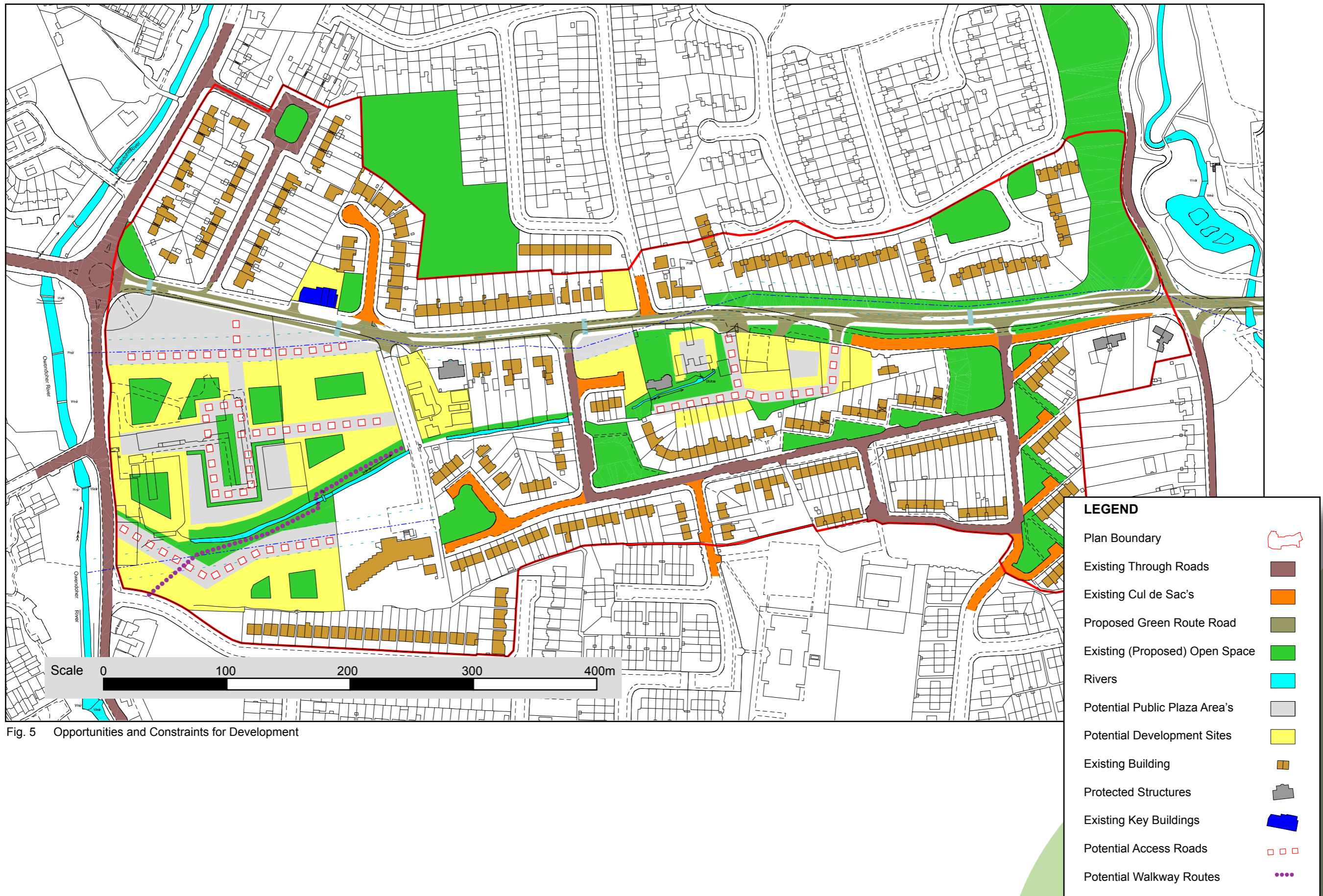


Fig. 5 Opportunities and Constraints for Development



4.3.4 Architectural and Cultural Heritage of the Built Environment

There are two protected structures identified on the Ballyboden Village Plan maps. These are the Whitechurch Library, a Carnegie Library, and Newbrook House, a nineteenth century mill owner's house. Development should ensure the continued maintenance and enhancement of these buildings.

In addition, St Catherine's, a Georgian house, which had been extended, modified and converted for use as a seminary, may contain some elements possibly worthy of conservation. Physical remnants of the social and industrial heritage of the area should be recognized in the development of the area.

4.3.5 Parking

All development should provide on-site parking in accordance with the standards of the South Dublin County Council Development Plan 2004-2010. In addition, development should improve and enhance the opportunities for safe street parking to mitigate the congestion from limited parking in the area. In particular, any redevelopment of the existing shops on Taylor's Lane must provide associated on-site parking.

4.3.6 Public / Community Services

The need for the following community services was identified through the initial Pre-Draft Plan submission process. These include:

- Primary health services.
- A Post Office.
- Leisure.
- Sport and Recreation.
- Entertainment.
- Youth Centre.
- Increased library services.

Major developers will be encouraged to provide community services in conjunction with commercial and residential development. In addition, these services would include amenities promoted by Government policy such as recycling facilities.



Chapel Window



Whitechurch Library



Newbrook House



5 Plan Structure

Section 5 includes:

- Objectives for the Ballyboden Plan.
- Design principles.
- Criteria for the development of sites with identified potential.

5.1 Plan Objectives

5.1.1 Taylor's Lane

To ensure that development adjoining Taylor's Lane facilitates pedestrian access and amenity.

5.1.2 Urban Design

To ensure that the density, scale and design of development balances the predominant pattern of semi-detached housing development in the area.

To encourage a range of residential units which provide a balance to the existing housing stock of semi-detached units. This might include providing attractive units that would enable older householders to vacate large family houses but to remain residing in the area.

5.1.3 Community, Services and Facilities

To facilitate the provision of the following services:

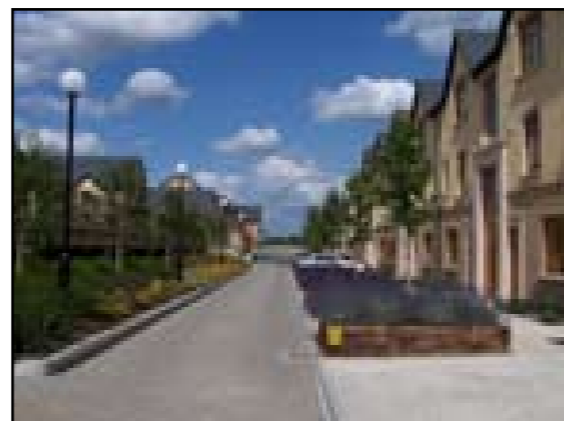
- Primary health care services at ground floor level.
- Enhanced library services.
- Employment opportunities.
- Recreational and leisure facilities.
- Community / Public bring centre and public space litter bins.
- To provide for the continuation of community facilities/ services on or in the vicinity of the Augustinian Lands

5.1.4 Placemaking

To facilitate the development of a village focal point at Taylor's Lane.

To encourage design, features and materials in new build and the streetscape, particularly at focal locations, which reflect the colours, features and textures representative of the area.

To ensure that front boundary treatments create or retain a village character e.g. low wall backed by a hedge, or railing with planting.



Urban Village Character



Low wall and railing entrance to park



Central Green Space Overlooked for Passive and Active Amenity



Conserving Built Heritage

5.1.5 Built Heritage

To ensure that development protects the fabric and context of protected structures, in particular the Carnegie Library and Newbrook House.

To encourage development to retain, restore and/or integrate structures and features, which demonstrate the historical development of the area.

To encourage the inclusion, in a countywide heritage plan, of a heritage trail which creates an awareness of the traditions of Ballyboden

5.1.6 Natural Heritage

To ensure that development retains, restores and/or enhances green open spaces and integrates these amenities with the watercourses in the area.

To encourage and facilitate the retention and enhancement of wildlife corridors, in particular those which can be linked to established green spaces and the Owendoher River walkway park.

To encourage and facilitate improvements to park facilities, including access footpaths.

5.1.7 Public Transport

To promote and facilitate the improvement and further development of the public transport system in the Ballyboden area.

5.1.8 Car Parking

To ensure that off street car parking is provided in conjunction with development and to improve the provision of on-street parking where appropriate.

5.1.9 Sculpture

The developers will be requested to provide a sculpture - art feature, for the Ballyboden/Taylor's Lane in conjunction with the developments planned for those sites along Taylor's Lane.



Communal Car Parking with Landscaping and Textured Surfaced



5.2 Design Principles

5.2.1 Access and Movement

- (i) The design of Taylor's Lane should facilitate pedestrian interaction, while functioning as a section of the "Green Route". Development adjacent to the carriageway should retain and enhance street activity through:
- Street front access to buildings.
 - Height to boundary ratio, which creates a "main street" relationship on Taylor's Lane at the village focal point.
 - Architectural style, scale and materials.
 - Street furniture.
- (ii) Frontage development onto existing local streets and cul de sacs should be retained and new streets created to facilitate backland development.
- (iii) Backland/infill development should occur in a coherent manner, which develops new street frontage and links to existing local streets. However, linkage to facilitate new development should avoid creating 'rat runs' for through (non local) traffic.
- (iv) Direct pedestrian and cycle routes, through sites, onto Taylor's Lane and to the services provided in an enhanced village centre are encouraged as a component of new development.



5.2.2 Patterns of Development

The urban grain is an indication of the pattern, arrangement and size of buildings and their plots. It also shows the degree to which an area's pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent. The grain of plots and blocks can provide clues about how to integrate development into its setting.

Urban design principles recommend small and narrow plots or new developments that have a vertical emphasis and/or broken elevations. The sub-division of larger plots into smaller ones encourages the following:

- A diversity of forms, uses and tenures.
- An active street front.
- A human scale.
- Future incremental growth in line with prevailing plot sizes.
- A full use of the resource (eliminates 'space left over after planning').



5.2.3 Public Realm and Streets

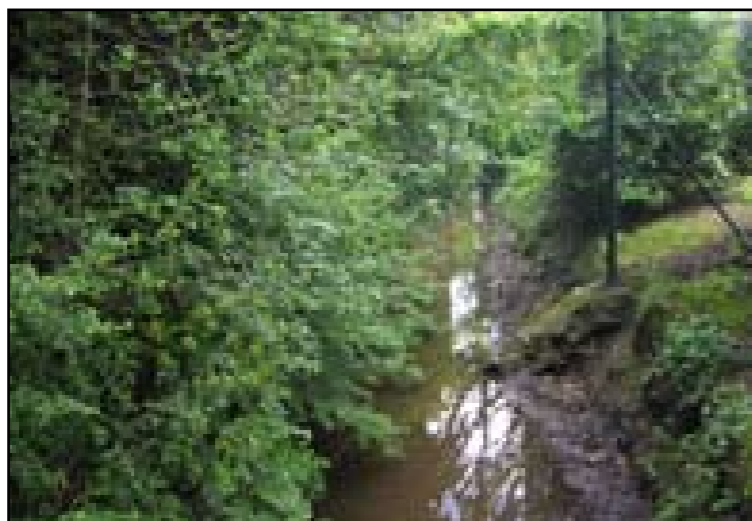
- Contribute directly to the creation of a lively, safe and attractive public realm comprising streets and spaces with active frontages, high quality landscaping and priority for use by pedestrians, cyclists and public transport users.
- Create a positive identity based upon the strengths of the area which reflect its function.
- Support an integrated network of high quality, safe, public spaces and public routes into the surrounding areas that will draw people to and through the area.
- Maximise and extend the ecological diversity in existing and new spaces.



5.2.4 Wildlife Corridors and Green Space

Suburban wildlife requires a habitat in which to survive and thrive. Watercourses, parks, trees, hedgerows and landscape planting are valuable urban resources for birds, hedgehogs, squirrels, otters, badgers and foxes. As the density of urbanisation increases these green areas become isolated in a grid of buildings, streets and roads.

Creating linkages, between green spaces and streams, enables the movement of local wildlife in search of food and life cycle habitats and enhances the green amenity of the locality as well as sustaining suburban biodiversity.



Linkages can be formed between large open green spaces such as Glendoher Park, Moyville 'Pocket Park', the Augustinian lands and other smaller green spaces. Trees and shrubs in back gardens can link green spaces. Linear stands of trees, including street trees and the Owendoher River and remnant mill races, contribute to wildlife corridors.



Fig. 6 Map showing potential for linkage between green spaces



5.3 Criteria for Development on Identified Sites

Figure 5 indicates locations with development potential in Phase 1 of the Ballyboden Village Plan. Section 5.3 sets out criteria for development on these sites.

The standards set out in the South Dublin County Council Development Plan 2004-2010 apply within the Village Plan area. However, the planning authority may exercise its discretion in limited circumstances to vary density and types of development proposed for large sites i.e. sites in excess of 0.5ha, provided that the objectives of the village plan are not compromised.

5.3.1 Land Uses

Proposed land-uses should comply with South Dublin County Council Development Plan 2004-2010 zoning policy. Table 10.2 of the Development Plan details the types of development that are either, permitted in principle, open for consideration or not permitted. The Ballyboden Village Plan does not make changes in land use zoning, but the Village Plan will indicate types of development that are appropriate for Ballyboden Village given its outer suburban location and lack of a high quality public transport network.

Proposed retail uses should be accompanied by a retail impact assessment to ensure that the nature and scale of the use would comply with policies as set out in Chapter 6 of the County Development Plan.

5.3.2 General Principles for Site Development

- Development on Taylor's Lane should create active interaction with development on the northern side of Taylor's Lane.
- The architectural style of elevations, which address streets, should be more formal than elevations which overlook internal or semi communal courtyards and open space.
- The water course should be incorporated into a public green space.
- Other amenity space should demonstrate a clear hierarchy from public streets/squares to informal communal passive and active recreational space for residents.
- Significant mature trees and groups of trees should be retained.
- Surface car parking is encouraged throughout sites.
- Access through sites should be provided in the form of "shared" surfaces for vehicular, pedestrian and cycle traffic. Design and materials should provide cues to drivers and pedestrians rather than tarmac, kerbs and raised footpaths.

- Internal floor areas of residential units should be in excess of minimum requirements and that amenity be of a superior quality to encourage owner-occupiers and family households. One bedroom units are not encouraged as the county need for one-bed units has been fulfilled in areas zoned as urban centres and on sites proximate to existing public transport infrastructure.
- Balconies fronting onto Taylor's Lane and Edmonston Road should be recessed as a method of achieving "formality". Balconies overlooking internal courtyards and open space may extend beyond the building line to create a more "domestic" or informal elevation.
- The building line should be broken to avoid inappropriate massing in a "village" context and to facilitate access through the site directly onto Taylor's Lane.
- The level of the ground floor of buildings should be the same as the adjoining footpaths. Retaining walls between the public footpath and the site are not acceptable.
- Flexibility could be exercised regarding uses and density to ensure viability for the protected structure and with respect to the relocation and enhancement of open space areas to achieve objectives of the village plan.
- Height, massing, density, design and materials should respect the amenity of adjacent development, while achieving the potential of the site.
- Phasing of development should ensure that main street frontage is developed in the initial stages and associated community facilities should be developed in tandem with residential development.

5.3.3 Augustinian site

As this site is the largest of the sites, identified in Phase 1 of the Ballyboden Village, with development potential, guidance is provided as general principles which are then clarified through specific recommendations.

Augustinian Site: Taylor's Lane Elevation

- The location at the junction of Taylor's Lane and Ballyboden Road complies with the criteria for a landmark building as set out in Section 11.11.3 of the South Dublin County Council Development Plan 2004-2010.
- Uses at ground floor level could accommodate retail / commercial services, medical services and pharmacy with residential use at the upper floors.
- Height and massing of new building adjacent to the Carnegie Library, a protected structure, should not significantly exceed the roof ridge of the library and/or should retain an appropriate setback to avoid detracting from the setting and public views of the library.

Augustinian Site: Ballyboden / Edmondstown Road Elevation

- The elevation / building line along Ballyboden / Edmondstown Road should take account of the gradient of the site. Residential use is encouraged.
- The scale and massing of the elevation should enhance the woodland character along the Owendoher stream opposite this elevation. A blank elevation is not acceptable and the building line should be broken to reduce the impact of massing in an area of low to medium density housing. Pedestrian access to residential units is encouraged from within the site rather than from Edmondstown Road to reinforce the local linkages onto Taylor's Lane. In addition, tree planting in conjunction with this elevation would reinforce the transition from an urban environment to the more rural landscape which has been established along Edmondstown Road.
- The height and the massing of development to the south should respect the established pattern of development, where two storey semi-detached dwellings predominate.
- Proposed plans for the redevelopment of the Augustinian site and the former St. Catherine's House should include an Architectural Heritage Impact Assessment. The assessment shall provide a full historic account of the site and shall identify any remaining architectural features of interest. Recommendations for the retention and re-use of architectural features within any new development shall be provided in accordance with best conservation practice.
- Development should include the construction of a pedestrian crossing on Edmondstown Road to access the Owendoher River Linear Park.



Beside Augustinian's



Augustinian Site: Eastern Boundary and Perry's Site

- (i) The building line of development should ensure that vistas of the library from the intersection of Taylor's Lane and Ballyboden Road are not compromised and where feasible the setting of the library should be incorporated into the public space along Taylor's Lane.
- (ii) The development of the Perry's Site should complement the development of the Augustinian Site.

5.3.3 The Newbrook / Meade Site

- (i) The context of the protected structure, Newbrook House, should be respected and incorporated into new development. In addition, remnants of the industrial heritage of the site, e.g. mill race, should be recognized in new development.
- (ii) Ensuring high quality on-site residential amenity, in relation to the non-residential uses on the adjoining sites, may restrict residential use on the common boundaries.

5.3.4 Infill / Backland Development

- (i) Apartment blocks within the estates adjacent to Taylor's Lane, on sites less than 0.5 ha would not generally be appropriate.
- (ii) Standards of the County Development Plan 2004-2010 should apply unless the proposal would achieve objectives of the village plan, regarding the enhancement of village character, restoring or enhancing a feature of historical / cultural significance, providing additional public parking or a providing a green corridor.

5.3.5 Public Open Space

In accordance with Section 11.9.ii of the Development Plan 10% of the gross area of a site will be required as public open space. In the case of the Augustinian site, which includes an area designated in the South Dublin County Council Development Plan 2004-2010 for open space, 10% of the gross site area would not include the area of designated green space. However, it is considered appropriate that the planning authority may exercise discretion to relocate the area of designated open space to achieve the objectives of the village plan. For example, the creation of a public linear park to incorporate a natural water course, or to provide a walkway linkage in association with backland / infill development.

5.3.6 Private Amenity Space

Standards as set out in Section 11.11.7 Private Amenity Space of the South Dublin County Council Development Plan 2004-2010 shall apply.

However, it is considered appropriate that the planning authority may exercise limited discretion where the amenity proposed is of high quality e.g.

- A south-facing outdoor area which would not be subjected to overshadowing from adjacent development.
- An area with direct access to public open space which provides year round amenity of high quality.
- Balconies off south-facing living areas which are in substantial excess of the minimum requirement.
- Where design can avoid overlooking and overshadowing of adjoining residential gardens and dwellings and where objectives of the village plan are facilitated, e.g. providing a vehicular or pedestrian linkage to facilitate appropriate backland development.

5.3.7 Development Standards

The relevant standards for development as set out in Part 2 of the South Dublin County Council Development Plan 2004-2010 shall apply. In addition, areas proposed for vehicular traffic, including parking areas, and public hard surface spaces shall meet the following criteria:

1. Where a method based solution to the treatment of streetscape and vehicular areas, including parking areas is proposed imprinted asphalt or concrete materials shall be applied to the technical standards of the Planning Authority.
2. Where the proposed materials include natural or reconstituted paviers then all such surfaces shall be designed, constructed and maintained in accordance with the requirements of the SCOTS MANUAL – Natural Stone Surfacing – Good Practice Guide published by the Society of Chief Transportation Officers in Scotland (SCOTS).
3. Details of public areas including surfaces, lighting and street furniture proposed for developments should be submitted at the time of the application and shall be in accordance with the taking in charge policies and standards of the Planning Authority for residential character areas.

5.4 Summary of the Guidance for Phase 1 of the Ballyboden Village Plan

Figure 7 demonstrates how the guidelines could be applied to Phase 1 of the Ballyboden Village Plan to achieve the objectives of the Village Plan.



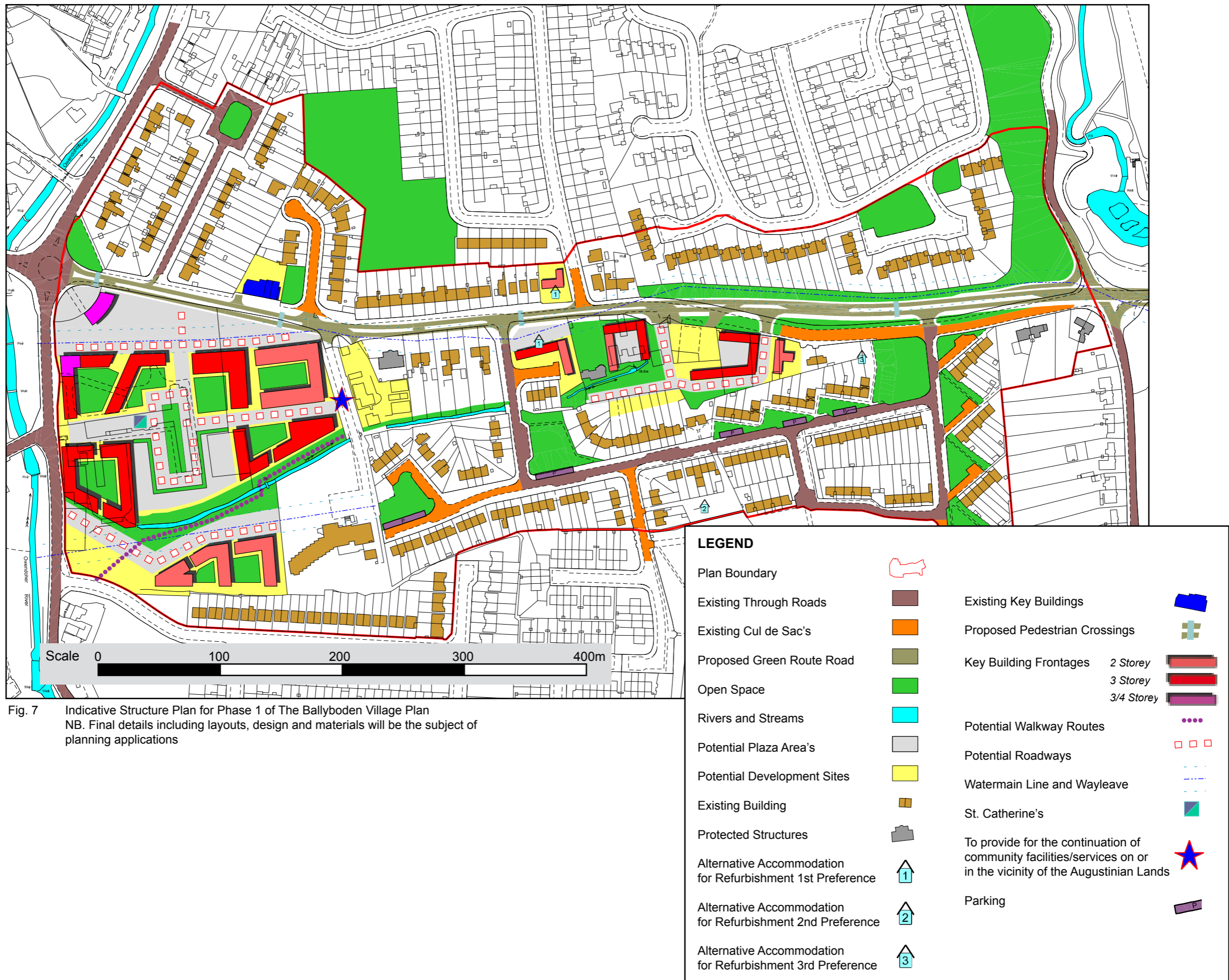


Fig. 7 Indicative Structure Plan for Phase 1 of The Ballyboden Village Plan
 NB. Final details including layouts, design and materials will be the subject of planning applications





Fig. 8 An artist's impression of Taylor's Lane realignment viewed from a point opposite a petrol station towards the east (Whitechuch Road)



Fig. 9 An artist's impression of indicative development on the Augustinian site from the Ballyboden Roundabout.



Fig. 10 An artist's impression from Taylor's Lane, Ballyboden Roundabout which assumes redevelopment of the Costcutters site opposite an indicative development on the Augustinian site



6 Appendix

Strategic Environmental Assessment

Screening Process for an SEA Report: Ballyboden Village Plan

In order to determine whether or not a Strategic Environmental Assessment Report is required, the Ballyboden Village Plan has been subjected to a screening process. In accordance with the legislation, the proposed plan was assessed against two criteria as set out in Annex 11 of the SEA Directive as follows:

1. Characteristics of the Plan i.e.

- The scale of development likely over the life span of the plan.
- The degree to which proposed development would promote sustainability.

2. Characteristics of the Effects and of the Area likely to be affected, including:

- Magnitude.
- Cumulative nature and reversibility of the effects.
- Value and vulnerability of the area likely to be affected by implementation of the plan.

Sustainability criteria, sourced from the EPA and adapted for urban areas, include:

- Biodiversity / Flora and Fauna.
- Population.
- Air/Climate Noise.
- Cultural Heritage / Material Assets.

The characteristics of the Ballyboden Village Plan were assessed against the sustainability criteria. The characteristics of the Village Plan are derived from the objectives for the Ballyboden Village Plan as set out in section 5.1.

Monitoring the Expected Outcomes of the Implementation of the Village Plan

As a method of monitoring and measuring the implementation of the Plan, a number of strategic objectives have been identified and formulated into a checklist. A number of measurable outcomes were identified as performance indicators of the effectiveness of the Ballyboden Village Plan. These outcomes have been cross-referenced to Development Plan policy to demonstrate that the outcomes are consistent with the achievement of policies of the Council. In addition the agents responsible for achieving the outcomes have also been identified.

Conclusions from the Screening Process

Characteristics of the Plan

The scale of development over the 6 year life span of the plan is likely to marginally increase the established use in the area, which is predominantly residential.

The increased housing density is considered to be sustainable for three reasons:

1. The scale of development should not degrade the existing residential amenity of the area.
2. The treatment of the widened road which gives rise to this plan, includes an additional pedestrian crossing, traffic calming surfaces and the potential to increase public transport.
3. The facilitating infill housing and services should consolidate development within the metropolitan area and contribute to the viability of public transport in the outer suburbs of Dublin.

Characteristics of the Effects

Biodiversity

The effects on biodiversity should be compatible with sustaining the suburban environment for flora and fauna. Enhancement of 'green spaces' and protection or enhancement of existing green corridors is included in the structure of the plan. Any loss of green space from increased density of development should be mitigated by enhanced amenity and quality of the existing green space.

There are no identified sensitive or vulnerable species in the Plan Area.

Population

The effects on the population are compatible with sustainability objectives. An increased range of housing types should enable older people to remain in the area in suitable accommodation, while releasing larger houses for households with children. The quality of development should encourage a stable community.

Air / Climate Noise

The effects on the ambient air quality and noise levels should not be discernible.

Cultural Heritage / Material Assets.

The effects of cultural heritage and material assets should be compatible with maintaining and enhancing the established suburban environment.

Records Pertaining to the Screening Process

- A survey of the existing land uses was carried out during July – August 2005.
- Parks, Roads and Traffic and Environmental Services Departments of the Local Authority identified significant issues regarding sustainability, in particular the protection and improvement of public infrastructure.
- Local history and historians identified heritage issues.
- Public consultation prior to the development of objectives for the village plan.



| Biodiversity / Flora & Fauna | |
|--|--|
| B1 | Safeguard designated areas / areas of nature conservation importance while increasing potential for wildlife / fauna, where appropriate, |
| Population | |
| P1 | Promote closer co-ordination between transport and land use planning, particularly where higher residential densities are proposed. |
| P2 | Promote the strengthening and diversification of the local economy. |
| P3 | Promote environmental upgrading of the Area and to facilitate the provision of quality public spaces. |
| P4 | Promote community involvement. |
| P5 | Encourage flexibility with regard to design. |
| Soil | |
| S1 | Promote decontamination to international standards of contaminated soil. |
| Water | |
| W1 | Ensure an adequate good quality water supply. |
| W2 | Ensure commitment to a water conservation programme and long-term active leakage control. |
| Climate / Air / Noise | |
| C1 | Maintain / promote improvement of air quality. |
| C2 | Promote minimisation of greenhouse gas emissions to the atmosphere |
| C3 | Reduce trip generation, trip length, and the need for motorised transport. |
| C4 | Promote public transport, walking and cycling as attractive alternatives to using the motorcar. |
| C5 | Ensure that noise levels of construction works comply with recommended health board standards and European Legislation. |
| Cultural Heritage / Material Assets | |
| H1 | Safeguard Protected Structures and sites of archaeological value and maintain environmental value of Conservation Areas. |
| H2 | Ensure adequate provision of open space and easy access to existing parklands. |
| H3 | Ensure developments explore and utilise every effort to reduce waste, promote reuse / recycling and increase management efficiency. |
| H4 | Enhance townscape and landscape quality. |

Table A - Sustainability Criteria for Urban Areas



| | | | | | | | |
|------------|---|-----------|---|------------------|---|--------------|----|
| Compatible | 😊 | No Effect | ○ | Uncertain Effect | ? | May Conflict | ☹️ |
|------------|---|-----------|---|------------------|---|--------------|----|

| Ballyboden Village Plan Reference | Strategic Objectives of Village Plan for SEA Purposes | B1 | P1 | P2 | P3 | P4 | P5 | S1 | W1 | W2 | C1 | C2 | C3 | C4 | C5 | H1 | H2 | H3 | H4 |
|-----------------------------------|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 5.1.1 | Pedestrian access be facilitated whilst protecting the functioning of R113, as a regional route | ○ | 😊 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 😊 | 😊 | 😊 | 😊 | ○ | ○ | 😊 | ○ | ○ |
| 5.1.1 | Potential cycle and pedestrian routes are identified. | ○ | 😊 | ○ | 😊 | 😊 | ○ | ○ | ○ | ○ | ○ | 😊 | 😊 | 😊 | ○ | ○ | 😊 | 😊 | ○ |
| 5.1.1 | Pedestrian movement through areas, in a manner which reduces the need of car trips and which provides convenient and safe access to bus stops is provided. | ○ | 😊 | 😊 | 😊 | 😊 | ○ | ○ | ○ | ○ | ○ | 😊 | 😊 | 😊 | ○ | ○ | ○ | ○ | ○ |
| 5.1.2 | Guidelines for development on the Augustinian site at the junction of Taylor's Lane and Edmondstown Road to ensure that the function and design of development enhance the characteristics of the sites. | ○ | 😊 | 😊 | 😊 | 😊 | 😊 | ○ | ○ | ○ | ○ | ○ | 😊 | 😊 | 😊 | ○ | 😊 | ○ | 😊 |
| 5.1.2 | Ensure a range of residential units to meet the demographic needs of the area. | ○ | 😊 | 😊 | ○ | 😊 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 😊 |
| 5.1.2 | Detail the appropriate height, scale and massing of development in sensitive locations. | ○ | 😊 | 😊 | 😊 | ○ | 😊 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 😊 | ○ | ○ | ○ | 😊 |
| 5.1.3 | Waste management strategies for the area, as a component of development. | ○ | ○ | 😊 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 😊 | ○ | 😊 | 😊 |
| 5.1.3 | Ensure that a range of services locate in the village area, including retail, recreational, leisure and residential care facilities. | ○ | 😊 | 😊 | ○ | 😊 | ○ | ○ | ○ | ○ | ○ | ○ | 😊 | 😊 | ○ | 😊 | ○ | ○ | ○ |
| 5.1.4 | Retain or create village character and appropriate streetscapes by the design and materials of carriageways, footpaths, parking arrangements, street furniture and boundary treatments. | ○ | ○ | ○ | 😊 | 😊 | 😊 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 😊 |
| 5.1.4 | The most appropriate location for the development of a village square/s adjacent to existing services be identified. | ○ | 😊 | 😊 | 😊 | 😊 | ○ | ○ | 😊 | ? | ○ | 😊 | 😊 | 😊 | ○ | 😊 | 😊 | ○ | 😊 |
| 5.1.5 | Have regard to the significance of historic buildings and features through restoration, where appropriate, retention and/or enhancement of context. | ○ | ○ | 😊 | 😊 | 😊 | 😊 | ○ | ○ | ○ | ○ | ○ | 😊 | 😊 | ○ | 😊 | ○ | ○ | 😊 |
| 5.1.6 | Promote public open space amenity by incorporating streams and watercourses. | 😊 | ○ | ○ | ○ | 😊 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 😊 |
| 5.1.6 | The linkage of open space should facilitate and encourage wildlife corridors where feasible. | 😊 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 😊 | 😊 | ○ | 😊 |
| 5.1.6 | Locally established plant species and planting regimes must be considered as part of landscaping proposals for large developments. | 😊 | ○ | ○ | ○ | 😊 | 😊 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 😊 |
| 5.1.7 | Improve parking facilities and traffic management. | ○ | 😊 | 😊 | 😊 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 😊 | 😊 | ○ | ○ | ○ | ○ | ○ |

Table B - Application of Sustainability Criteria to Characteristics of the Ballyboden Village Plan



| Relevant Development Plan Policy | Expected Outcomes | Agents of Achieving Goals |
|---|---|--|
| 4.3.1 Policy SCR1: Social Inclusion 9.5.9 Policy LHA 23: Public Rights of-Way 4.5.12 Policy SCR 25: Pedestrian Links and Public Rights-of- Way 7.8.1 Policy T 20: Cycling and Walking 7.8.2 Policy T 21: Controlled Crossings 7.8.3 Policy T 22: Bicycle Parking | Integrates traffic movement through the village, including frequent bus services, with safe and convenient pedestrian access across the road. | Roads Department, Planning Department, Parks Department, Dublin Bus and Developers |
| 4.4.5 Policy SCR 10: Surgeries for Medical Practitioners 11.5.v Designated Neighbourhood Scale Node... | Improved health care facilities. | Health Board, Local Community, Developer/s |
| 4.5.6 Policy SCR 19: Recreation 4.5.7 Policy SCR 20: Recreational Facilities 11.5.v Designated Neighbourhood Scale Node... | Access to sporting / leisure facilities | Developers and/or local community initiatives |
| 11.5.v Designated Neighbourhood Scale Node... | Post Office services | An Post / Agent in Partnership with An Post |
| 4.4.6 Policy SCR 11: Libraries 11.5.v Designated Neighbourhood Scale Node... | Increased opening hours, increase range of services. | County Council Library Service |
| 2.3.1 Policy EE1: Enterprise and Employment 11.5.v Designated Neighbourhood Scale Node... | Increased range of services and facilities | Local Business, Local Community |
| 8.3.7 Policy AA 7: Retention of Older Buildings | Reuse of old buildings and features of heritage value. | Conservation Officer, Planners/ Developers |
| 9.4.5 Policy LHA 7: Heritage and Biodiversity Plan | Identify local heritage sites in the area and make it accessible | Heritage Officer in consultation with Local Community |
| 9.4.10 Policy LHA 12: River and Stream Management | Owendoher Park and walkway. | Parks Department |
| 9.4.9 Policy LHA 11: Flora and Fauna | Identified and protected Wildlife corridors | Heritage Officer, Local Community |
| 4.5.4 Policy SCR 17: Future Improvements in Open Space 4.5.1 Policy SCR 14: Open Space Provision | Improved open space amenity, with the provision of footpaths, new planting, playground | Parks Department and Local Community |
| 7.7.5 Policy T 15: Control of On- Street Parking | Fewer cars parking in a manner which compromises road safety. | Roads / Traffic, Developers, Local Community, Local Traders |

Table C - Monitoring Checklist for Plan Effectiveness

