

BALLYOGAN AND ENVIRONS* LOCAL AREA PLAN

ISSUES PAPER

April 2018



***Covers Ballyogan, Kilgobbin, The Gallops/Glencairn (Leopardstown) and parts of Carrickmines and Stepaside.**

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1. Introduction and SWOC Analysis

What is an LAP? Why Here? Why now?

A Local Area Plan (LAP) consists of a suite of policies and objectives for an area, intended to guide that area's development for a period of 6 years, which may be extended to a maximum of 10 years if appropriate. Like the 'County Development Plan', which spans the entirety of Dún Laoghaire-Rathdown, an LAP is a statutory planning document, but for a smaller, more focused area, and with greater detail.

An LAP must be consistent with the County Development Plan, and cannot contradict any of its policies or objectives. Under current legislation and guidelines, an LAP may include objectives such as those relating to phasing, community facilities, amenities, and design standards

The indicative boundary of Ballyogan and Environs is identified in the 2016-2022 County Development Plan Maps. Specific Local Objective 135 of the Development Plan also requires a Local Area Plan to be prepared for this area.

By virtue of the significant landbank of zoned, serviced, well located lands within the Plan area, along with the recent and likely future development proposals within the Plan area, it is considered that the preparation of an LAP is appropriate and prudent at this time.

Ballyogan and Environs

The area to be covered by the Ballyogan and Environs Local Area Plan is a varied and disparate grouping of places, that have been separated from their natural hinterland by the M50 corridor. These areas include Glenairn, the central and eastern parts of Stepside, Ballyogan, The Park Carrickmines, sections of Glenamuck Road and Kilgobbin Road, the former Ballyogan landfill, and part of the Leopardstown Racecourse campus. It is intended that the LAP will respect these differences, while also seeking to connect these places together.

Your role in the process

This Issues Paper has been prepared to set a context for public consultation and to help determine the planning issues the Local Area Plan should address. This document contains background information on a range of topics. This pre-draft phase is the initial discretionary part of the consultation process. Following this phase, a Draft LAP will be produced for public comment which will have regard to submissions received in respect of this 'Pre-Draft' consultation process.

You are invited to submit your views on the general issues that the Ballyogan and Environs Local Area Plan (BELAP) should address as well as more focussed input on how smaller-scale neighbourhoods should develop. Submissions may be made via <http://www.dlrco.ie/en/planning/local-area-plans/ballyogan-and-environs-lap>.



Figure 1– Orthophotography of Ballyogan and Environs

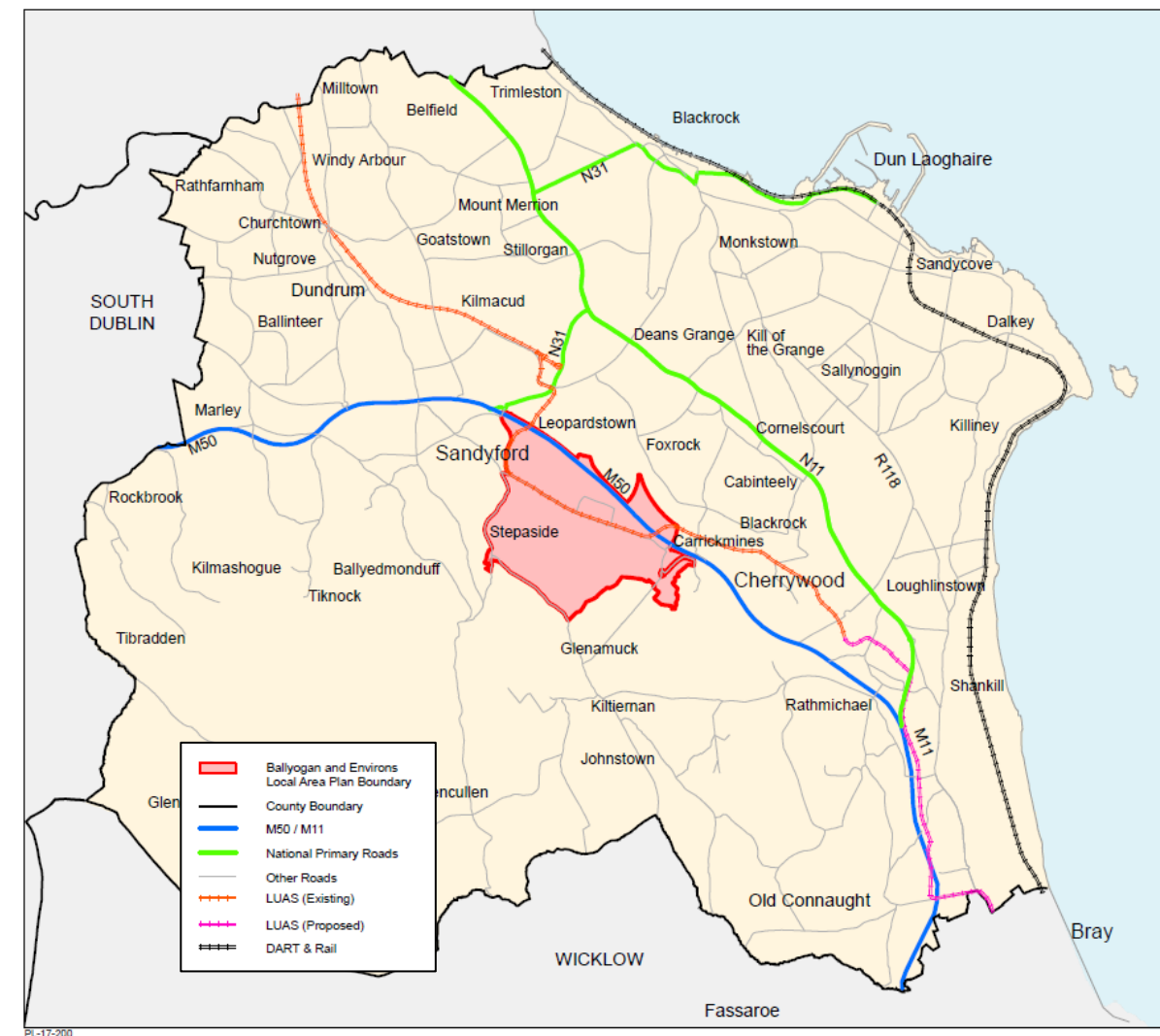


Figure 2– Ballyogan and Environs LAP in County Context

Area Audit - SWOC Analysis

One of the main purposes of this Issues Paper is to identify the assets of the area and also to highlight issues that the LAP might be able to address. To that end, the figure below provides a summary of the findings of this Issues Paper by way of a SWOC analysis. This is a structured planning method which evaluates an area under four headings: Strengths; Weaknesses; Opportunities; and Challenges.

STRENGTHS

- Significant **Land Bank** of undeveloped, zoned and serviced lands (see Section 6)
- Established **Neighbourhood Centres** (see Section 10)
- Served by 4 stops on the **Luas** Green Line providing excellent linkages (see Section 7)
- Majority of BELAP lands within 1km of a **Luas** stop (see Section 7)
- Good **Road Access** with 2 motorway junctions to/from the M50 (see Section 7)
- Significant **Retail Diversity** at a local level (see Section 10)
- Excellent provision of **Sports and Recreation** facilities (see Section 11)
- Attractive **Natural Environment** at the foothills of the Dublin mountains (see Section 11)
- **High Quality of Life** and an attractive setting for family living
- Access to **Employment** clusters such as Dublin City, Sandyford, Cherrywood (see Section 12)
- Community facilities like **Schools** and the **Samuel Beckett Civic Centre** (see Section 13)
- Capacity for **Water Supply and Wastewater** disposal (see Section 9)
- Rich **Archaeological Heritage**

OPPORTUNITIES

- Delivery of a significant number of **Residential Units** to meet housing needs (see Section 6)
- Scope to provide **Higher Residential Densities** near public transport (see Section 6)
- The provision of **Appropriate Housing Mix** to meet the area's needs (see Section 6)
- Integration of land uses through **Improved Permeability** (see Section 8)
- A living environment that affords a **High Quality of Life** to its residents
- Increased employment and **Economic Opportunities** (see Section 12)
- **New Neighbourhood Centre** at The Park, Carrickmines (see Section 10)
- Delivery of **Pedestrian and Cycle** infrastructure (see Section 8)
- Improvements in **Bus Services** (see Section 7)
- Creation of a Greenway Spine and **Green Infrastructure Network** (see Section 11)
- Improvements in recreation including **New Parks** at Jamestown and Fernhill (see Section 11)

A SWOC analysis is a useful strategic planning tool undertaken at the initial assessment stage to help inform decisions in the actual plan-making process. In this analysis, Strengths and Weaknesses represent the helpful and unhelpful aspects evident within the Plan area today, when considering what makes a good place to live, work, or visit. Opportunities and Challenges represent the helpful and unhelpful factors in progressing toward the likely objectives of an LAP for the area.

WEAKNESSES

- Existing **Local Access Issues** to zoned residential land (see Section 7)
- Weak **Public Realm** at Neighbourhood Centres and Community Facilities (see Section 2)
- Poor **Permeability** between areas (see Section 8)
- Lack of **Linkages to Sandyford**, a key employment area (see Section 8)
- **Road-Focussed** movement patterns with a high car dependency rate (see Section 7)
- Low network density of **Pedestrian/Cyclist Routes** (see Section 8)
- **Barrier Effect** of Kilgobbin Road and the M50 corridor (see Section 8)
- Peak period **Congestion** and capacity issues on the LUAS (see Section 7)
- No **Secondary School** (see Section Section 13)
- Lack of direct **Access to the Mountains** (see Section 11)

CHALLENGES

- **Integration** of land use and transportation
- Delivery of **Road Infrastructure** required to enable development (see Section 7)
- Delivering safe and vibrant **Communities**
- **Reconnecting of Neighbourhoods** within the Plan area (see Section 8)
- Provision of **Social Infrastructure** in tandem with development (see Section 13)
- Overcome the barrier effect of the **M50** (see Section 7)
- Remediation of the former **Ballyogan Landfill Site** (see Section 11)
- Management of development in areas at **Risk of Flooding** (see Section 9)
- Protection of the area's **Archaeological Heritage**
- Management of the ESB Networks 220k **Substation** at Carrickmines (see Section 9)

2. LAP Area - Extent and Overview

Before embarking on an in-depth study of the area, it is important to have an understanding of what lands the proposed LAP would cover, the different characters of these lands, and to explore how these lands have developed over time.

Location and Scale

The area covered by the proposed Ballyogan and Environs Local Area Plan (BELAP) extends to 420 hectares, which is 3.7% of the overall land area of Dún Laoghaire-Rathdown and nearly 7% - or one fifteenth – of the current planned development area of the County as defined by the 'zoned' lands in the County Development Plan (CDP). By way of comparison, the BELAP lands are 40% bigger than the Cherrywood SDZ Planning Scheme – the next largest Plan area in the County. Based on the 2016 Census, the BELAP area accommodates a population of just over 9,500, which equates to 4.4% of the County's population. More detailed, fine grain demographics are covered in Section 5.

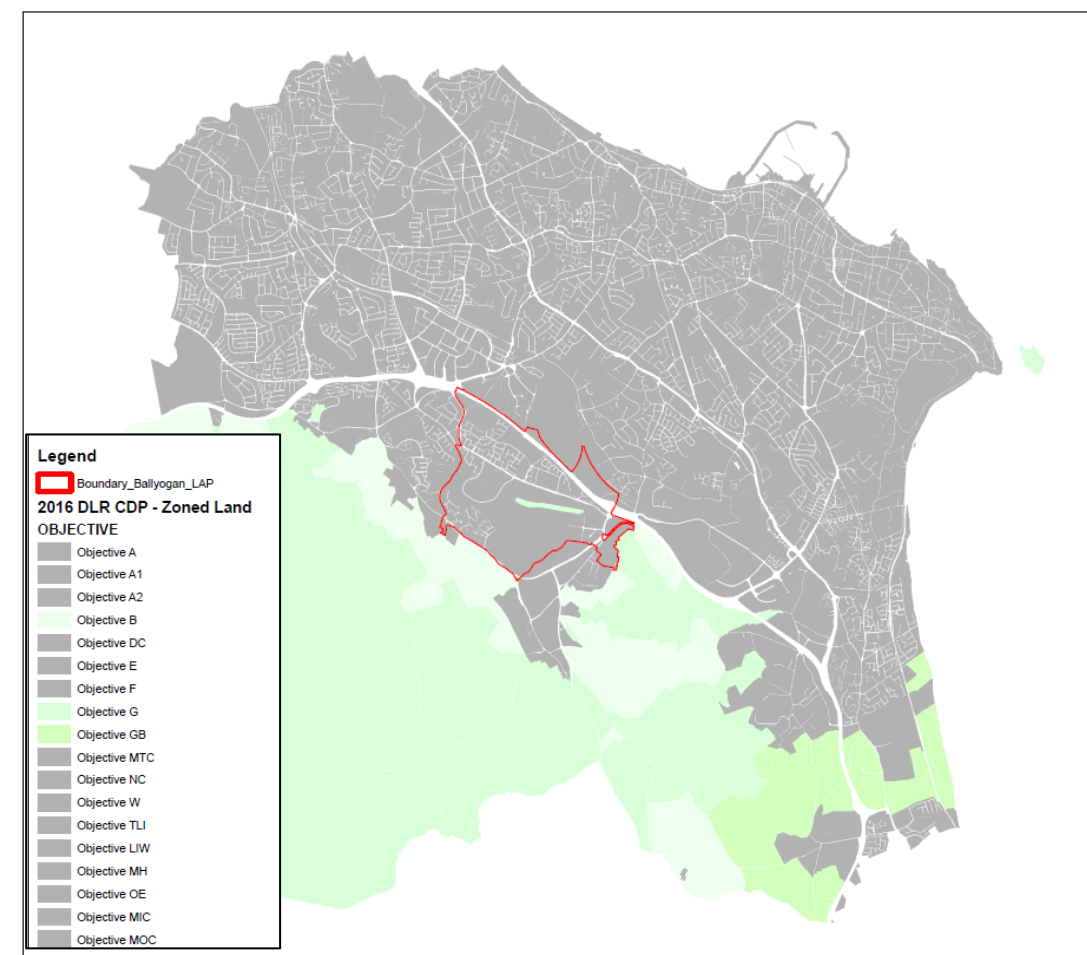


Figure 3 – BELAP area compared with 'Zoned' land within the County Development Plan (CDP)

The Plan boundary has been determined based on the following considerations:

Eastern Boundary	Aligns with the northern boundary of the Kiltiernan-Glenamuck LAP, from Enniskerry Road to The Park Carrickmines
Southern Boundary	Aligns with Enniskerry Road, the County's de-facto development boundary at this location, as per the CDP zoning objectives shown above
Western Boundary	Aligns with Kilgobbin Road/Murphystown Way. To the west of this road, the development of this land is substantially complete on foot of the Stepaside Area Action Plan
Northern Boundary	Abuts the lands of the Sandyford Urban Framework Plan, Leopardstown Racetrack, and the residential neighbourhood of Foxrock.

To the west and northwest of the LAP lands are the recently developed areas of Stepaside - including Belarmine and Aiken's Village - and the longer established estates of Sandyford Hall and Mount Eagle. To the north is the M50 motorway corridor, beyond which is the Central Park area of the Sandyford Business District, and the Leopardstown Racecourse. To the northeast are the residential areas of Foxrock.

To the east is the planned town of Cherrywood, currently being developed in accordance with its Strategic Development Zone (SDZ) designation and plan. To the south is the village of Kiltiernan, which is also a focus for imminent future residential development in accordance with its own Local Area Plan. To the southwest are upland townlands of rural land uses and dispersed housing such as Barnacullia.

The BELAP lands are currently served by four Green Line Luas stops, two Motorway Junctions, and four bus routes. 'As the crow flies', Dundrum and Dublin City are 3km and 9km to the north respectively, Dún Laoghaire is 5km northeast, Tallaght is 11km to the west, and Bray is 9km to the south.

Land Use Patterns

The BELAP area is notably diverse. It includes a wide range of land uses such as the established village of Stepaside, the new shopping and office district at Carrickmines, light industry units and public utilities along Ballyogan Road, recreational facilities along Enniskerry Road at Jamestown, residential areas from multiple phases of development, and tracts of undeveloped lands such as at Clay Farm in Kilgobbin and the lands between Glenamuck Road and Leopardstown Racecourse, on the north side of the M50. This wide diversity is in stark contrast to other LAP areas in the County. Particular challenges and opportunities will, however, arise from this diversity, which will be explored during the LAP preparation process. Some land uses within the BELAP area have a very local function, while others have a wider Metropolitan and even Regional function.

The context, character, and diversity of the constituent parts of the BELAP lands will be explored in further detail in Section 4. The breakdown and distribution of land uses, and what that means for the LAP is explored further in Sections 10 to 13.

Historical Development of BELAP lands

Until relatively recent times the BELAP area remained primarily agricultural in nature with the land area occupied by a number of large farms, the layout of which have strongly influenced the pattern of recent development.

The Ordnance Survey's 1930s mapping shows that the LAP area at the time was primarily comprised of agricultural farmland. The 'main' development node in the area was located at the crossroads of Stepaside Village, while some ribbon type development flanked both the Kilgobbin and Enniskerry Roads. Stepaside Village originated in the mid-18th Century, benefitting from passing trade, with its inhabitants providing services such as shops and crafts. Towards the end of the 18th Century and the beginning of the 19th Century several new roads were built in the area including Ballyogan Road and Glenamuck Road.

This map also illustrates the footprint of the Leopardstown Race Course to the north of the LAP area, completed in 1888.

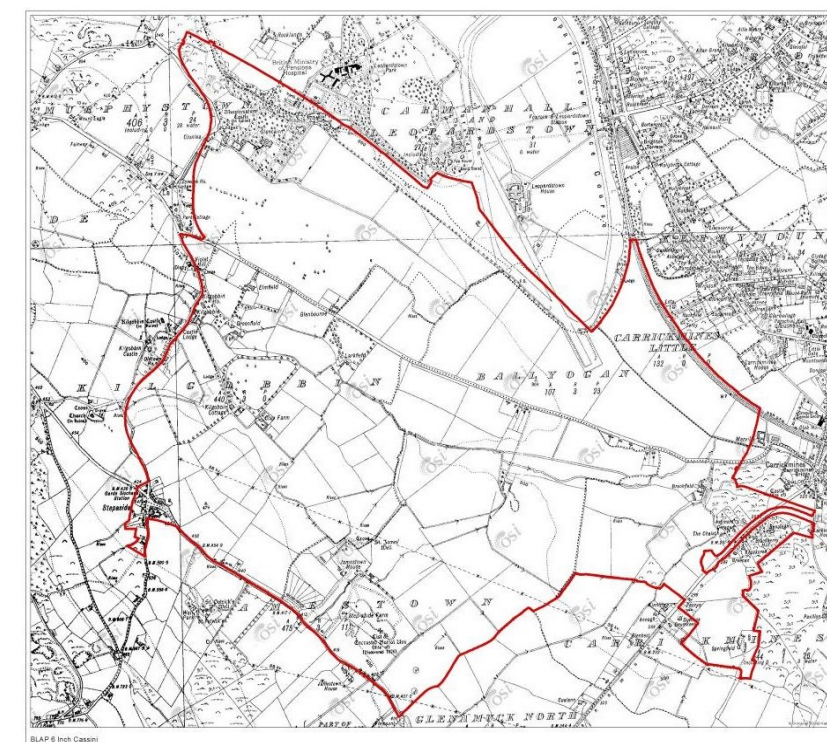


Figure 4 – 1930s mapping.

The aerial photography image from 1966 shows very little change from the 1930s Map, with the local economy's primary focus in the agriculture sector still dominant. The most significant changes evident over this period of time relate to the establishment of the ESB electricity sub-station off the Ballyogan Road and also the increasing footprint of Stepside Village through the development of St. Patrick's Park residential estate.

Low density suburban development is evident to the north at Foxrock, with dispersed 'one off' housing visible on several roads in the area, notably Glenamuck Road.



Figure 5 – 1966 Aerial Photography

This aerial photography image from 2005 captures a significant point in time for the evolution of the LAP area. The M50 Motorway is under construction - cutting through the former 6 furlong straight of the Leopardstown Race Course. It is also a significant year in the life cycle of the Ballyogan Landfill facility as in 2005 it ceased accepting waste after 35 years. Elsewhere significant suburban residential development is evident to the north of Ballyogan Road and adjacent to Stepside Village, and initial construction works have begun at The Park Carrickmines. While the Green Luas line from St Stephen's Green to Sandyford commenced operation in 2004 it wasn't until 2010 that the extension to Bride's Glen became operational and the BELAP lands were directly served by Luas.



Figure 6 – 2005 Aerial Photography

Landscape and views

Topographically, the Plan area is notable in that it sits at the base of the foothills of the Dublin Mountains, with the land falling from the high ground at Stepside, down to the valley of the Ballyogan Stream, as detailed in Figure 7. Many parts of the BELAP area enjoy views of the mountains to the southwest or views of the sea to the northeast, with some areas enjoying both. This variation in landform provides a strong sense of place, and the opportunity to incorporate topographical features into the layouts of development.



Figure 7 – Topography of Ballyogan and Environs

Archaeology and Architectural Heritage

There are 15 Recorded Monuments in the vicinity of the BELAP lands, and 5 Protected Structures, as set out in the CDP. The western areas are particularly rich in archaeology and architectural heritage, and the alignment of the 'Pale Ditch' runs along the Ballyogan Stream in the centre of the BELAP lands, with intermittent elements of this feature visible above ground.

Urban Design

Layout - The BELAP area accommodates a wide range of suburban typologies such as the urban village of Stepside, the mid-20th century private and public housing developments of Kilgobbin Heights and St. Patrick's Park, the late-20th century private and public housing developments of Glencairn / the Gallops and Ballyogan, the 21st century apartment developments at Mimosa, Levmoos, Castle Court, Elmfield, and Old Glenamuck Road, and the almost rural character of parts of Kilgobbin Road.

Building Stock - Turning to the buildings themselves, aside from a few examples predating the middle of the 20th Century, most buildings in the Plan area are semi-detached houses and apartment blocks from the decades either side of the turn of the 21st Century. The retail and office buildings of Leopardstown Valley and The Park Carrickmines have their own character. Stepside Village retains a more low-scale village feel. Two buildings that could be considered of contemporary quality are the Samuel Beckett Civic Campus and the Ballyogan Depot.

Building Height - There are currently no buildings within the BELAP lands that could be considered tall by contemporary standards. The Elmfield and Castle Court apartment buildings at the west end of Ballyogan Road are 4 storeys in height, while the Carrickmines Green apartments at Old Glenamuck Road are up to 5 storeys in height. The tallest building in The Park Carrickmines is 6 storeys.

Key Questions

- Would the BELAP boundary benefit from any adjustments, and if so, why?
- What are the characteristics of the area that should inform the Plan making process?
- How best could elements of Archaeological and Architectural Heritage – historic and contemporary - be acknowledged, celebrated, and incorporated within future development?

3. Higher-Tier Planning Policy and Adjacent Area Plans

While the LAP that will result from this public consultation process will ultimately set out its own policies, it is important to have an understanding of the higher tier land-use plans with which it must conform, the preceding land-use plans which have previously informed the development of the area, and the adjacent land-use plans with which any LAP will need to integrate.

Preceding Area Plan - Stepaside Area Action Plan (SAAP 2000)

For the best part of the past two decades, the planning context of the area has been set by the Stepaside Area Action Plan (SAAP), which was adopted in 2000 following rezonings in the west and south of the AAP lands.

In many ways, the proposed LAP will be a successor to the eastern part of the original SAAP, but further extended to incorporate additional lands to the east and southeast.

The SAAP covered a land area of 340 hectares. At the time, the bulk of the northern portion was already developed. The development framework which emerged focused on two distinct development areas located either side of a central historical Kilgobbin core to be linked by a Greenway Spine running parallel to and alongside the Ballyogan Stream Valley. The two development areas were to be served by two separate local collector Loop Roads each providing access to various development parcels.

Since 2000 significant residential and infrastructural development has occurred in the SAAP lands. The area to the northwest of Kilgobbin Road, and to the west of the proposed LAP boundary, has been largely 'built out' and now functions as a semi-mature residential area including the developments of Aiken's Village and Belarmine. Elements of the central Greenway Spine are also in place west of Kilgobbin Road, while some limited development has taken place to the east and south-east of Kilgobbin Road at Cruagh Wood - Wingfield. These new development areas to the south-east of the Kilgobbin Road are currently accessed from Enniskerry Road as the new collector Loop Road off Ballyogan Road has still to be fully realised.

Development has also taken place at Kilgobbin Woods and Meadowfield within the western part of the BELAP lands.

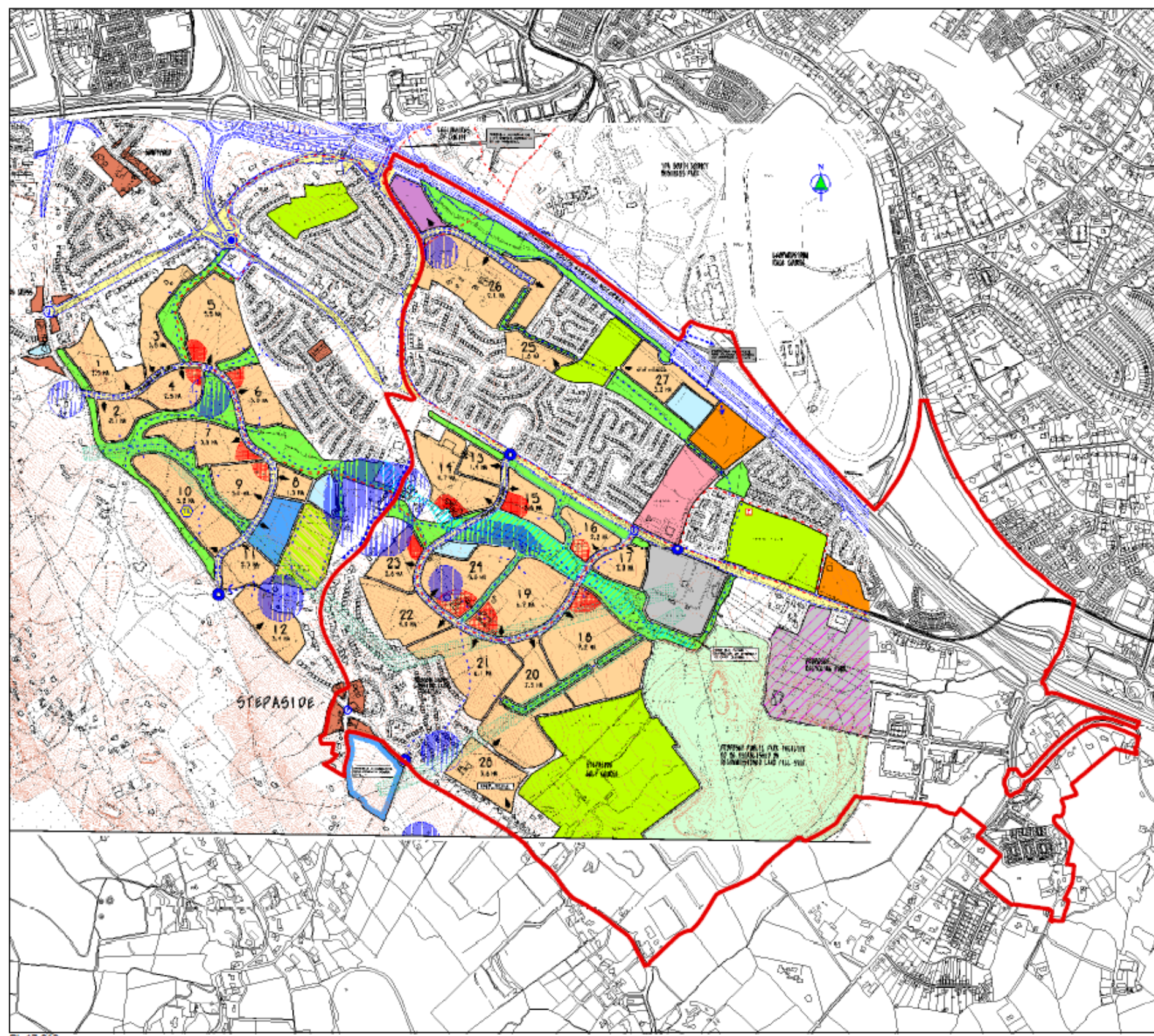


Figure 8 – Stepaside Area Action Plan 2000 overlaid on current base mapping, with Ballyogan and Environs LAP boundary in red.

Dún Laoghaire-Rathdown County Development Plan (2016)

The Core Strategy of the 2016-2022 County Development Plan (CDP) identifies Stepside-Ballyogan and Carrickmines as two of the eight 'Primary Growth Nodes' within the County, which will provide 'a significant portion of the supply of residential units' up to the 2022 horizon.

Specific Local Objective (SLO) 135, as contained in the CDP, requires the preparation of a Local Area Plan for Ballyogan and Environs, and is effectively the genesis of the BELAP process. SLO 135 is fleshed out in Section 1.3.4.9 of the CDP where it states that the Plan should address, in particular, the following:

- The provision of the second collector Loop Road off the Ballyogan Road
- The need to ensure the maintenance of higher densities in close proximity to quality public transport corridors
- Further development of the central Greenway Spine (including addressing issues of permeability and pedestrian and cycle links to the Luas) to the planned Jamestown Park and beyond to the employment and retail areas at The Park, Carrickmines

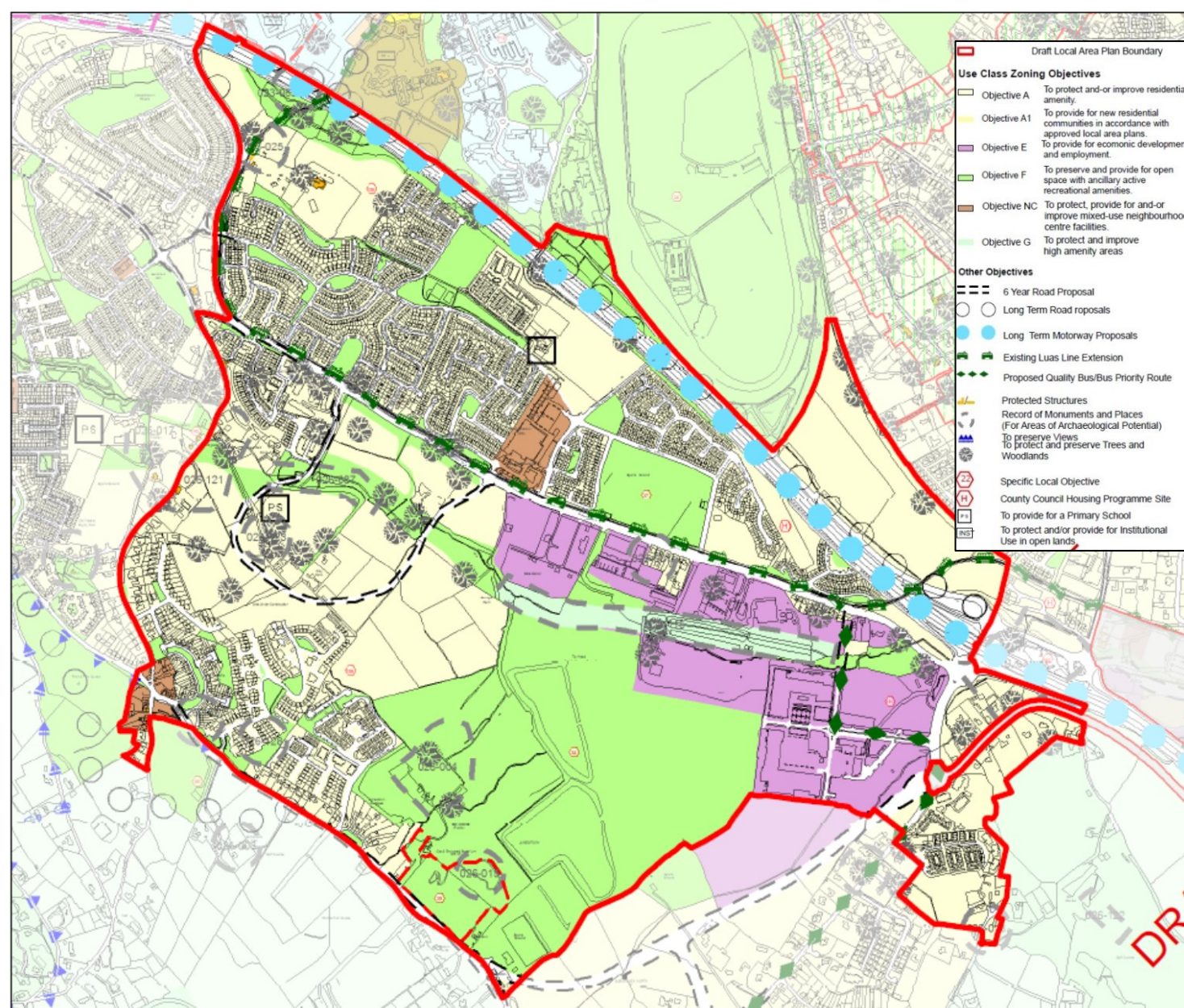


Figure 9 – 2016 County Development Plan Overlay

There are a number of pre-existing zonings and objectives that apply to the Plan area under the CDP which are shown in Figure 9 along with the proposed LAP boundary. These objectives will be discussed further on a topic-by-topic basis throughout this Issues Paper.

Planning Policy at a regional level has been fully incorporated into the CDP, with which the BELAP must be consistent.

Current Adjacent Area Plans

While the proposed Ballyogan and Environs Local Area Plan will sit within the overall context of the County Development Plan, it will also sit immediately adjacent to lands covered by three other area Plans, namely the Kiltiernan/Glenamuck Local Area Plan, the Sandford Urban Framework Plan and the Cherrywood Strategic Development Zone Planning Scheme.

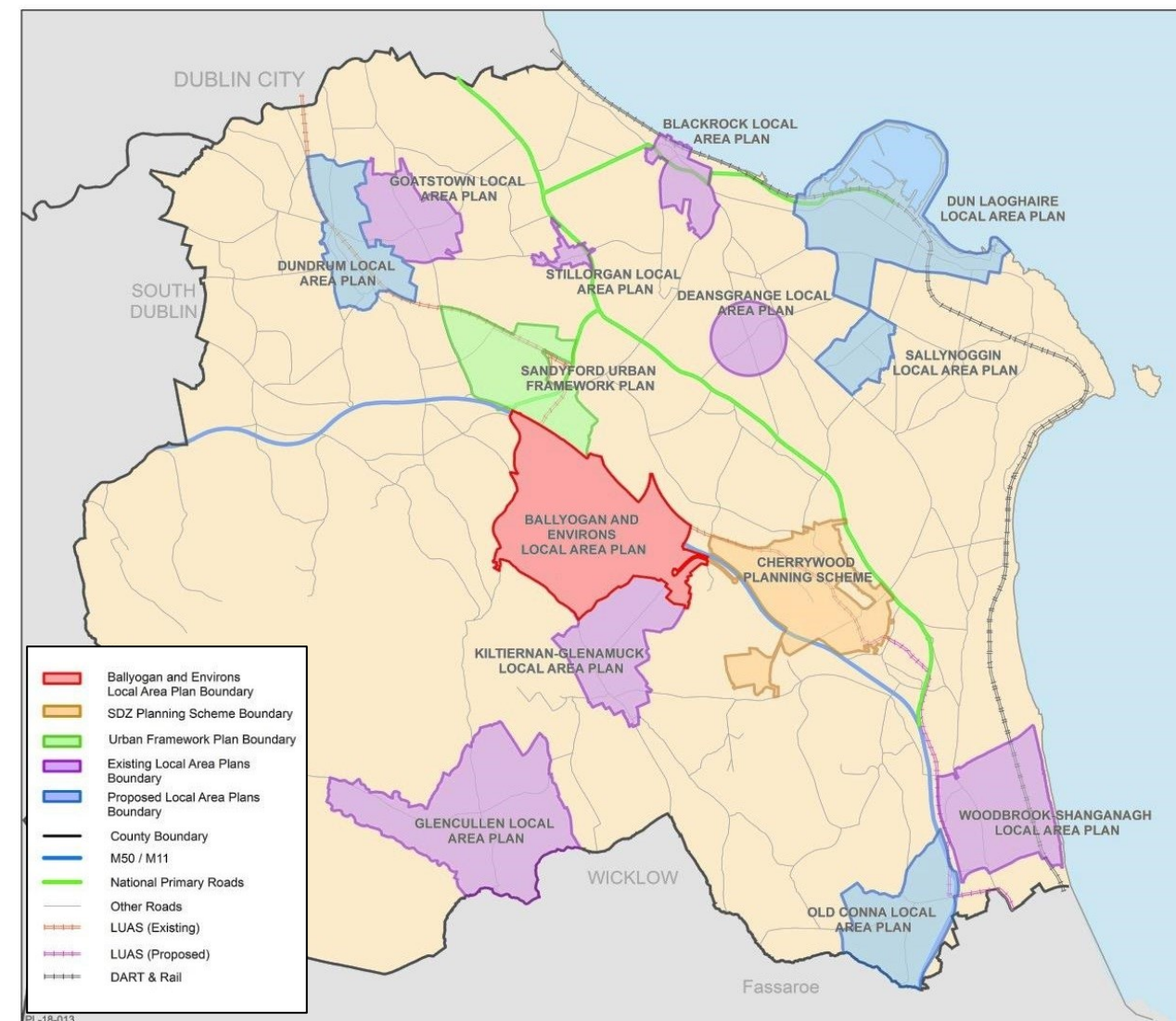


Figure 10- LAPs and Area Plans in DLR

Key Questions

- Are there any additional strategic land use issues that should inform the Plan making process?

(Note: The LAP must, under legislation, be fundamentally guided and shaped by higher-tier plans such as the County Development Plan. There is no scope for revisiting zonings and/or development standards. There is, however, scope to develop these policies at a more fine grain level, in order to better deliver the objectives of the CDP for this specific local area.)

4. Neighbourhoods and Quarters

This section of the issues paper introduces a new key concept, that of ‘Quarters’ and ‘Neighbourhoods’.

The BELAP boundary encompasses a large and diverse area, with parts that are established residential, where it is unlikely that there will be significant change in the medium term. It also includes greenfield areas zoned for development, greenfield areas identified for recreation, employment areas and retail areas. It follows that differing policy responses will be appropriate for each of these differing areas.

In coming to an understanding of the area, to help frame discussion, and to assist in the evolution of policy for this LAP, it was considered that it would be useful to break down the overall BELAP area into a number of smaller sub-areas.

The BELAP lands have been studied from the perspective of townland boundaries, Census divisions, land use clusters, land use zoning blocks, physical barriers and sense of place. An effort has also been made to keep the subdivisions roughly similar in size and scale, where possible, although areas of more intensive use will naturally tend to be smaller.

This study indicated that the BELAP lands can be broken down into 16 ‘Neighbourhoods’, and that these can be grouped into 5 distinct ‘Quarters’. These designations have no statutory basis, and no status outside of this LAP process.

The Quarter and Neighbourhood model is used throughout this Issues Paper in discussing and assessing the various topics.

The Appendix at the rear of this document provides an in-depth breakdown of each of the Quarters, broken down again by Neighbourhood. It draws out the key features of each individual Neighbourhood and its overall character, and includes two photographs for each Neighbourhood. The remainder of this section describes the Quarters in terms of their location and extent.

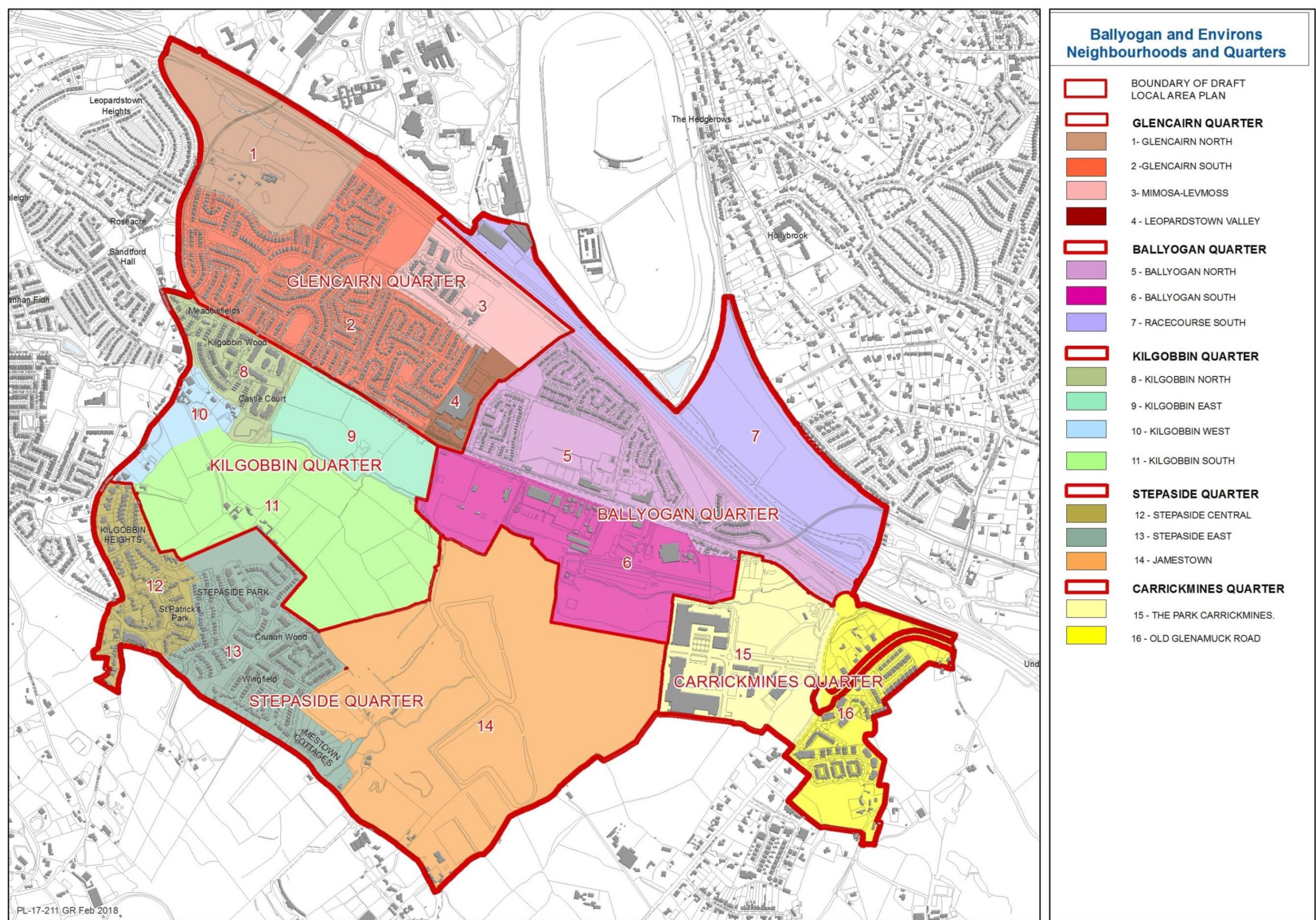


Figure 11 – Quarters and Neighbourhoods

Glencairn Quarter

The 'Glencairn Quarter' covers the established residential Neighbourhoods of 'The Gallops', Glencairn, Orby, Glenbourne, Mimosa, Levmoos, as well as retail and school uses (Holy Trinity National School) and a large house and its grounds (Glencairn House). It stretches from the Sandyford Junction (J14) on the M50 to Leopardstown Valley Shopping Centre, and from the M50 to the Ballyogan Road. Murphystown Way forms the Quarter's western boundary

This Quarter comprises the following Neighbourhoods, as shown in Figure 11 and explored further in Appendix A : Glencairn North, Glencairn South, Mimosa-Levmoss, Leopardstown Valley.



Ballyogan Quarter

The 'Ballyogan Quarter' includes at its core the residential area around Ballyogan Avenue. At the centre of this core is the Samuel Beckett Civic Centre and the new Gaelscoil Sliabh Rua building. The Quarter also extends across Ballyogan Road to take in the depots, light industrial units, and pockets of residential plots that lie between the ESB substation and Ballyogan Wood Luas stop. Lands across the M50, to the south of the Leopardstown Racecourse are also included.

This Quarter comprises the following Neighbourhoods, as shown in Figure 11 and explored further in Appendix A : Ballyogan North, Ballyogan South, Racecourse South.



Kilgobbin Quarter

The 'Kilgobbin Quarter' extends from Ballyogan Road in the north to the edge of Kilgobbin Heights in the south, and from Kilgobbin Road in the west to the edge of the former Ballyogan Landfill in the east. It includes the residential areas of Kilgobbin Woods, Castle Grove, Elmfield, and Meadowfield and the area of dispersed housing along the east side of Kilgobbin Road. It includes Phase 1 of Clay Farm, fronting Ballyogan Road, which is currently under construction, as well as the greenfield lands around 'Clay Farm'.

This Quarter comprises the following Neighbourhoods, as shown in Figure 11 and explored further in Appendix A : Kilgobbin North, Kilgobbin East, Kilgobbin West, Kilgobbin South.



Stepaside Quarter

The 'Stepaside Quarter' includes Stepside Village, as well as the surrounding residential areas to the north and east. These residential areas are Kilgobbin Heights, St. Patrick's Park, Stepside Park, Cruagh Wood/Close/Green etc. Wingfield/Cairnfort, and Jamestown Cottages. The Quarter also extends along the north side of Enniskerry Road as far as De La Salle Palmerston FC, and also includes Stepside Golf Course and the former Ballyogan Landfill.

This Quarter comprises the following Neighbourhoods, as shown in Figure 11 and explored further in Appendix A : Stepside Central, Stepside East, Jamestown.



Carrickmines Quarter

The 'Carrickmines Quarter' sits either side of the Glenamuck Road, and to the south of the Carrickmines Junction (J15) on the M50. It includes The Park Carrickmines shopping and business district as well as the lands extending north to Ballyogan Road. It also includes lands either side of the Old Glenamuck Road / Golf Lane as well as the existing residential areas of Blackberry Hill, Knockcree, Carrickmines Green, and Carrickmines Manor.

This Quarter comprises the following Neighbourhoods, as shown in Figure 11 and explored further in Appendix A : The Park Carrickmines, Old Glenamuck Road.



Site Development Frameworks

While the LAP will deal with – amongst other topics - issues of broad policy, linkages, land use, place making and community facilities, there is an opportunity to consider more detailed design guidance for one or more Neighbourhoods within the BELAP area by means of fine grain 'Site Development Frameworks'.

In other LAPs across the county, this tool has been used to inform development on such issues as access points, plot ratios, building heights, block layouts, internal circulation routes, etc. The level of detail appropriate would be informed by the site's context.

In bringing forward sites for development, the Active Land Management tools available under the Vacant Sites legislation may prove useful in implementing the policies of the BELAP. See Section 6 for further details on this issue.

Key Questions

- Are there aspects of the character of the Neighbourhoods and Quarters that have been missed that should be considered in the LAP process?
- In light of the entirety of this Issues Paper, what are the particular issues facing each Neighbourhood?
- Should the LAP set out more detailed guidance for the development of any particular Neighbourhoods within the BELAP area by way of 'Site Development Frameworks'?

5. Demographics

Based on an analysis of the 2016 Census, the BELAP area accommodates a population of just over 9,500, which equates to 4.4% of the County’s population. The population of this area has been growing rapidly and consistently over the past 30 years, and has a very young profile, two facts that are not unrelated. This section examines these issues in detail. For a projection of possible future population based on the amount of undeveloped zoned land, see Section 6.

Population Growth Over Time

In order to get an overview of the area’s population growth over time, it is necessary to look at a wider area than just the BELAP boundary, as the CSO’s ‘Small Areas’ only cover more recent Census periods. The BELAP lands fall within the Glencullen Electoral District (ED) which includes a wider area encompassing Belarmine/Aiken’s village, rural areas to the west, Central Park in the Sandyford UFP, and excludes the Carrickmines Quarter. Nevertheless, the Glencullen ED is considered to be broadly representative of the BELAP area in terms of profile and trends.

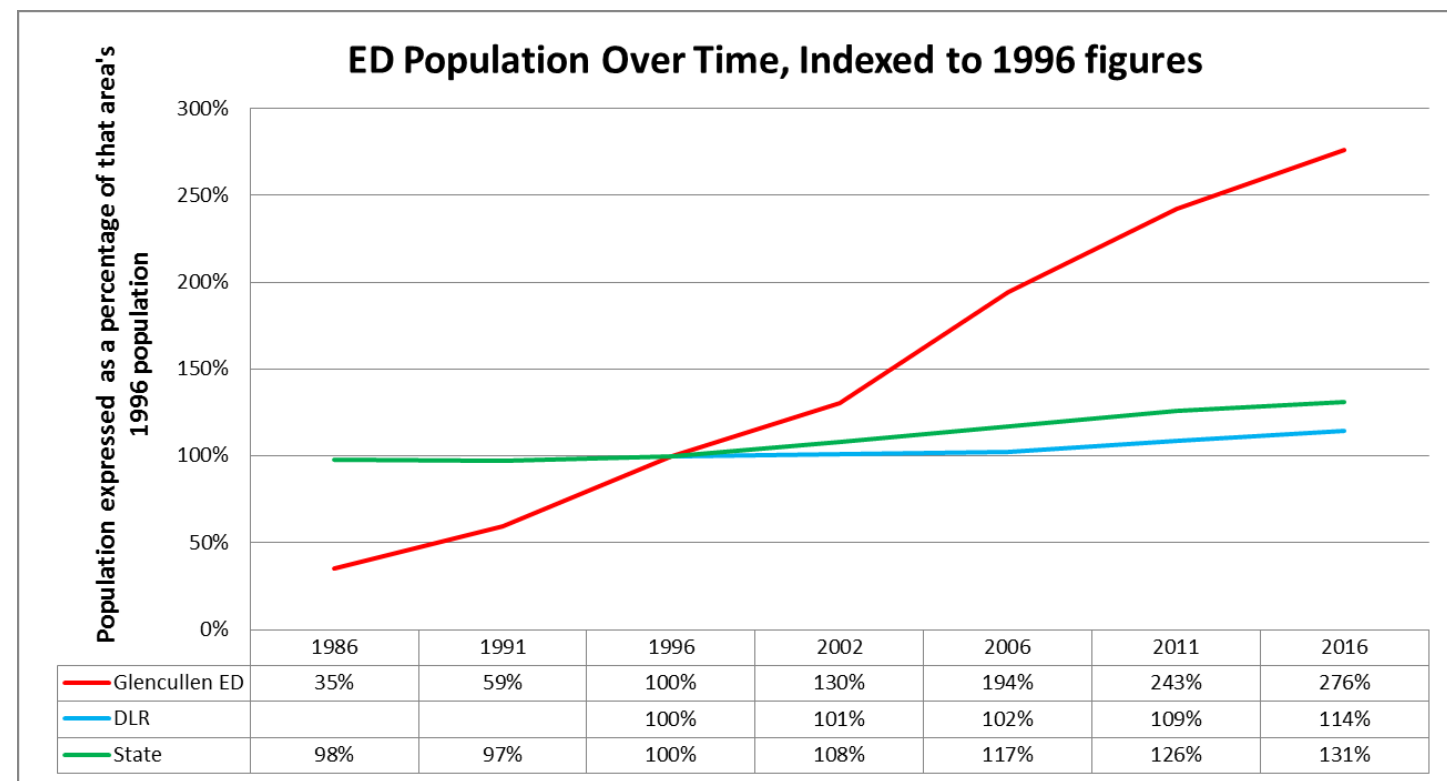


Figure 12 – Glencullen ED Population Over Time, indexed to 1996 figures

Looking at the ED’s population as compared with the County and State population over a 30 year horizon, and reducing all population figures to a 100% ‘baseline’ in 1996, it can be seen that the County and State’s population has risen by 14% and 31% respectively. During this same period, Glencullen ED experienced a 176% increase in population. Since 1996, Glencullen ED has accounted for 46% of the net population increase of the County; 12,607 of 27,275.

In the context of a longer 30 year period of 1986-2016, the population of the ED has increased from 2,516 to 19,773 - a nearly eight-fold increase. It is notable that this increase has been steady during all six intercensal periods.

Population Age Profile

From a planning perspective, Age Profile can tell us a lot about an area’s current and future needs. The graph at Figure 13 shows the BELAP area’s age profile in context, based on the 2016 Census. This data is based on a ‘tighter’ geographical area than the previous section, more closely fitting the BELAP boundary.

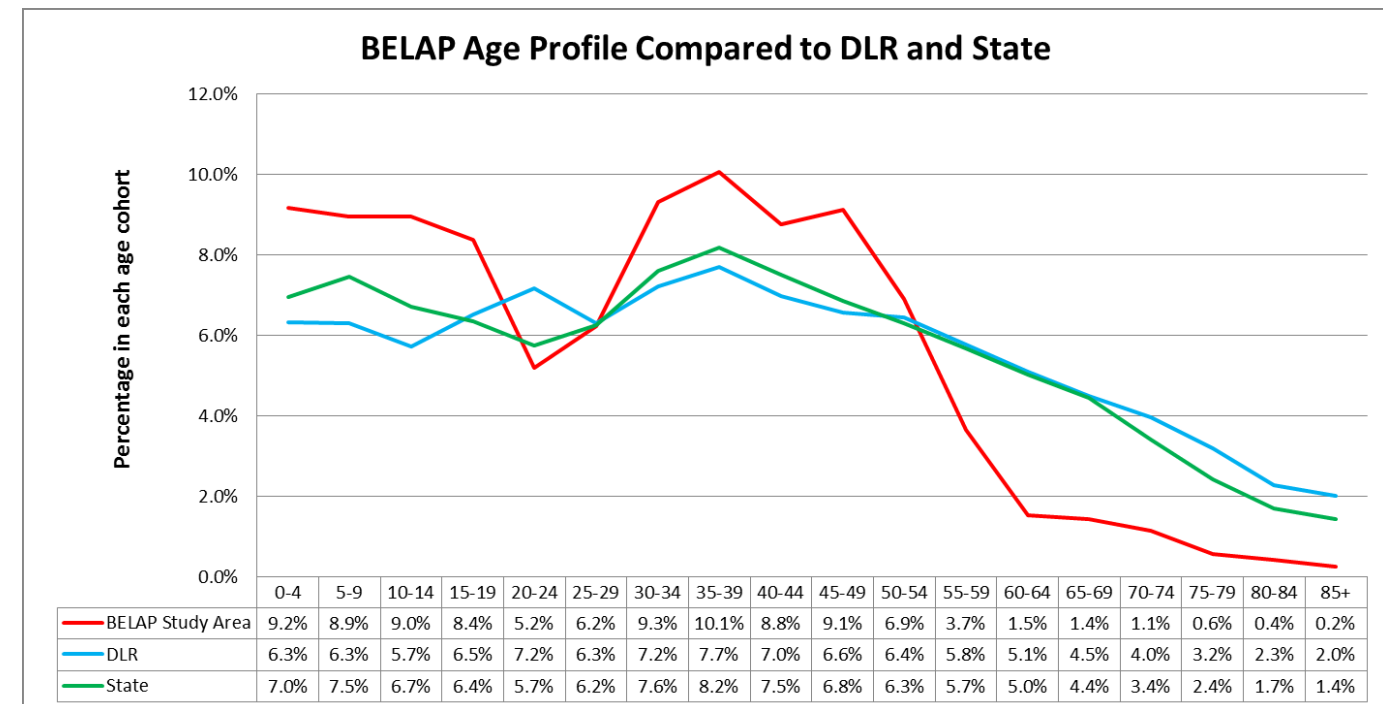


Figure 13 – BELAP age profile compared to DLR and State

For each of the areas considered - the BELAP study area, DLR County and the State - the percentage of the population at each of the age cohorts is presented. While DLR and the State have a broadly similar profile, the BELAP area is notable in that there is a significantly higher proportion of the population in the 0-20 and 30-50 years old bracket, which is offset by a dramatically lower proportion of the population above 55 years old. It would be prudent to explore the future needs of these population cohorts as they age.

This very particular age profile can be represented in map form by plotting the 2016 Census results across the County. Figure 14 demonstrates that, along with the Aikens Village and Belarmine areas to the west, the BELAP area represents the part of the County with arguably the greatest proportion of children.

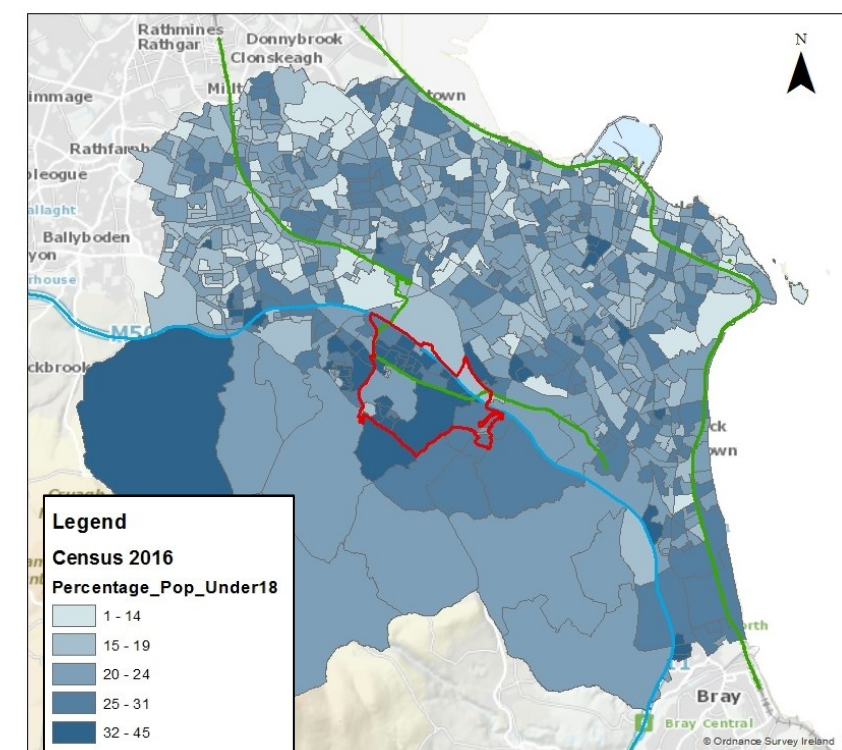


Figure 14 – Percentage of population under 18 Years Old

The age profile of the BELAP area, and indeed the specific Quarters, has implications for the demand on services aimed at different age cohorts such as childcare, school places, parks, social services, nursing home beds, etc. It also affects how the people living in the area will interact with the public realm, and their needs in this regard. It is also important to understand how these age profiles are likely to shift over time, and what the medium-term needs of the BELAP area will be.

It is highly likely that there is a correlation between the predominance of young families and the age of housing stock in the BELAP area, with many homes still likely to be in their first phase of occupation by the original owners/tenants.

Socio-economic profile

The Census provides information on 'socio economic group' at 'Small Area' level that can be useful to consider. These groups are classified from A to J based on the person's role in employment. Grouping A, B, and C together shows the relative distribution of people that are employers, managers, and professionals, whereas grouping from D to J includes people with non-manual, manual, skilled, semi-skilled, unskilled, farmers, and agricultural workers.

Grouping by 'ABC' across the County, it can be seen that the Glencairn and Kilgobbin Quarters show a high proportion of people in this category of employment

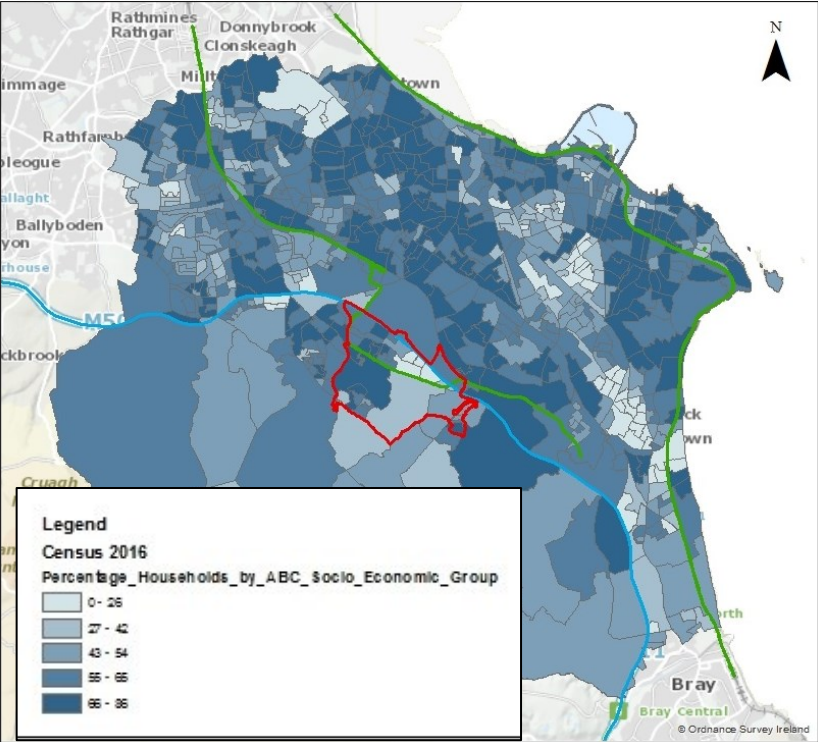


Figure 15 – Percentage of population that are classified in the 'ABC' socio economic group (Employers, Managers, and Professionals)

Housing type

A high proportion of housing stock south of Ballyogan Road and in Mimosa-Levmoss is apartments, which correlates with locations where a high proportion of higher density housing has been built since 2000. The remaining neighbourhoods north of Ballyogan Road were predominantly built in the last two decades of the 20th Century, and consist predominantly of detached / semidetached houses.

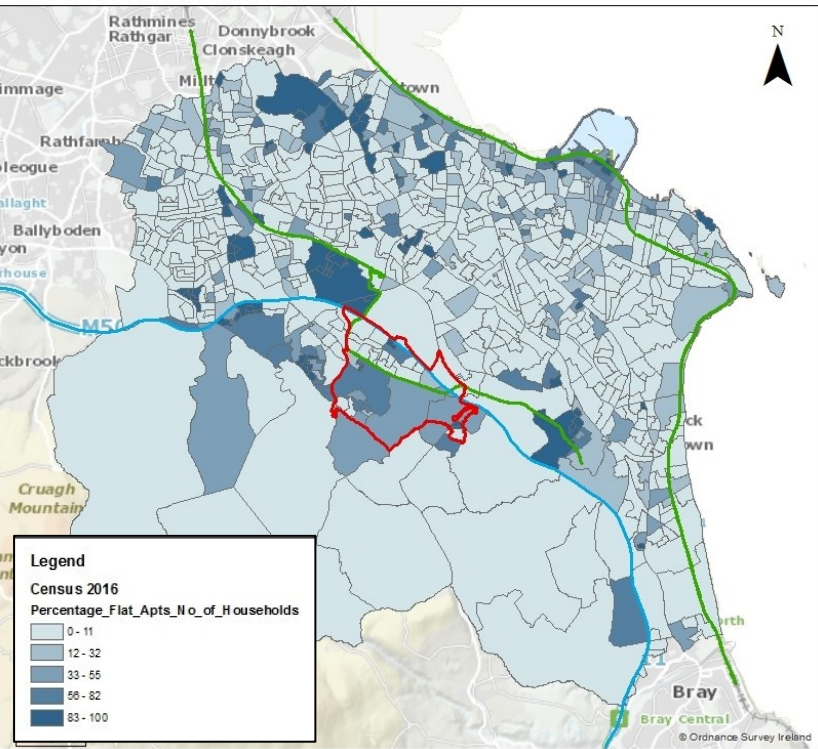


Figure 16 - Percentage of households that are apartments

Housing Tenure

Aside from the Neighbourhoods of Glencairn South and Stepside Central and Stepside East, the BELAP lands show quite a low proportion of Owner Occupied housing, and by implication quite a high proportion of rented housing. It is likely that this is influenced by the housing mix, typology and socio-economic profile of the area. In this context, comparison of all 3 figures on this page is quite striking.

It is also likely that the age of the housing stock is likely to influence the type of tenure, with more contemporary-built housing less likely to be owner occupied, in line with emerging national trends.

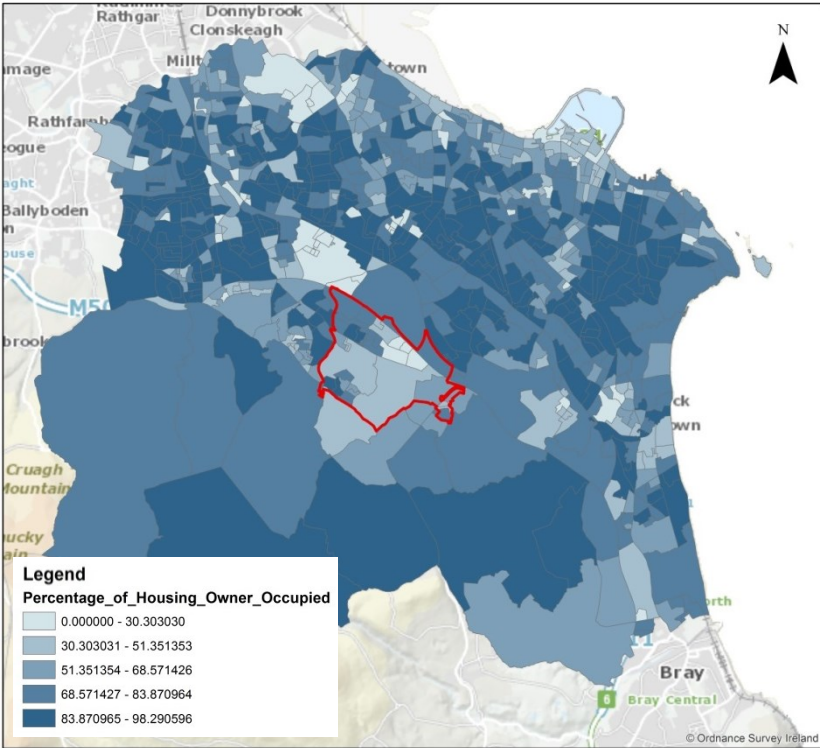


Figure 17 – Percentage of households that are owner occupied.

Key Questions

- What particular current and future challenges and opportunities arise due to the significant rise in population and the young profile in the BELAP lands and surrounds over the past 20-30 years?
- How can the BELAP area be future-proofed to address the evolving and disparate needs of the entire community in the coming years.

6. Population Density, Residential Density and Land Availability

It is important that new development within the County is built to appropriate residential densities, sufficient to support and sustain local services and transport links, and to avoid urban sprawl. This will require an on-going evolution of house types and layouts that are markedly different from the predominant typologies that 20th Century Ireland have been familiar and comfortable with.

Within this section, when analysing the existing spread of population across the BELAP area, the metric of 'Population Density' (people per hectare) is used. This gives a broad overview of the broad spread of population across the plan area. When considering individual residential schemes and the application of policy, the metric of 'Residential Densities' (dwellings per hectare) is the appropriate measure.

Existing Population Densities at Neighbourhood level

The current spread of Population Densities across the Plan area varies considerably. Notably, half the neighbourhoods (8 of 16) have 5 people per hectare or below, with a quarter (4 of 16) having no population at all. This pattern of population distribution is, of course, reflective of the 'developing' nature of this area, and the presence of large areas of non-residential uses.

Within the BELAP lands there are perhaps 3 broad clusters of population, located in the following Neighbourhoods:

- **West** - Stepside Central and Stepside East
- **East** - Old Glenamuck Road
- **North** - Kilgobbin North, through Glencairn South and Mimosa-Levmoss to Ballyogan North

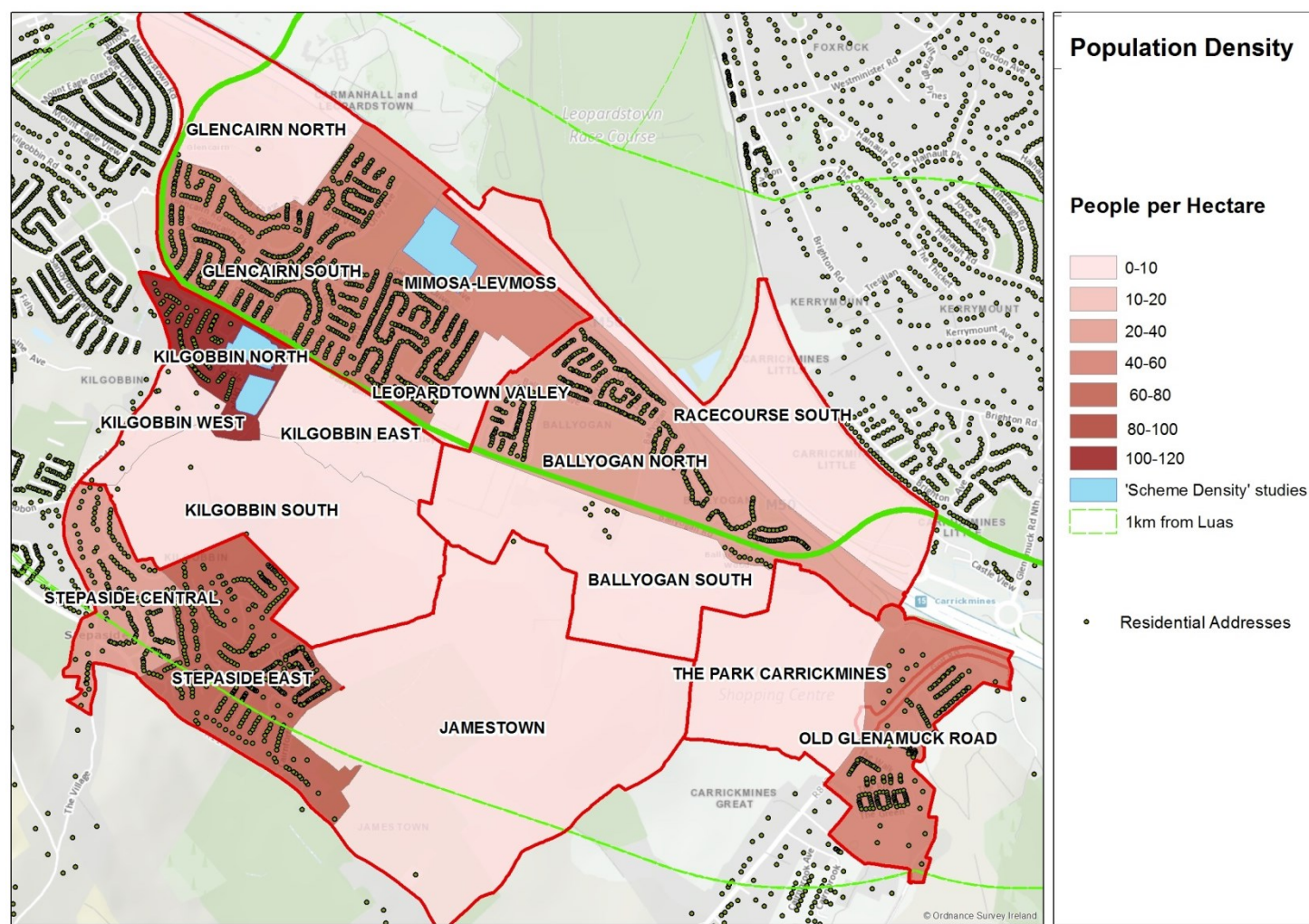


Figure 18 – Population Densities (People per Hectare) by Neighbourhood (2012)

Residential Density - Policy

In relation to the overriding issue of planning policy, the metric of Residential Density (dwellings per hectare) is the appropriate and commonly accepted measure.

The National Planning Framework (2018) includes 10 'National Strategic Outcomes', the first of which is 'Compact Growth', which advocates the imperative of "Greater Densities of Development", particularly in urban and suburban areas. Higher residential densities are better able to support local services, lessen journey times, and are more likely to result in a more frequent use of sustainable modes of transport.

Policy Res 3 of the CDP sets a minimum default density for new residential developments in the County of 35 units per hectare, or 50 units per hectare within 1km of quality public transport or District Centres. All of the areas within the BELAP boundary with potential for residential development fall into this latter category.

SLO 135 of the CDP states that the BELAP should address "the need to ensure the maintenance of higher densities in close proximity to quality public transport corridors"

Any given level of residential density can be achieved in a number of ways, using different housing types and built form. By way of example, Figure 20 below shows a site layout and aerial photography for Trimbleston in Goatstown (D04A/0707). In this case, a density of 69 units per hectare was achieved using a mix of apartments (70%), duplexes(13%) and houses (17%), along with the provision of roads and a generous amount of good quality open space. Building heights are from two to five storeys.

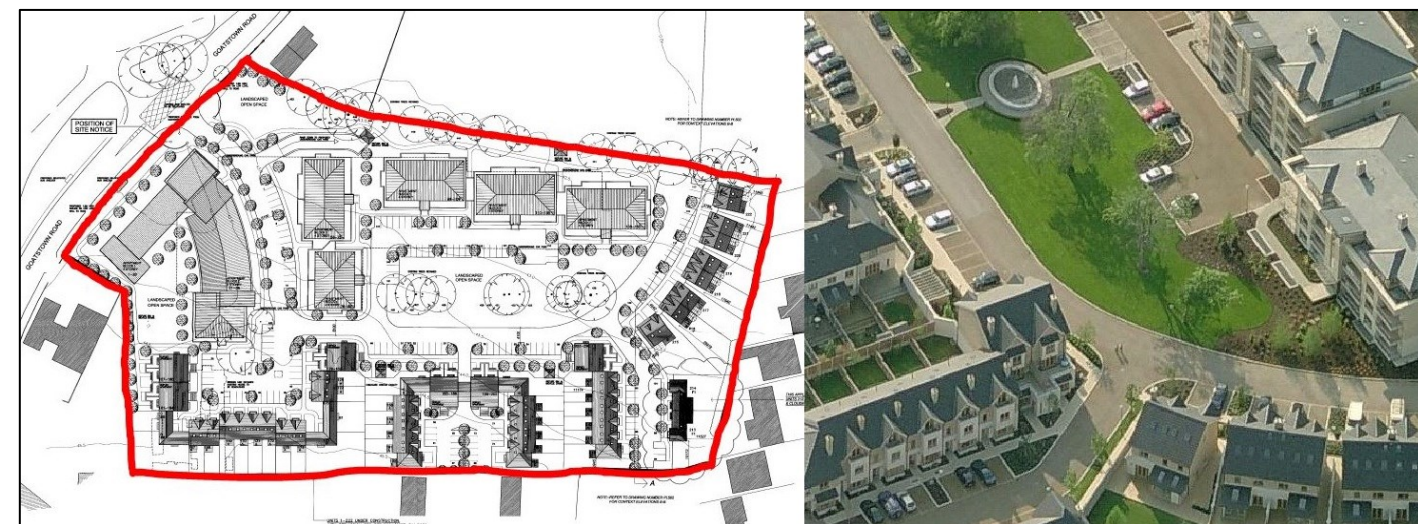


Figure 19 – Example of a scheme in Goatstown with a residential density of 69 units per hectare

Existing and Permitted Residential Densities at Scheme level

The newest developments in the BELAP lands can be found at Kilgobbin North, Mimosa-Levmoss and Old Glenamuck Road. A study of the planning permissions for three developments at a scheme level results in the following densities. These 'Schemes' are show highlighted blue in Figure 18.

Scheme	Neighbourhood	Scheme Density (dwellings/hectare)
Castle Court	Kilgobbin North	151
Elmfield Phase 1	Kilgobbin North	97
Mimosa-Levmoss	Mimosa-Levmoss	78

Table 1 – Residential Densities at 'Scheme' level within the BELAP lands

The permitted scheme at Kilgobbin East (D15A/0247 – 'Clay Farm Phase 1') is stated as achieving a net scheme density (excluding open space and other infrastructure) of 65 dwellings per ha. This density was calculated based on a developable site area of 6.54 ha which includes the removal of the area of land in flood zone A and the lands zoned 'F' to preserve and to provide for open space with ancillary active recreational amenities'.

Availability of Zoned Residential Land and Population Projections

It is worth considering the extent of land within the BELAP boundary that is zoned under the 2016-2022 County Development Plan for solely residential purposes. Figure 20 is an extract of the CDP map shown in Figure 9, but focussed on the 'A' (Residential) zones only. These lands amount to 185ha of the 420ha total of the BELAP area, or around 44%.

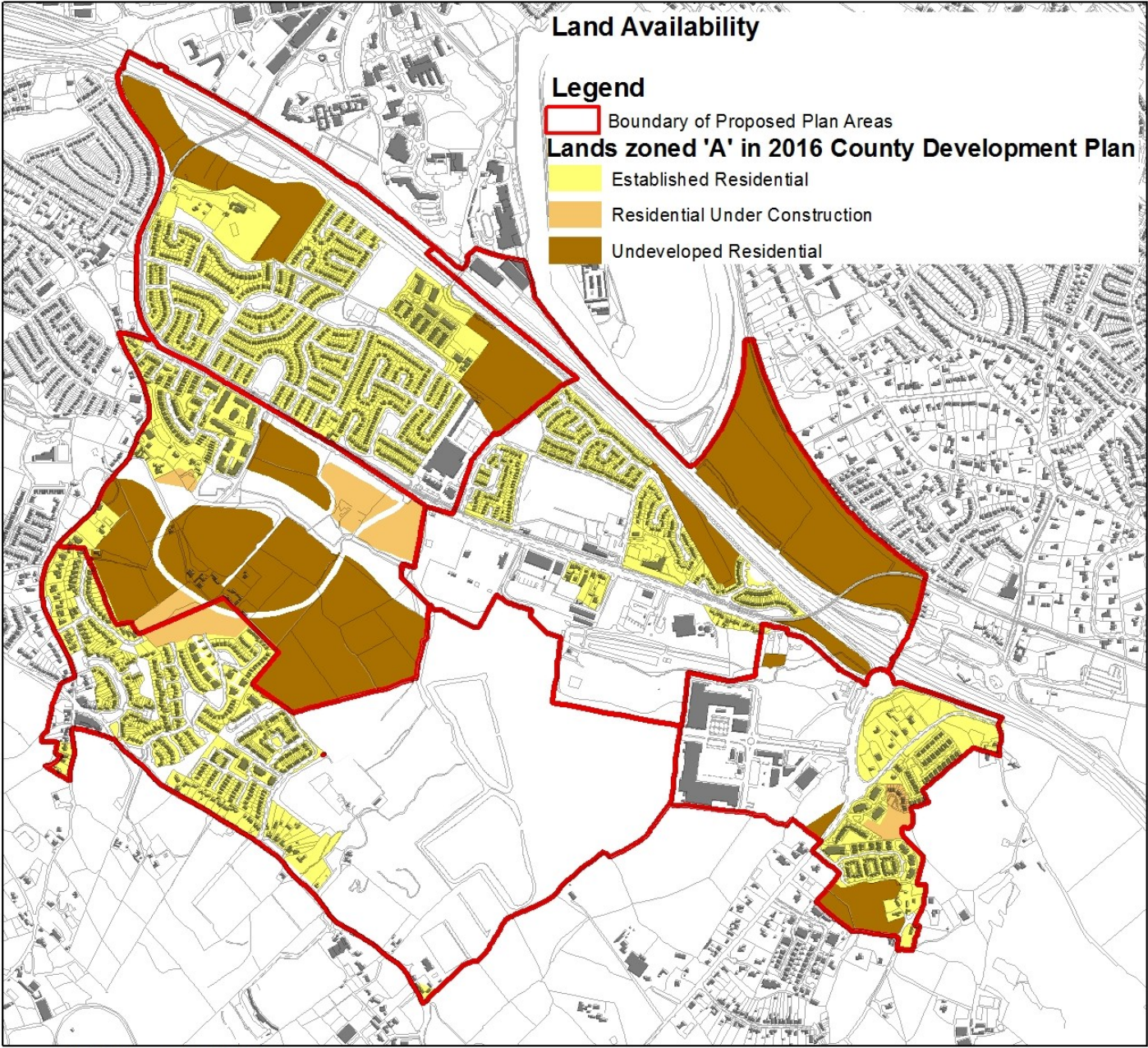


Figure 20 – Current Status of 'A' (Residential) zoned land in BELAP

These lands have been further subdivided on foot of survey work undertaken by the Planning Department to categorise lands that are Established Residential, Under Construction and lands that are 'Undeveloped Residential'. This last category is effectively land that is zoned residential, but where there are no existing buildings and no current construction activity. The aggregate areas of these lands can be summarised as follows.

	Area (hectares)	% of 'A' zoned Land
Established Residential	100	54%
Residential Under Construction	10	5%
Undeveloped Residential	76	41%
Total	185	

Table 2 – Total Areas of 'A' zoned land in BELAP, by current status.

As can be seen, 'Undeveloped Residential' accounts for a little over 40% of all residentially zoned lands within the BELAP area.

Capacity for Additional Population Growth

To determine the potential future population based on this availability of zoned lands, an objective methodology would be to take the 86 ha of 'Undeveloped' or 'Under Construction' land within the Plan area, apply an average residential density of 50 units per hectare to the remainder in line with CDP policy and a household size equivalent to the national average.

Employing this methodology indicates a potential increase- from the 2016 baseline - of 4,300 new homes and 11,825 additional people. This represents a 124% increase in population from 9,526 to a potential population of around 21,350. However, in reality, due to site constraints, competing non-residential landuses, and shifting demographics within the existing housing stock, it may be that a projected population somewhat less than the above would be more accurate. Nevertheless, it is clear that planning for an overall doubling of the existing population – a 100% increase – represents a reasonable scenario.

Key Questions

- What challenges arise in implementing the residential densities required by National, Regional, and County level planning policy, and how can these challenges be met?
- How does this topic interact with the question of opportunity sites and Site Development Frameworks (see Section 4)?
- What mix of housing types and forms – 1/2/3/4 bed, houses/apartments/duplexes– are appropriate for the plan area?
- What mix should there be between private open space, communal open space, and public open space within schemes?

7. Transportation

Two of the most significant pieces of strategic infrastructure relevant to the BELAP area are the Luas and the M50. These are among the most important transport corridors in Dún Laoghaire-Rathdown and both run through the BELAP lands. There are four Luas stops and two motorway junctions within or immediately adjacent to the Plan boundaries. It is an overarching policy of the County Development Plan to increase mode share for walking, cycling and public transport, and to fully integrate land use and transportation policies - including the provision of higher density development - within walking and cycling distance of high quality public transport corridors.

Luas

The Luas Green Line runs from Cherrywood to Stephen’s Green and onwards via the recent Cross-City Extension to Broombridge. The route runs east-west through the centre of the BELAP lands and includes the following stops within the Plan area – Glencairn, The Gallops, Leopardstown Valley and Ballyogan Wood.

The Luas Green line plays a strategic role for the western part of DLR in that it links Dublin Institute of Technology, the City Centre, the Inner Suburbs, Dundrum (one of the County’s two ‘Major Town Centres’), Sandyford (one of the Region’s biggest employment centres), the Greater Stepside Area (the County’s fastest growing residential area of the past 30 years), and the emerging new town centre of Cherrywood. The presence of light rail is a key feature of the Plan Area, and is a significant asset to existing and future residents, employees and visitors to the area.

Bus Services

A total of four bus routes serve the Plan Area, as shown in Figure 22. Most skirt the western and southern boundaries of the BELAP lands - along the radial routes of Kilgobbin Road and Enniskerry Road – providing good access to Dublin City by various paths.

Route 63 is notable in that it provides an orbital service from Kiltiernan to Dún Laoghaire, with interchange opportunities at DART, Luas, and the N11 Quality Bus Corridor. It is also notable in that the route ventures into the BELAP area, with one loop into The Park Carrickmines and a second along Ballyogan Road, turning around at Leopardstown Valley and the Samuel Beckett Campus.

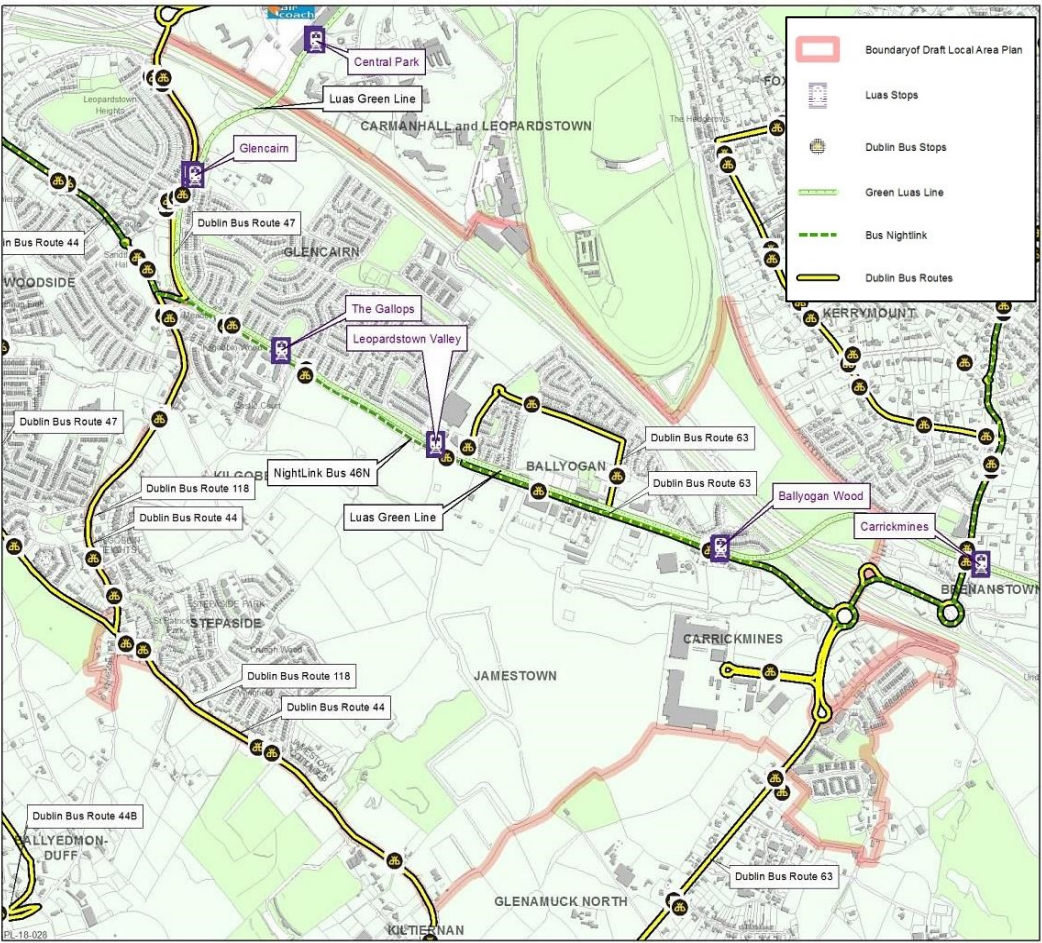


Figure 21 – Public transport infrastructure in BELAP area

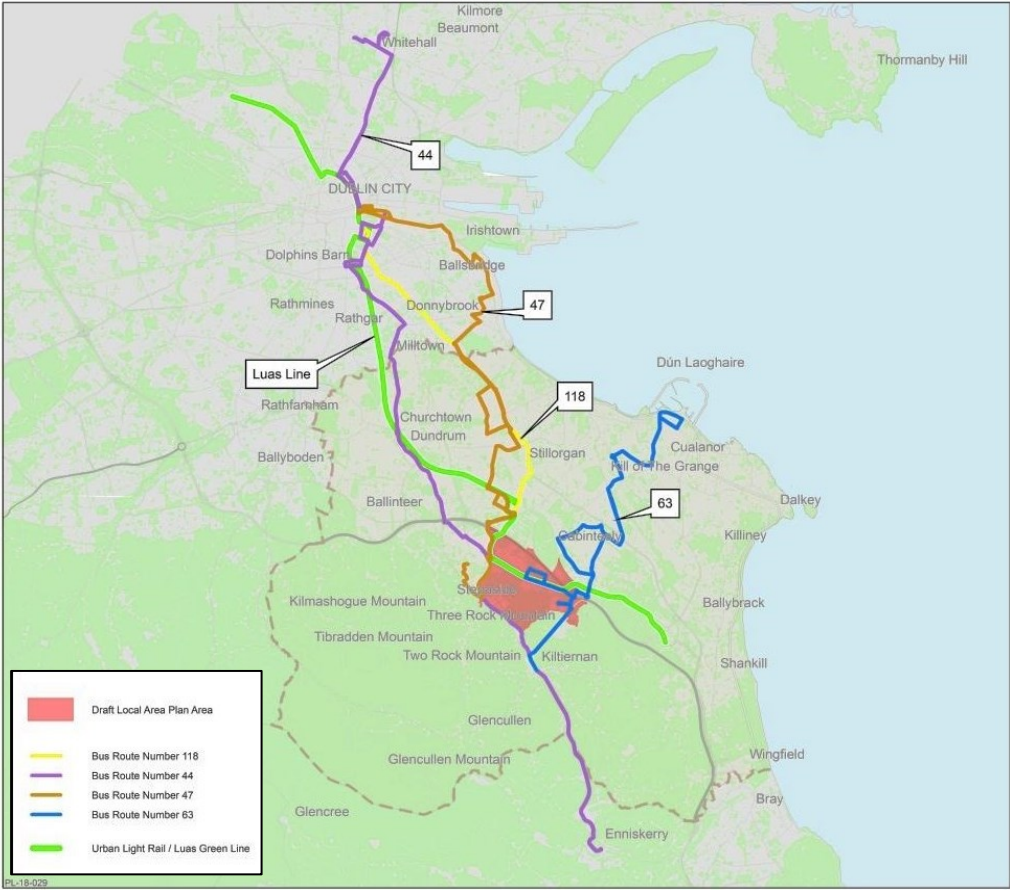


Figure 22 – Areas directly accessible from Public Transport routes serving the BELAP area

Route No.	Serves BELAP perimeter or internal	Each Direction Mon-Fri		Origin	Destination	Other locations serviced
		Busses per Day	Midday frequency			
118	Perimeter	2	-	Kiltiernan	City (D’Olier St)	Stepaside, Stillorgan, Donnybrook
44	Perimeter	18	Every hour	Enniskerry	DCU	Stepaside Sandyford, Dundrum, City,
47	Perimeter	19	Every hour	Belarmine	City (Poolbeg St)	Stepaside, Glencairn, Sandyford BD, Stillorgan, UCD, Ringsend.
63	Internal	32	30 mins.	Kiltiernan	Dún Laoghaire	The Park Carrickmines, Ballyogan, Cabinteely, Monkstown Farm

Table 3 – Bus Routes and Frequencies.

Public Transport – Planned

The National Transport Authority (NTA) are in the process of redesigning and recalibrating the current bus network of Metropolitan Dublin with a focus on simplifying routes, increasing frequencies and optimising the use of interchanging services. Public consultation on this process – ‘BusConnects’ - was undertaken during 2017, and a revised draft network is expected in 2018. It is likely that this process will present both opportunities and challenges for the BELAP area.

The NTA’s Transport Strategy for the Greater Dublin Area 2016-2035 included a policy to enhance capacity on the Luas Green Line from St. Stephen’s Green to Bride’s Glen and ultimately to upgrade this route to a high capacity and high frequency cross-city rail corridor – ‘Metro South’. It also proposed to extend the Luas Green Line to Bray in the south and Finglas in the north.

The National Development Plan 2018-2027, as supported by the recently published National Planning Framework (2018), presents a modification to this proposal. The ‘Metro Link’ upgrade of the Luas Green Line would only extend as far as Sandyford. While the metro would not directly serve the BELAP area, it would significantly improve capacity on this corridor, as well as connectivity across the network for the BELAP lands. The estimated completion date for these upgrades is 2027.

Road Network – Context

The BELAP lands are well connected to the locality and wider Region by road. The R117 and R133 provide radial routes to Dublin City on the Enniskerry Road and Kilgobbin Road corridors via Dundrum and Sandymount Business District respectively. The R113 provides an orbital route from Tallaght, past the BELAP’s northern boundary, to the coast road at Blackrock.

The M50, Dublin’s orbital motorway, was constructed along the BELAP’s northern boundary, with this section opening in 2005. Junctions 14 and 15 sit at the BELAP’s north-western and north-eastern corners. The M50 provides ready access to strategic locations such as Tallaght, Blanchardstown, and Dublin Airport.

While the M50 offers good road access, it also presents a barrier to integration with the wider area. Aside from the R117 overpass at Sandymount Road to the northwest, there are no vehicular, pedestrian or cycle routes across the M50 in this area that don’t involve mixing with traffic coming to or from the motorway.

Significant Existing Roads in BELAP area

Ballyogan Road - Runs parallel to the M50 and forms the BELAP’s major east-west spine. Had previously been somewhat rural in character, but was the subject of significant widening and upgrade works under the Ballyogan Road Improvement Scheme. These works were combined with the Luas scheme, opening in 2010.

Kilgobbin Road - Forms the BELAP’s western boundary. Was widened along its northern and southern ends. Its central portion retains an almost rural character. Under previous CDPs, it had been earmarked for widening, but the current CDP does not include such an objective. Policy ST25 of the 2016-2022 County Development Plan states that *"it is a long-term objective of the Council to retain Kilgobbin Road, between Ballyogan Road and Kilgobbin Lane as an attractive 'country' road."*

Enniskerry Road (R117) - Forming the southern boundary of the BELAP lands and following the relatively minor radial route of Dublin City – Ranelagh – Dundrum – Stepside – Kiltiernan – Enniskerry – Kilcroney.

Glenamuck Road - While only part of Glenamuck Road passes through the BELAP lands, it is as significant in that it completes the 'block' of land formed by Glenamuck, Ballyogan, Kilgobbin and Enniskerry Roads.

Planned Roads – ‘6 Year’

Projects 1 to 4 below are listed in the 2016-2022 County Development Plan as being ‘6 Year Road Proposals’

1. **Clay Farm Loop Road** - This road, which is provided for in Special Local Objective 135 of the CDP would loop off Ballyogan Road, providing access to the undeveloped zoned lands of Kilgobbin South. It is similar to the implemented Belarmine Avenue / Village Road loop road to the west of Kilgobbin Road. This road would also assist in providing access between the Stepside Quarter and the Luas.
- Western parts of the Clay Farm Loop Road exist along the eastern boundary of Kilgobbin North and parts of the eastern section are under construction in the eastern part of Kilgobbin East. The conditions of planning permissions at Cruagh Woods and Stepside Park (D03A/0871 and D03A/1213/PL06D.207092 respectively) stipulate that full vehicular access via Enniskerry Road is to be temporary only, and that access for parts of these schemes is to ultimately be provided via the Clay Farm Loop Road. A funding agreement was secured by DLR from central government under the LIHAF scheme in 2017 for the construction of this project.
2. **Glenamuck District Distributor Road (GDDR) and Glenamuck Link Distributor Road (GLDR)** - This pair of roads in a 'T' configuration sit just outside the BELAP lands, but would have a significant impact on the southern neighbourhoods, and also on the overall distribution of traffic across the wider network.
3. **The Park Carrickmines Northern Access** - This short route would link the main 'crossroads' in The Park Carrickmines, across the Ballyogan Stream and to a new junction at Ballyogan Road. This would provide for a second access point to The Park Carrickmines and would also facilitate a proposed Quality Bus Priority Route contained in the CDP. This route would also provide direct pedestrian and cycle access to the Ballyogan Wood Luas stop, more than halving the walking distance from the centre of The Park Carrickmines - from 900m to 400m - and providing a much more pleasant walking environment.
4. **Kiltiernan Link Road (Cherrywood)** - This road, proposed under the Cherrywood SDZ Planning Scheme will provide a direct link from the Carrickmines Quarter to Cherrywood - and subsequently onwards to the N11 - by way of a new crossing of the M50.

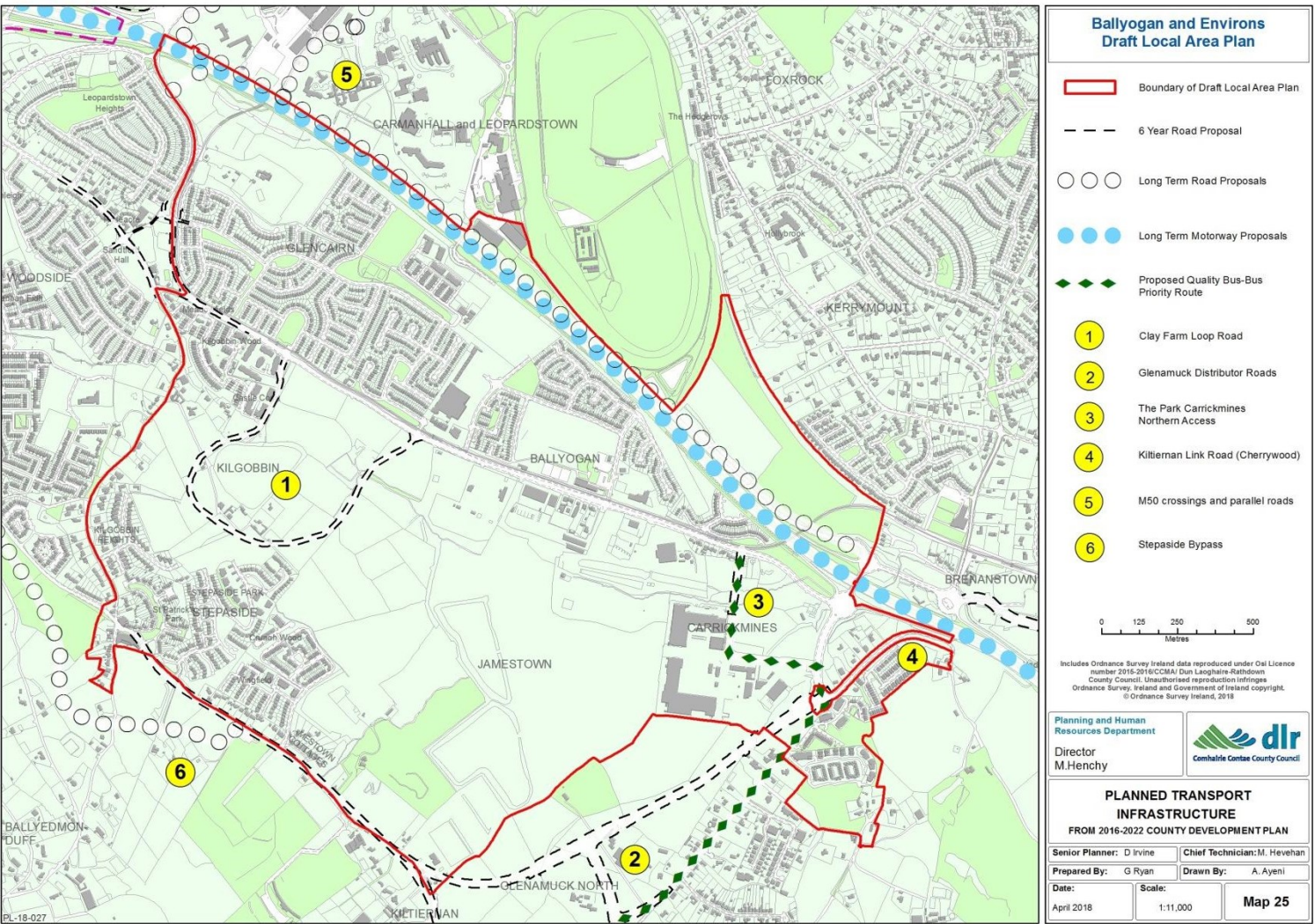


Figure 23– Planned Road and Transport infrastructure from 2016-2022 County Development Plan

Planned Roads – ‘Long Term’

Projects 5 and 6 below are ‘Long Term Road Proposals’ from the 2016-2022 County Development Plan and as such would be subject to more detailed review and analysis before becoming ‘6 Year Road Proposals’.

5. **M50 Crossings and Parallel Roads** - This network of roads in the north of the BELAP lands includes an east-west road running parallel to the M50 between Junctions 14 and 15. The eastern part of this route is already in place. A second route would run at right angles, through the 'Central Park' district to Leopardstown Road, parallel to the Luas Line. A third element would be a new M50 crossing just east of Junction 14, linking Murphystown Way to Leopardstown Road, crossing the Glencairn North Neighbourhood
6. **Stepaside Bypass** - This route would pass to the south-west of Stepside, providing a new route for the R117 through lands zoned B and F (agriculture and amenity).

Key Questions

- The development of transport infrastructure and the development of residential and other land uses will need to be carefully coordinated and integrated. How can these challenges be met in terms of layout and phasing?
- How can the layout of vehicular, pedestrian, and cycle routes be developed to ensure that there is an attractive and convenient access to public transport?
- What way could the road network and public transport facilities in the BELAP area be developed and improved to facilitate flexible, fast, and efficient bus services?

8. Cycle and Pedestrian Routes

As stated in the previous section, it is a policy of the County Development Plan to encourage sustainable modes of transport. When it comes to cycling and walking, benefits are not just in terms of greenhouse gas emissions and environmental sustainability, but also in terms of physical and mental health. Studies have shown, for example, that there has been a rapid decline in children walking to school. While this is a complex issue, part of the solution lies in the quantity and quality of the cycle and pedestrian route network.

While the quality of some of the pedestrian and cycle routes are quite good, the overall network within the BELAP lands and in the surrounding areas is limited, not least due to the status of the area still being within the 'developing' phase. The challenge lies in ensuring that the internal network and onward connectivity expands and improves as the area develops, in line with good planning practice.

Internal Pedestrian and Cycle Routes

Internal Routes in Neighbourhoods North of Ballyogan Road

The Glencairn Quarter and the Ballyogan North Neighbourhood have reasonably permeable 'blocks'. There is an off-road cycle way running from the Glencairn Luas Stop through to Leopardstown Valley and there are cycle paths alongside Ballyogan Road.

However, the barrier of the M50 means that there is currently an elongated impermeable 'block' between Junctions 14 and 15 adjacent to the motorway corridor. The Racecourse South Neighbourhood to the north of the M50 forms part of a larger impermeable block that includes the entirety of the Leopardstown Racecourse as well as all lands to the south and west of Torquay Road / Brighton Road in Foxrock.

Internal Routes in Neighbourhoods South of Ballyogan Road

The Stepside and Kilgobbin Quarters, along with The Park Carrickmines and Ballyogan South Neighbourhoods effectively form part of a single 'block' that is defined by Ballyogan, Kilgobbin, Enniskerry, and Glenamuck Roads, encompassing an area of 296 hectares. While routes within developed Neighbourhoods are available – such as Stepside East and Kilgobbin North - this overall block is currently impermeable to cyclists and pedestrians.

Policies are in place to deliver significant new connectivity through this block and sections of these connections are in place or permitted (see Figure 24 and the sections on the following page). A challenge for the LAP will be to support, connect and further extend these existing and proposed linkages on a phased basis.

External Cycle and Pedestrian Connections

Connections to the north

The BELAP area is notable in that it is one of the few parts of the built up area of the County - along with Sandyford Village, Belarmine, and Kiltiernan – that lies south of the M50. The majority of destinations are located on the far (north) side of the M50 from the BELAP lands. However, the only direct connections across the M50 are at Junctions 14 and 15, where vulnerable road users (cyclists and pedestrians) must to a greater or lesser extent, mix with vehicular traffic – including traffic coming on and off the motorway - without the aid of physical separation and/or controlled junctions.

There is an overbridge around half way between Junctions 14 and 15, but it is not publically accessible, having being constructed for use solely in conjunction with Leopardstown Racecourse race meetings. It provides access between the Grandstand and an occasional parking area at Mimosa-Levmoss.

Connections to the West, South and East

Along the western edge of the Plan Area, there are currently no through-routes for pedestrians or cyclists off Kilgobbin Road in either direction between Stepside Village and Ballyogan Road, except for Kilgobbin Lane which runs to the west toward Belarmine Avenue. It is notable that there is currently no direct access between the BELAP area and the two primary schools in Belarmine (one currently under construction).

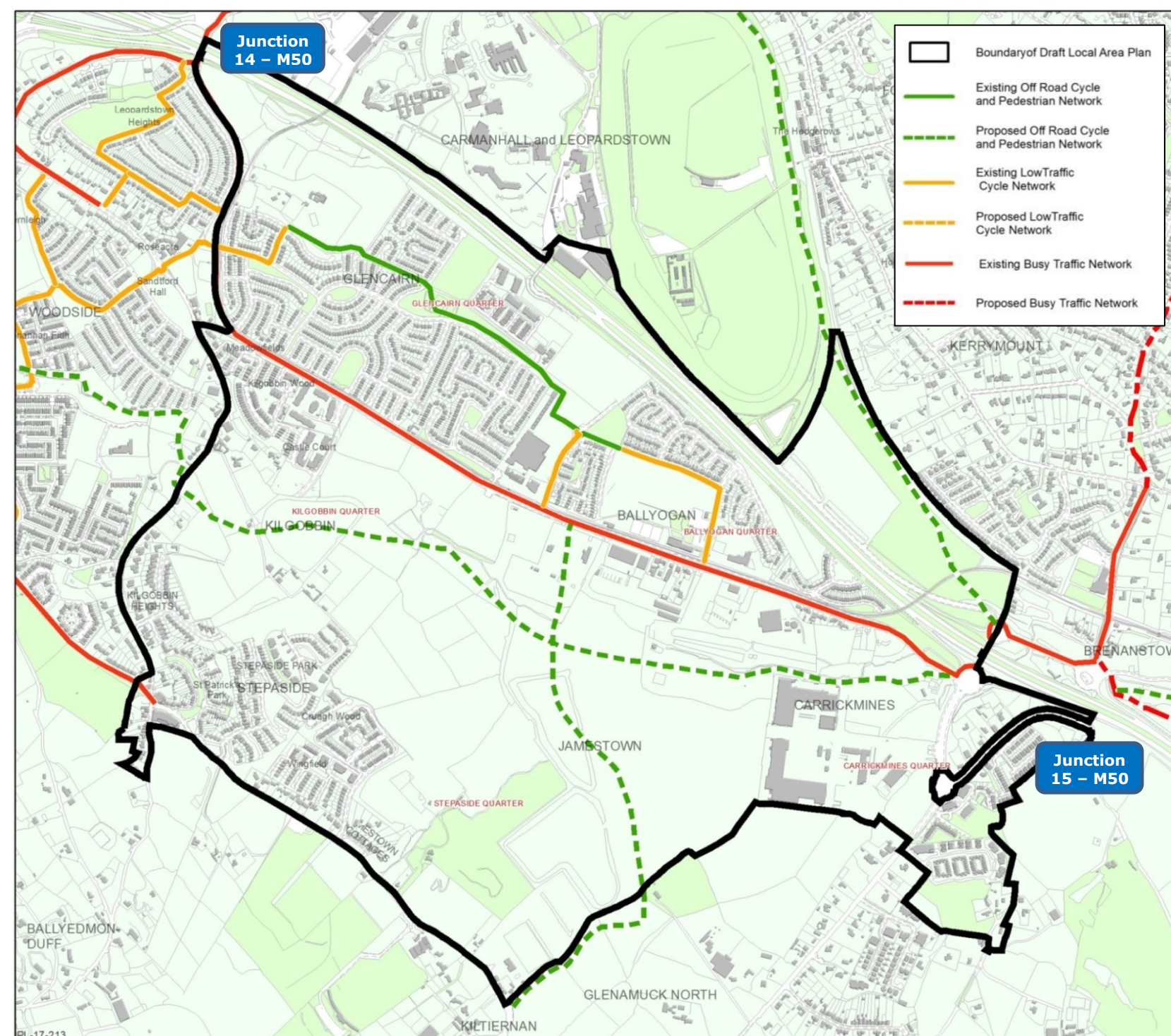


Figure 24 – Existing and Proposed Pedestrian and Cycle Network from 2016 County Development Plan (Appendix 14)

Again, as with the issue of Internal Pedestrian and Cycle Routes, policies are in place at CDP level to deliver this connectivity across Kilgobbin Road, and the LAP can play a part in further supporting these objectives.

Aside from Stepside Lane that runs south from Stepside village, where cyclists and pedestrians must share roadspace without dedicated paths, connections to the south are also notably absent. However, the character of the lands to the south is significantly different, being largely agricultural and amenity lands.

Pedestrian and cycle connections to the east are subject to the same barrier issues of the M50 as are connections to the north.

Planned Improvements in the County Development Plan

Policy ST7 of the 2016-2022 County Development Plan acknowledges the barrier effect of the M50 and M11 corridors, and seeks to provide shared cycle/pedestrian footbridge at key locations to mitigate issues of severance. Proposed bridge locations are shown in Table 2.2.2. Those of relevance to the Plan area are:

- *Sandyford Pedestrian and Cycle bridge, linking Kilgobbin Road to the Drummartin Link Road on the west side of M50 Junction 13 [sic].*
- *Murphystown Road to Leopardstown (as part of, or separate to, Murphystown Link Road).*
- *M50 Carrickmines Junction (east to west).*

As can be seen from Figure 24 above, DLR's Green Infrastructure Strategy makes provision for an expanded and improved network of pedestrian and cycle infrastructure across the County, including within and adjacent to the BELAP lands. This network is backed up by Policies ST5, ST6, ST7 and OSR1 of the County Development Plan.

Specifically, the Green Infrastructure Strategy provides for the following new key elements of pedestrian/cycle network within and adjacent to the BELAP lands.

- Providing an entirely new off-road east-west spine from Belarmine, across Kilgobbin Road, through Kilgobbin West, Kilgobbin South, Jamestown, and The Park Carrickmines, linking to Glenamuck Road at the Junction 15 Roundabout (south side). This would run alongside and/or parallel to the Ballyogan Stream.
- Providing an entirely new off-road north-south spine from Enniskerry Road, through Jamestown and Ballyogan South, linking to Ballyogan Road with onward connections to Leopardstown Valley.
- Providing a new route along the section of the old Harcourt Street line that was not used for the Luas, passing through Racecourse South and linking to Glenamuck Road at the Junction 15 Roundabout (north side).

Special Local Objective 135 of the CDP sets out the objectives for the BELAP. The Plan should address

- *further development of the central Greenway Spine (including addressing issues of permeability and pedestrian and cycle links to the Luas) to the planned Jamestown Park and beyond to the employment and retail areas at The Park, Carrickmines.*

Planned Improvements on foot of Recent Planning Permissions

There are two residential schemes currently under construction where the conditions of their planning permissions require improved access on the north-south desire line between Ballyogan Road and Enniskerry Road, specifically from Stepside East to Kilgobbin East through Kilgobbin South. These links have not been implemented at the time of writing. The relevant permissions and their conditions are as follows (abridged for clarity), and the sites are shown in Figure 25.

Reg. Ref D15A/0247 (PL 06D.246601) – Clay Farm Phase 1 – Kilgobbin East– 425 residential units. Condition 18 requires

.. a direct temporary link for pedestrians and cyclists across lands within the developers control to link Ballyogan Road and Cruagh (Cruagh Wood/Manor) and Stepside Park ... Prior to or during construction (Phase 1A) of the proposed Phase 1 development.

Reg. Ref D16A/0650 – Stepside Park – Stepside Park – 46 houses. Condition 4 requires

... a pedestrian and cycle route providing for pedestrian and cycle link to the lands to the northeast of the site and access to the Luas line. This is to provide temporary access until the connection to the proposed distributor loop road to Ballyogan Road ...

These links are considered important in order to connect the established and emerging residential areas in the Stepside Quarter with the transport, retail, and community facilities available in the Kilgobbin, Glencairn and Ballyogan Quarters.

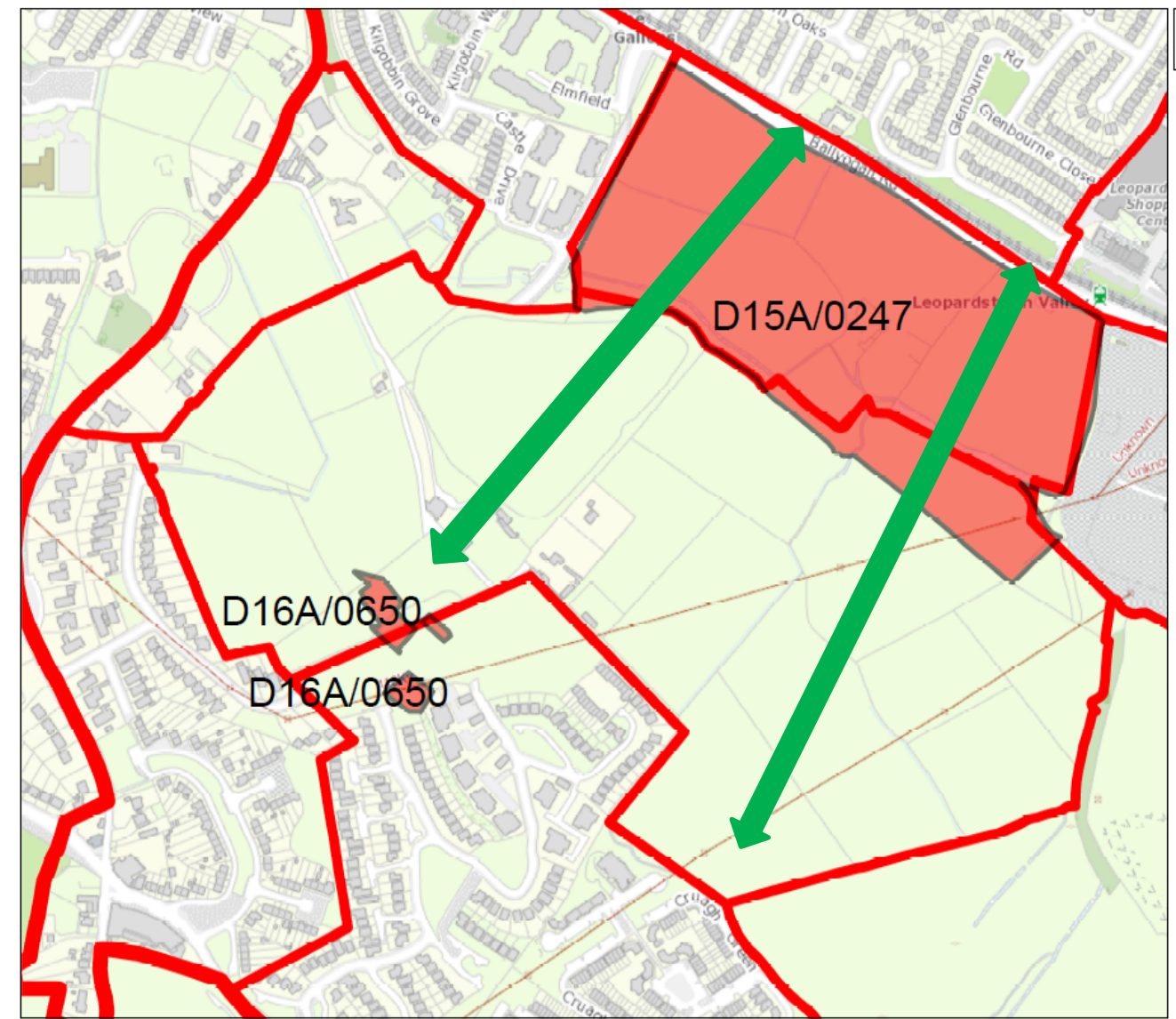


Figure 25 – Planning permissions with conditions relating to pedestrian access through Kilgobbin South, showing indicative connections

Key Questions

- How can the plan encourage walking and cycling to shops, schools, leisure facilities, and public transport?
- Which key destinations and routes should be prioritised in the delivery of pedestrian and cyclist connectivity?
- What methods should be used to ensure that pedestrian and cycle connectivity is delivered in a timely fashion in the phased development of the BELAP lands?
- In what situations should cyclist and pedestrian routes be incorporated with the road infrastructure, and in what situations should they be separated physically or on separate routes?

9. Services, Utilities and Drainage

The area benefits from there being good existing infrastructure in terms of services, utilities and drainage infrastructure. While some limited local network extensions and reinforcements will be required, there is no need for further major or strategic infrastructure investment.

The presence of a large electricity substation and attendant distribution network, and areas of the BELAP area that are prone to flooding, both present a context that must be factored into the Plan making process.

Electricity and Gas

A significant feature of the area is the presence of ESB Networks' Carrickmines 220kV substation in the very centre of the BELAP lands. This substation occupies the western portion of Ballyogan South and effectively borders 5 other Neighbourhoods - Ballyogan North, Leopardstown Valley, Kilgobbin East, Kilgobbin South and Jamestown.

This substation plays a significant role in the national electricity transmission network and - along with Poolbeg, Finglas and Inchicore - forms part of a 'ring' of substations to the east, north, west, and south of Dublin that provide for the 'step down' from long distance 220kV networks to more local 110kV distribution networks.

An on-going and incremental programme of equipment upgrades and rationalisation of plant has been undertaken on the Carrickmines substation campus in recent years, with a number of planning applications up to and including D12A/0407. New structures have been constructed in the south-western corner of the substation since 2009.

Two sets of high capacity overhead lines connect to the substation from the southeast, across Jamestown, while there are additional underground lines to the southwest through Stepside East, Kilgobbin East and Jamestown which then continue as overhead lines to the south of Enniskerry Road. A third alignment of high capacity lines extends by way of overhead lines north of the substation, across Ballyogan North and the eastern corner of Mimosa-Levmoss before crossing the M50 corridor by way of underground lines.

Where areas earmarked for redevelopment coincide with pre-existing overhead electricity transmission lines, there are broadly two options available. The first is to incorporate a corridor beneath and either side of the overhead lines that is kept free of certain types of development. The second option is to underground the transmission lines, in partnership with Eirgrid. Initial investigations indicate that piped gas supply is available at this time through the BELAP area, except perhaps for some small sections of Stepside East and Jamestown along Enniskerry Road, and in the eastern part of Old Glenamuck Road. Network extensions to these areas are feasible.

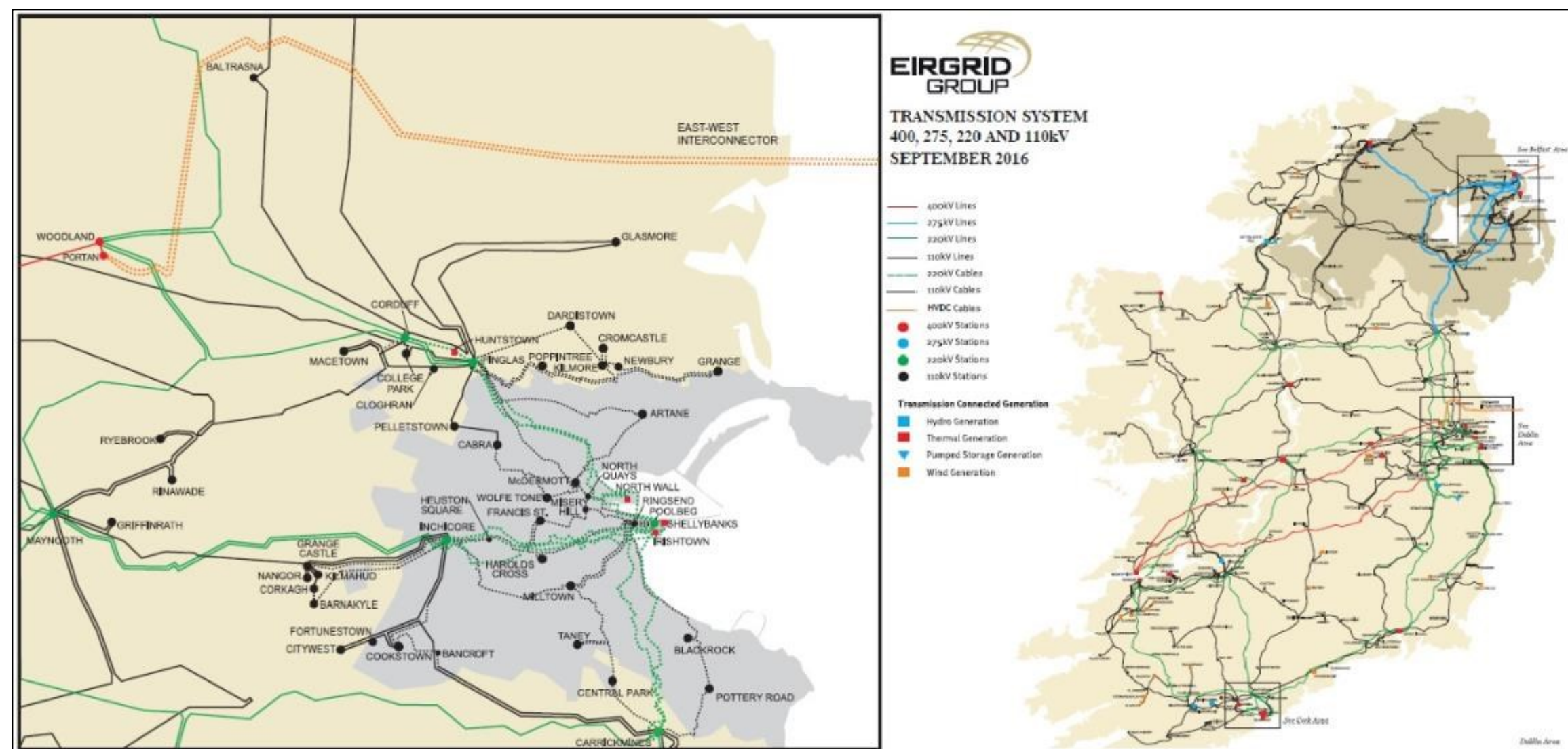


Figure 26 – Electricity Transmission System – National and Regional

Water Supply and Wastewater Disposal

Within the BELAP lands and surrounds, water supply is via both the Sandyford High Level Scheme and the Sandyford Low Level Water Scheme. Wastewater disposal is focussed on the Ballyogan Sewer – laid in 1996 – which passes through the site from northwest to southeast. This sewer feeds into the Shanganagh Wastewater Treatment Plant, which has significant capacity for additional loading.

Initial discussions with Irish Water indicate that in order to build out the undeveloped zoned lands within the BELAP lands, some additional local network infrastructure would be required. However, no major infrastructural interventions would be required to 'unlock' development in this area.

Stormwater and Flooding

The Office of Public Works has undertaken a CFRAM (Catchment Flood Risk Assessment and Management) Study of the drainage system that includes the BELAP lands. Detailed mapping is available for the valley of the Ballyogan Stream, which passes through 4 of the 5 Quarters and 8 of the 16 Neighbourhoods within the Plan Area, from Kilgobbin West through to Old Glenamuck Road.

This mapping includes flood extents for 10%, 1%, and 0.1% fluvial events, which equate to 10 year, 100 year and 1000 year return periods and is shown below. As can be seen, the areas at most acute risk are as follows:

- Between Kilgobbin West and Kilgobbin North, near Kilgobbin Road.
- Between Kilgobbin East and Kilgobbin South, between Phase 1 and the proposed Phase 2 of the Clay Farm lands.
- The north-eastern corner of The Park Carrickmines, and the area immediately upstream within Ballyogan South.

Understanding of flood risk has evolved significantly since the Stepside Area Action Plan in 2000, and the appreciation of this constraint has evolved since previous applications on affected lands. It is also the case that this flood risk corridor presents opportunities in conjunction with proposals for an east-west green corridor through the BELAP lands. (See Section 11 below)

The issue of flooding will be explored further during the LAP process by way of a Strategic Flood Risk Assessment.

Key Questions

- In the context of the national guidelines on the Planning System and Flood Risk Management, how best should the challenge of flooding be addressed by the LAP?
- How best should the short, medium and long term prospects for the Carrickmines electricity substation be incorporated in the LAP process?
- What options should be explored in addressing the existing high voltage overhead lines, where they pass through areas zoned for development?

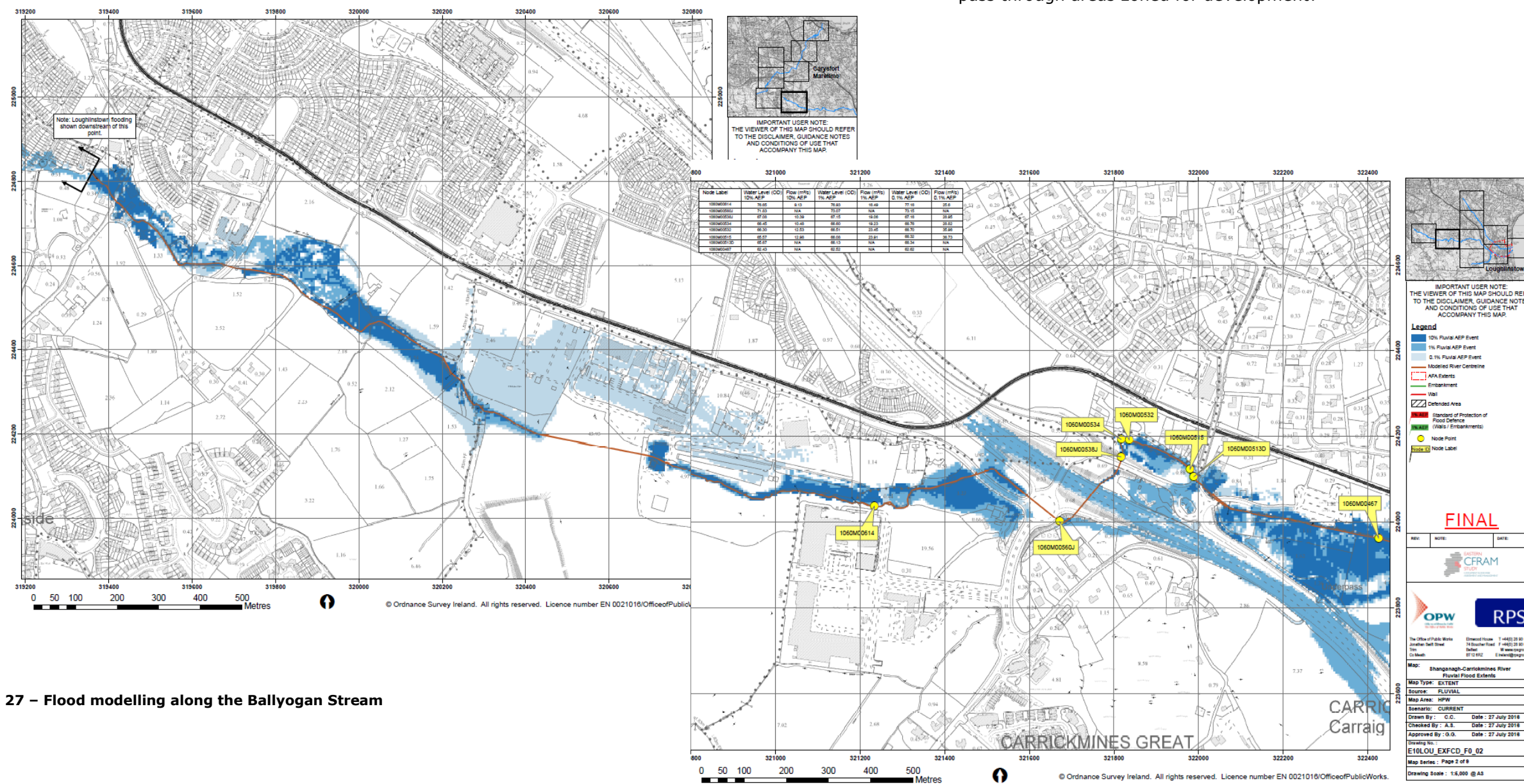


Figure 27 – Flood modelling along the Ballyogan Stream

10. Retail

The scale and variety of retailing within the BELAP area has changed significantly in recent years. While up until the 1990s, Stepside Village offered the only shops in the area, the development of Leopardstown Valley and The Park Carrickmines, as well as retail clusters at Belarmine and Sandyford Hall to the west of the BELAP boundary has significantly broadened the retail offer. While the majority of floorspace has been in the 'convenience' category, retail uses at The Park Carrickmines largely fall under the 'retail warehouse' category, and as such have a larger catchment than other retail centres in the area.¹

Policy - Retail Hierarchy

The 2016-2022 County Development Plan (CDP) states that it is Council policy to have regard to the 'GDA Retail Planning Strategy 2008 – 2016' and the 'GDA Regional Planning Guidelines 2010-2022', in defining the retail hierarchy of the County and defining the role of its retail centres. At the heart of the Retail Strategy and the Regional Planning Guidelines is a hierarchy of retail locations that form the basis for determining the quantum and location of new retail development. This retail hierarchy, as set out in the County Development Plan can summarised as follows.

Dún Laoghaire-Rathdown Retail Hierarchy	
Major Town Centre	Dún Laoghaire & Dundrum
District Centre	Blackrock, Stillorgan, Nutgrove, Cornelscourt & Cherrywood
Established Neighbourhood Centres	Various e.g. Ballybrack, Ballinteer, Sandyford
New Neighbourhood Centres	Various e.g. Stepside, Ticknock, Carrickmines
Key Development Areas	Various e.g. Woodbrook/S'gh, Kiltiernan/G'ck, Cherrywood, Old Connaught

Table 4 – Dún Laoghaire-Rathdown Retail Hierarchy

Under this retail hierarchy, the BELAP area contains two 'Established Neighbourhood Centres' at Stepside Village and Leopardstown Valley, with a designated 'New Neighbourhood Centre' at The Park Carrickmines.

Policy – Zoning, Specific Local Objectives, and Retail Policies

Both Stepside Village and Leopardstown Valley are zoned 'NC', the objective of which is 'To protect, provide for and/or improve mixed-use and neighbourhood centre facilities.' The Park at Carrickmines is zoned 'E', the objective of which is 'To provide for economic development and employment', and the north-east quadrant of the site contains a Specific Local Objective (131) to provide for the development of a Neighbourhood Centre. Specific Local Objective 131 states :

SLO 131 - To provide for the development of a Neighbourhood Centre in the north-east 'quadrant' of the Park, Carrickmines, with a net retail floorspace cap of 6000 sq.m. and a leisure facility, which will help meet the existing and future retail and leisure needs of the growth areas of Carrickmines, Stepside-Ballyogan and Kiltiernan-Glenamuck.

The CDP broadly incorporates the definition of Neighbourhood Centres as set out in the 'GDA Retail Planning Strategy 2008-2016' that seeks to define the types of services expected at this level in the Retail Hierarchy:

Neighbourhood Centres: These centres usually contain one supermarket ranging in size from 1,000-2,500 sq.m. with a limited range of supporting shops and retail services and possibly other services such as post offices, community centres or health clinics grouped together to create a focus for the local population. These centres meet the local day-to-day needs of surrounding residents.

Policy RET6 of the CDP is to encourage the provision of an appropriate mix, range and type of uses, including retail and retail services, in areas zoned objective 'NC'.

Policy RET10 of the CDP sets out policy in relation to Retail Warehousing. Council policy is to control and limit additional retail warehousing/retail park floorspace. Limited additional floorspace will be allowed on lands zoned 'Employment', within Sandyford Business District, and at the edges of 'Major Town Centres'. In most CDP zones, Retail Warehousing is 'Open for Consideration' as opposed to 'Permitted in Principle'.

¹ Convenience retail units are those selling groceries, perishables, etc., such as supermarkets and newsagents. Comparison retail units are those selling clothing, furniture, household items, etc., which generally have a larger catchment. Retail Warehousing is a subset of Comparison retail, selling bulky items that would be difficult to accommodate in a traditional retail centre.

Existing Retail Provision – County Context

Figure 28 below shows the quantum of retail floor space across the County in each area designated as a 'Major Town Centre', 'District Centre' or 'Neighbourhood Centre' under the 2016 CDP. The floor areas are based on Valuation Office data collected in 2012 as part of survey work of all commercial properties in the County. It should be noted that the aggregation of retail floorspace includes all retail types. The relatively larger floor spaces associated with retail warehousing are likely to skew the visualisation. Some smaller Neighbourhood Centre zones and outlying shops and parades of shops have been amalgamated for clarity.

This map illustrates the retail prominence of the two Major Town Centres in the County at Dundrum and Dún Laoghaire, with an equal and balanced quantum of retail floor space at these locations. The scale of Blackrock, Nutgrove and Stillorgan reflect their respective District Centre classifications, whereas the District Centre at Cornelscourt is a lot smaller in scale.

The scale of both Stepside Village and Leopardstown Valley indicates a quantum of retail floorspace reflective of their designation as Neighbourhood Centres and their role in meeting the local day-to-day needs of surrounding residents. The comparative scale of retail floorspace at The Park Carrickmines, comprising primarily of retail warehousing, reflects its distinct function.

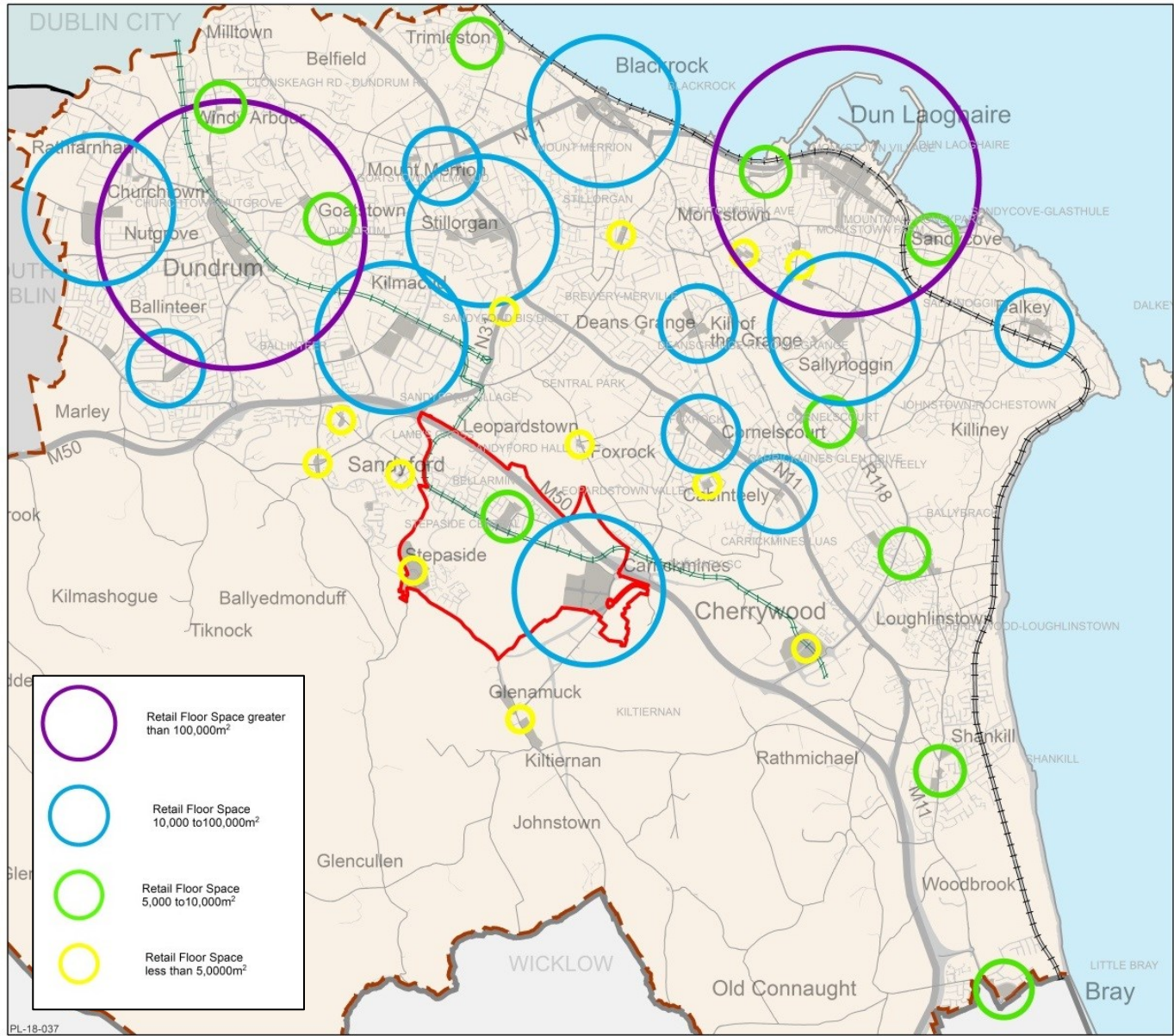


Figure 28 – Distribution and breakdown of Retail in DLR County (2012)

Existing Retail provision in the BELAP area and surrounds

Figure 29 shows the location and type of retail uses across the BELAP area. It derives from a range of available datasets, as verified and updated by site visits in late 2017. Each of the three retail centres is discussed in greater detail below. There are clusters outside the Plan area at Belarmine and Sandyford Hall.

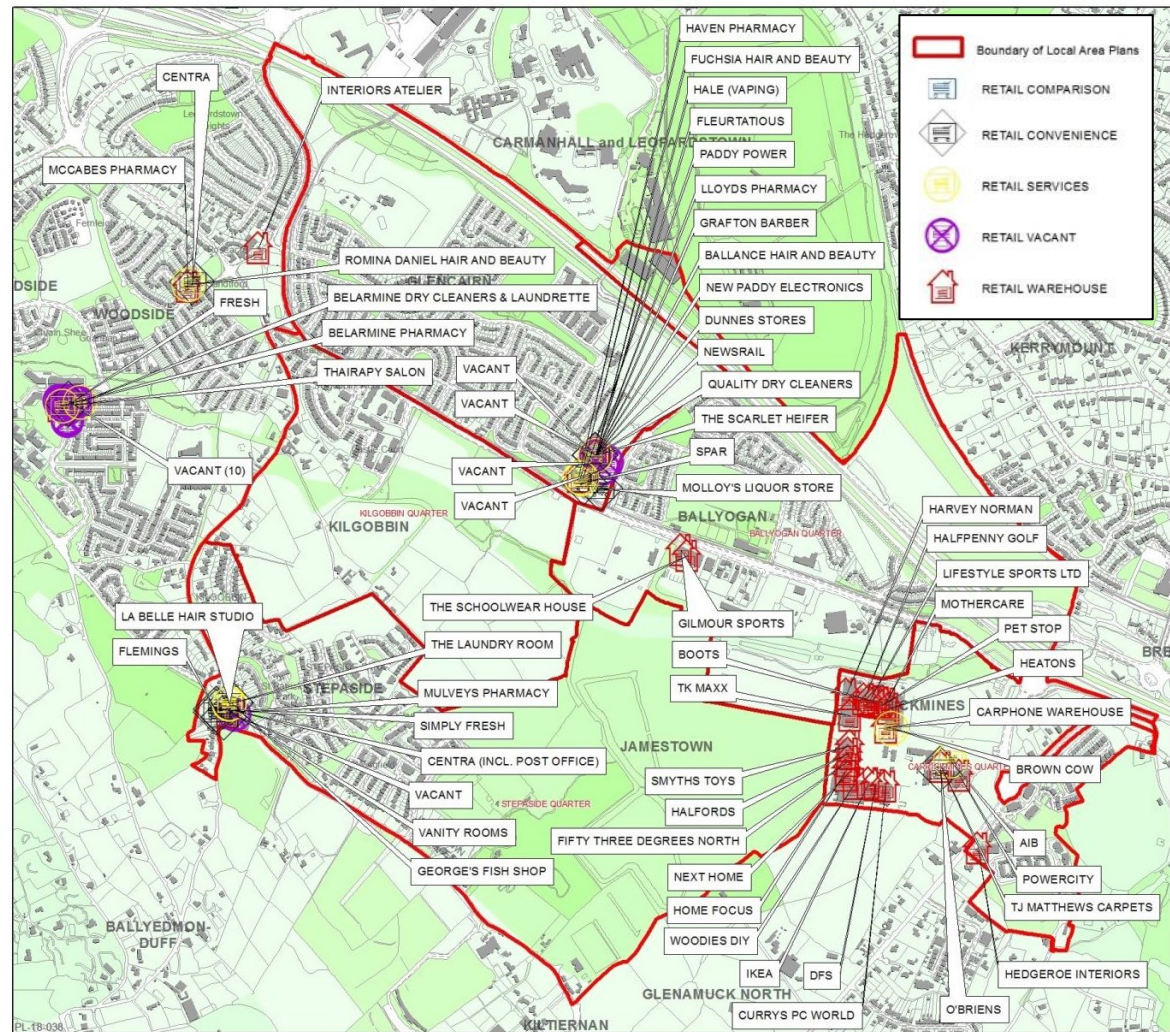


Figure 29 – Distribution of Retail in the BELAP area and immediate surrounds

Stepaside Village (Stepaside Central Neighbourhood)

Stepaside Village is the oldest Neighbourhood Centre in the BELAP area having originated in the mid-18th Century serving passing trade at the junction of the Enniskerry Road, Kilgobbin Road and Stepside Hill. The Village retains its historical form with its retail core centred at the crossroads and its built footprint remaining relatively compact. The Village comprises a small convenience store that also incorporates a post office, and other local shops. The Village provides an increasingly important retail function at the local level in the context of recent and on-going residential growth in the Stepside area.

Leopardstown Valley

There were two distinct stages in the historical growth of commercial activity at Leopardstown Valley. The partly two-storey Leopardstown Valley Neighbourhood Centre has been in situ for approx. 25 years while the more significant Leopardstown Valley Shopping Centre to the rear commenced trading in 2006.

The original Neighbourhood Centre comprises a number of small retail units including a pharmacy, book makers, a hair and beauty salon and a convenience and liquor store. The Leopardstown Shopping Centre, located to the rear of the site, is anchored by Dunnes Stores (c. 4,375 sq.m gross floor area) and comprises the largest convenience offer in the BELAP area.

The Park Carrickmines

The Park Carrickmines is the most significant retail centre within the BELAP area and is distinct from Stepside Village and Leopardstown Valley in that it serves a wider catchment with a significantly greater geographical trade draw. This is due in part to the profile of retail uses, and in particular retail warehousing, which has a naturally larger catchment. Based on a 2013 study, The Park Carrickmines contained approximately 33,500 sq.m of retail warehousing at that time.

The Retail Park as planned consists of four quadrants, split by internal north-south and east-west distributor roads. The retail element of the scheme comprises of units in the north-west and south-west quadrants grouped around both surface level and underground car parking. There are no convenience retail units in The Park Carrickmines,

The southwest and northwest quadrants are fully developed. The southeast quadrant at The Park comprises primarily of offices but also contains small element of retail and retail services. The north-east quadrant currently comprises undeveloped brownfield land, partly in use as a staff car park. SLO 131 of the CDP seeks "To provide for the development in the Neighbourhood Centre in the north-east 'quadrant' of the Park..".

Restaurants and Public Houses

Three distinct clusters emerge for this type of landuse. Again, the clusters are located at the three 'Neighbourhood Centres' of Stepside, Leopardstown Valley, and The Park Carrickmines.

The only two public houses in the area are the Step Inn in Stepside and The Gallops in Leopardstown Valley. Fern and Co. restaurant in Stepside Village also has bar facilities. The restaurant uses in Carrickmines are located in the northwest and south-west quadrants.



Figure 30 – Distribution of Restaurants and Pubs in the BELAP area and surrounds

Key Questions

- How can the vitality and viability of each of the neighbourhood centres be protected and enhanced?
- What additional uses and services should be welcomed in each of the neighbourhood centres in light of current and likely future needs?
- What measures could/should be taken to improve the neighbourhood centre/retail environments to ensure they are attractive and accessible to all?

11. Leisure, Amenity and Natural Heritage

As the population of the area has risen, the leisure and amenity needs of the area have increased and matured. As well as an evolving profile of private clubs and facilities, DLR has played a role with facilities such as Samuel Beckett Campus and The '8 Acre Field' on Enniskerry Road.

The term 'Active Recreation' refers to facilities where sports and similar activities are undertaken, whereas 'Passive Recreation' refers to areas of open space from formal to semi-wild, where less intensive activities occur. Figure 31 shows the location and dispersal of Leisure and Amenity uses across the Plan Area. It derives from a range of available datasets, as verified and updated by site visits in late 2017.

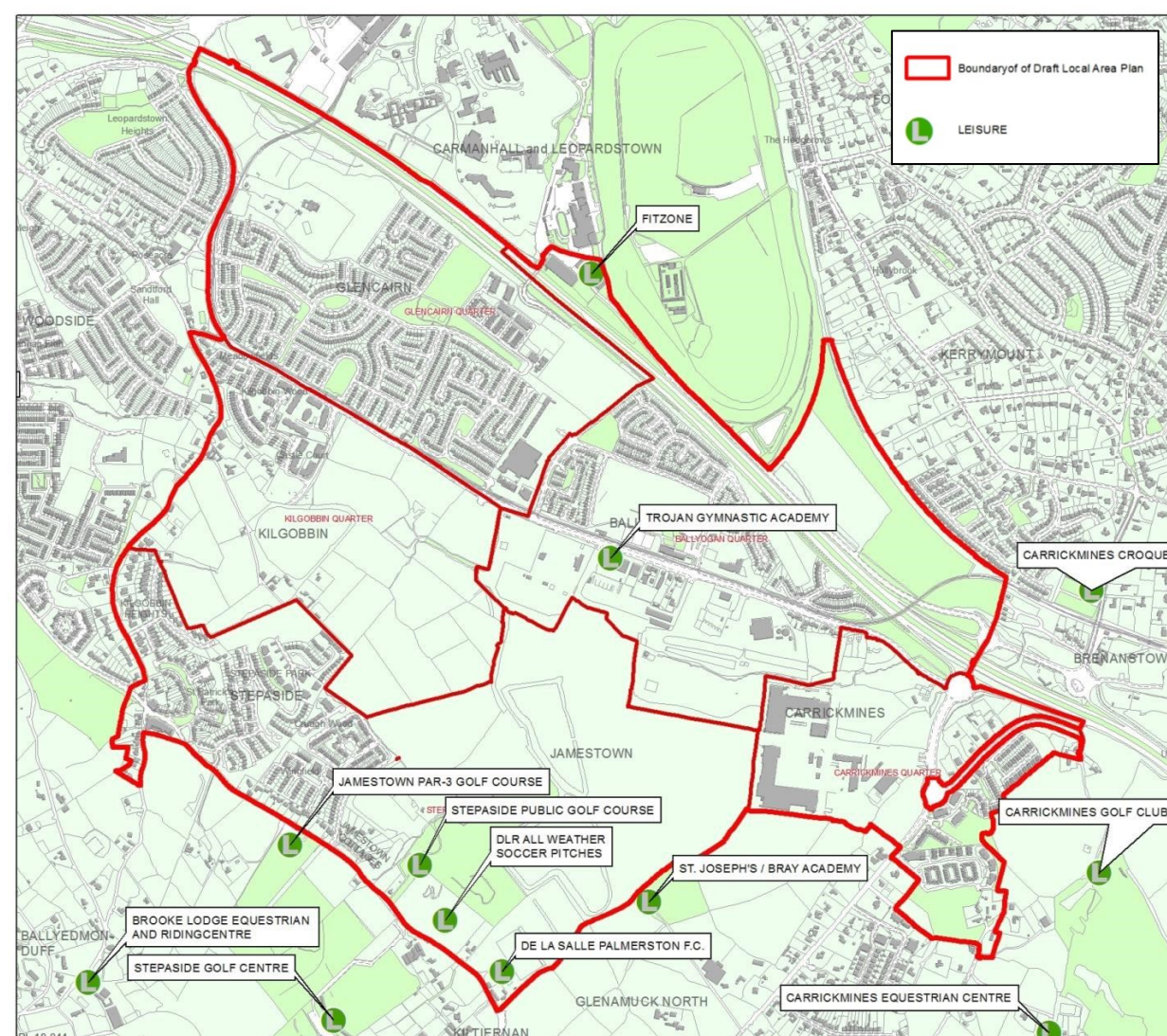


Figure 31 – Entertainment and Leisure uses in BELAP lands and immediate surrounds

Active Recreation - Existing

There is a distinct cluster of active recreation uses to the south of the BELAP lands, either side of Enniskerry Road, and, to an extent, along Glenamuck Road. This cluster lies both inside (Jamestown) and outside the Plan Area. Sports such as soccer, rugby, tennis, golf, and horse-riding are all represented across both private and public lands. Stepside Golf Club occupies the western portion of the Jamestown Neighbourhood.

The DLR Samuel Beckett Civic Campus within Ballyogan North includes a gym, with membership and 'pay as you go' options, as well as a number of traditional and all-weather pitches and a skate park. A private West Wood gym just to the north of the Racecourse South Neighbourhood is located within the Leopardstown Racetrack campus, adjacent to the Grandstand.

There are facilities at schools within and adjacent to the BELAP lands. The grounds of Gaelscoil Sliabh Rua in Ballyogan North and Gaelscoil Taobh na Coille (Belarmine) both include courts, pitches, and grassed areas.

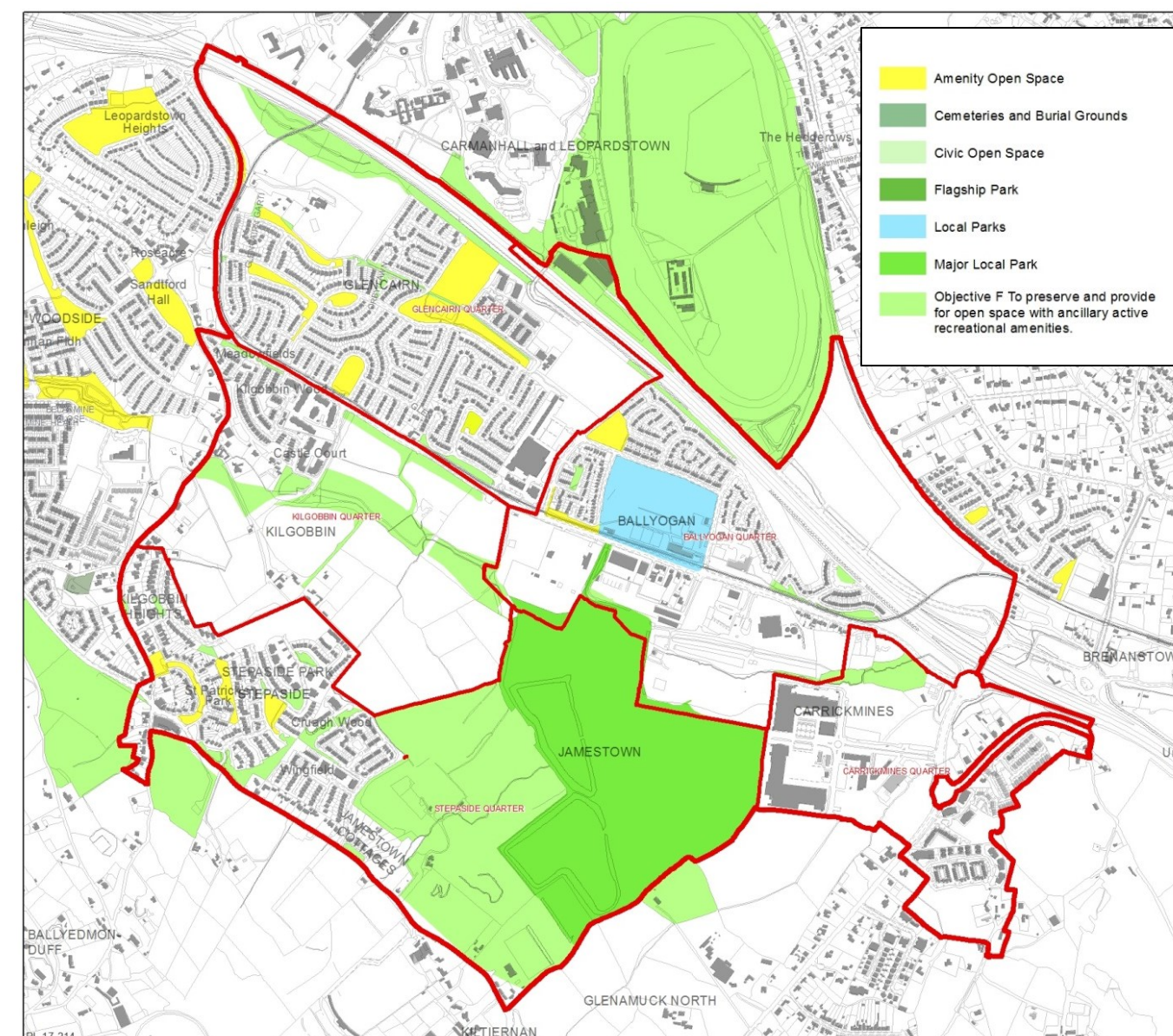


Figure 32 – Green Infrastructure (existing and proposed) within BELAP lands –from Appendix 14 of the 2016 CDP

Passive Recreation - Existing

Publicly accessible parkland within the area can be found in a series of pocket parks in Glencairn South, Stepside Central, Stepside East, Kilgobbin North, and Ballyogan North as can be seen in Figure 32 above. The area north of Samuel Beckett Campus provides a more substantial facility.

Active and Passive Recreation - Future Plans

Fernhill

Located outside the BELAP lands but just 350m from Stepside Central at its closest point, this proposed park will be a significant recreational addition to this part of the County. DLR have recently acquired Fernhill Park and Gardens and are to develop the property as a Regional Public Park. Fernhill is a former substantial family residence with ancillary buildings on 34 hectares of land, including gardens, parkland, woodland and agricultural land. Public consultation in relation to this project was undertaken in early 2017. The park began to be opened to the public in January 2018 on a phased basis and will be developed incrementally over the coming years.

Samuel Beckett Campus Phase 2

Phase 2 of the Samuel Beckett Campus in Ballyogan North is to involve the construction of a swimming pool, library and sports hall, to complement the existing gym and outdoor recreational facilities already in operation.

Clay Farm Ecopark

The development of Clay Farm, as provided for under the Phase 1 permission in Kilgobbin East, is to incorporate an 'Eco Park' along the alignment of the Ballyogan Stream. This aligns with the zoning objective for this site and also the DLR Green Infrastructure Strategy, which envisages an east-west link from Glenamuck Road to Kilgobbin Road, of which the permitted Ecopark would form a part.

Jamestown Park

The Northern and Eastern parts of the Jamestown Neighbourhood were occupied for around 28 years (1975-2003) by a major municipal landfill. This facility has ceased operations and the land has been remediated with a covering of topsoil and grass. The landfill is still producing gas, which is used to generate electricity.

Specific Local Objective 38 of the 2016-2022 County Development Plan, as supported by Policy EI19, is as follows.

To complete the comprehensive remediation of the former Ballyogan Landfill and to prepare a Masterplan for the proposed Jamestown Park to provide recreation lands in association with the developing areas of Stepside and Kiltiernan. These lands will be gradually developed on an incremental basis.

In 2006 a Park Masterplan was prepared for the former landfill that made provision for planting, multiple entrances to adjoining lands, preservation of the Pale Ditch and Ballyogan Stream, viewing platforms, the growing of cereal crops, a performance space, a hiking route, bicycle track, a BMX/ATB circuit, a climbing wall, sculpture and car parking (see Figure 33). This Masterplan has not been implemented to date and these land are not yet open to the public. The LAP process offers an opportunity to revisit this project in a comprehensive way in conjunction with adjoining lands and the wider LAP process. The adjoining adjacent Kiltiernan-Glenamuck LAP proposes a 'Greenway Link' running from the heart of Kiltiernan lands to Jamestown Park.

Natural Heritage

Three streams flow through the BELAP lands; the Racecourse Stream, the Ballyogan Stream and the Golf Stream. They all converge near the eastern tip of the BELAP lands becoming the Carrickmines River before joining with St. Bride's Stream to then form the Loughlinstown River which flows to the sea at Shanganagh. There are pockets of semi-wild areas throughout the Plan area and a long-established pattern of hedgerows.

There are no Special Areas of Conservation or Special Protection Areas within the BELAP lands, nor in the immediate vicinity. Strategic Environmental Assessment (SEA) will be required for the LAP, and it will be necessary to screen for Appropriate Assessment (AA) under the Habitats Directive.

Key Questions

- How should the BELAP support the existing and future needs of the area in terms of passive and active recreation?
- How should recreational and amenity lands be integrated with the BELAP lands' existing and future vehicular, cyclist, and pedestrian facilities, streams and landscape features and areas of biodiversity?
- What would be an appropriate suite of uses for Jamestown Park, the former Ballyogan Landfill?
- How best should the LAP preserve biodiversity within the BELAP lands?



Figure 33 – Jamestown Park / Ballyogan Landfill Masterplan – DLR Parks Department 2006

12. Employment

The BELAP area is located adjacent to one of the major employment areas in the Greater Dublin Area, at Sandyford Business District. Within the BELAP lands themselves, there is a significant block of 'E' zoned lands (employment), which spans the municipal and utility uses in Ballyogan South and on into The Park Carrickmines where there are offices, as well as incorporating some 'greenfield' sites.

Policy Context

The CDP states that while employment uses are facilitated within 'Objective E' zoned lands, commercial development of an employment-generating nature is also permitted in MTC and DC zones, and within both the Cherrywood SDZ and in Sandyford Business District (various zonings). Interestingly, only 40% of the jobs in the County are located in Objective E and in the equivalently-zoned lands in Sandyford.

Figure 34 below shows the block of E zoned lands within the BELAP area, as described above, as well as the rest of the E/OE lands in the county, and also the zoning objectives within which employment landuses are specifically facilitated and/or can reasonably be expected.

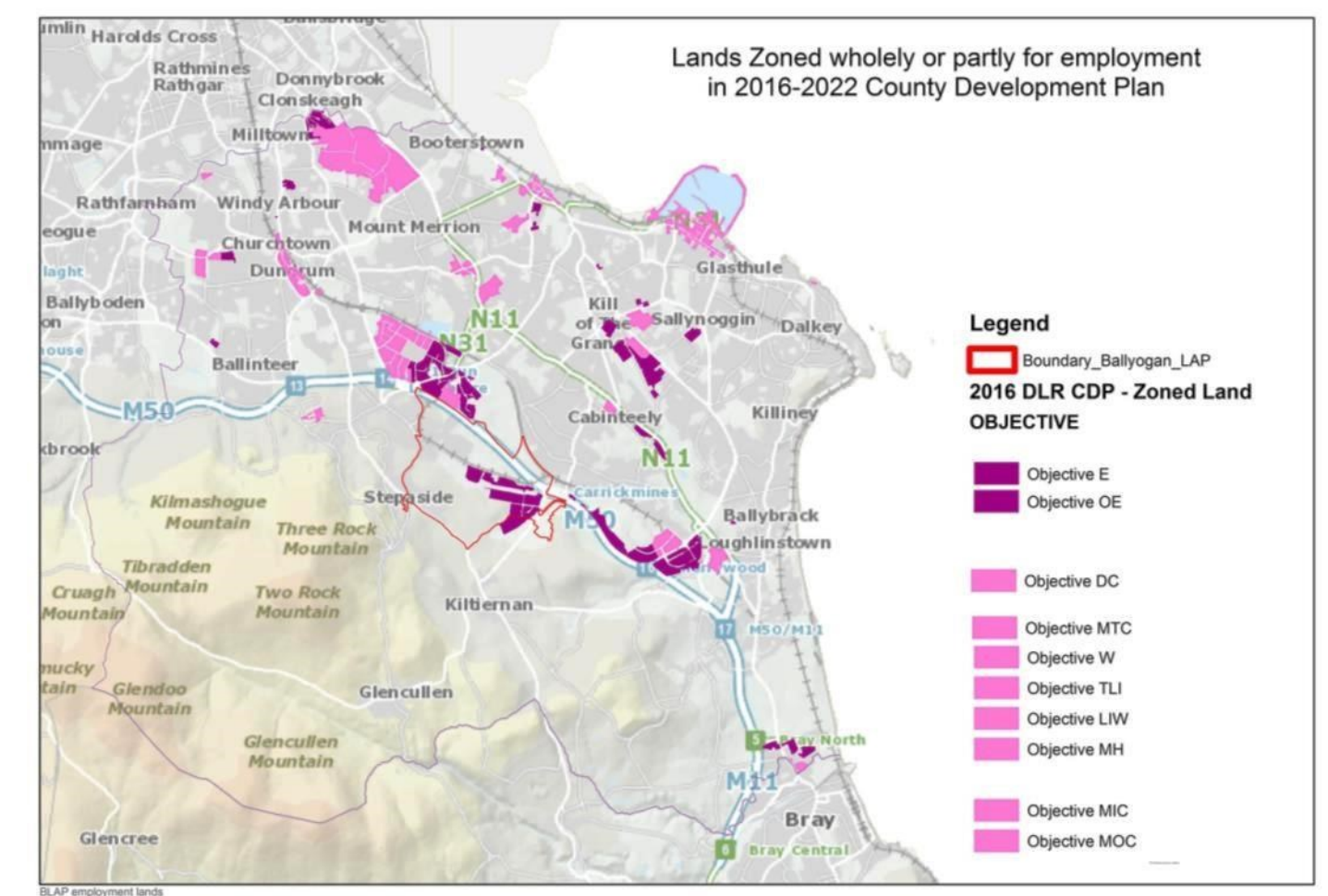


Figure 34 – Lands Zoned wholly or partly for employment in the 2016-2022 County Development Plan

Existing Employment Patterns for residents of the BELAP area

The POWSCAR dataset, which derives from the CSO 5-yearly Census, provides information about patterns of commuting movements between specific locations. Using data from the 2011 Census, Figure 35 below considers all residents of the BELAP area who are in employment, and allocates their place of work to one of 19 areas. The size of the circle represents the number of workers in that location that live within the BELAP boundary.

As can be seen, the two largest places of work are Dublin South City and the Sandyford Urban Framework Plan area, with other significant numbers at centres throughout DLR and within the BELAP boundary itself. There are notably few commuting journeys to locations along the M50.

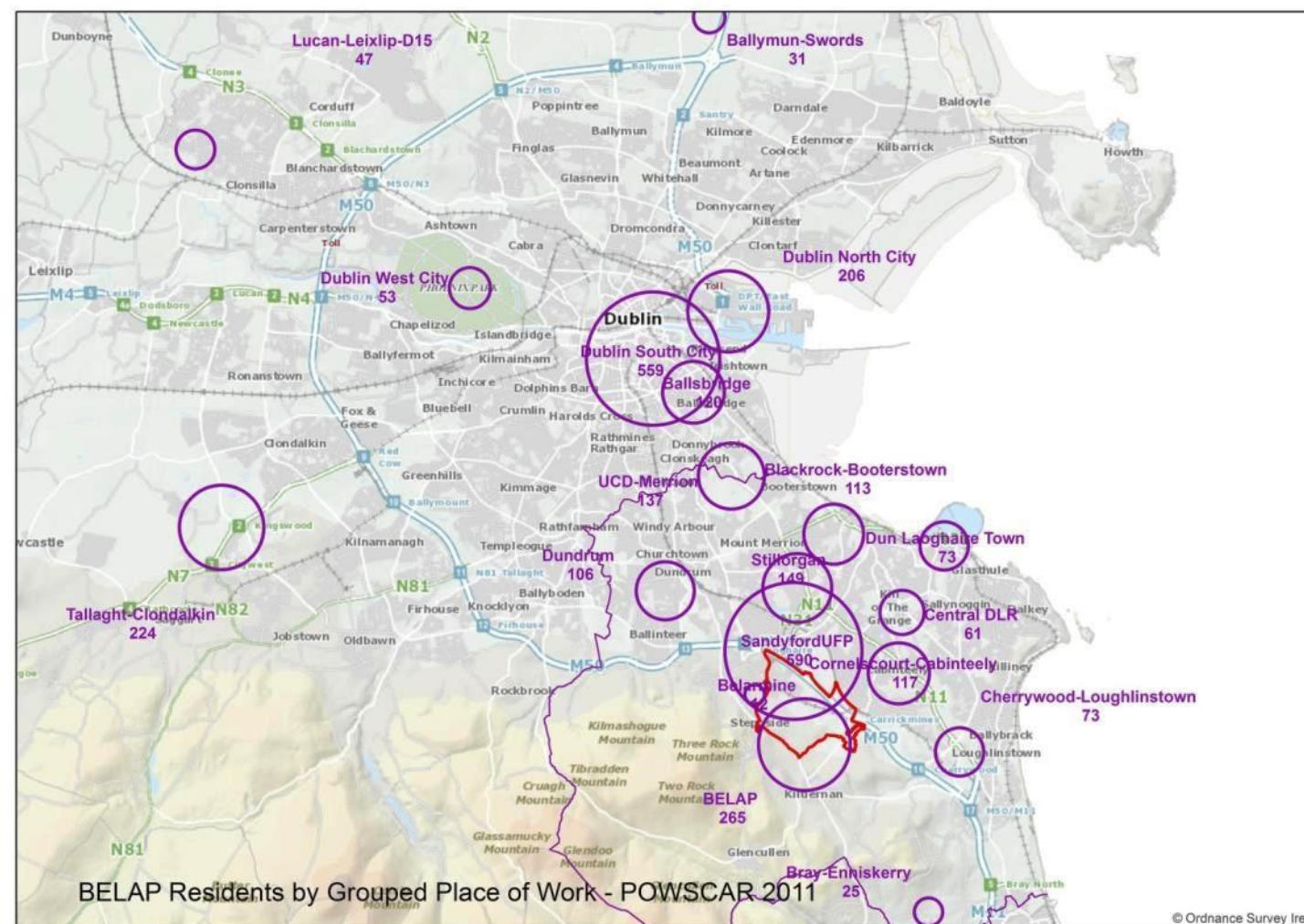


Figure 35 – BELAP Residents by Grouped Place of Work – POWSCAR 2011

Drilling down into the trips made from the BELAP area to Sandyford UFP (See Figure 36) shows that, notwithstanding the short distance, a very large proportion of these commuting trips are made by car; nearly 80% if driver, passenger, and van options are considered. From the centre of the BELAP lands to the centre of the Sandyford UFP is around 3km, - a 37 minute walk time. At the closest point, Glencairn North is just 700m - an 8 minute walk time - from Central Park.

The proportion of commuters driving between these two locations is notably high, and raises a number of questions about the quality of the pedestrian/cycle environment, the robustness of public transport alternatives, the road network in the area, and the availability of car parking at employment destinations.

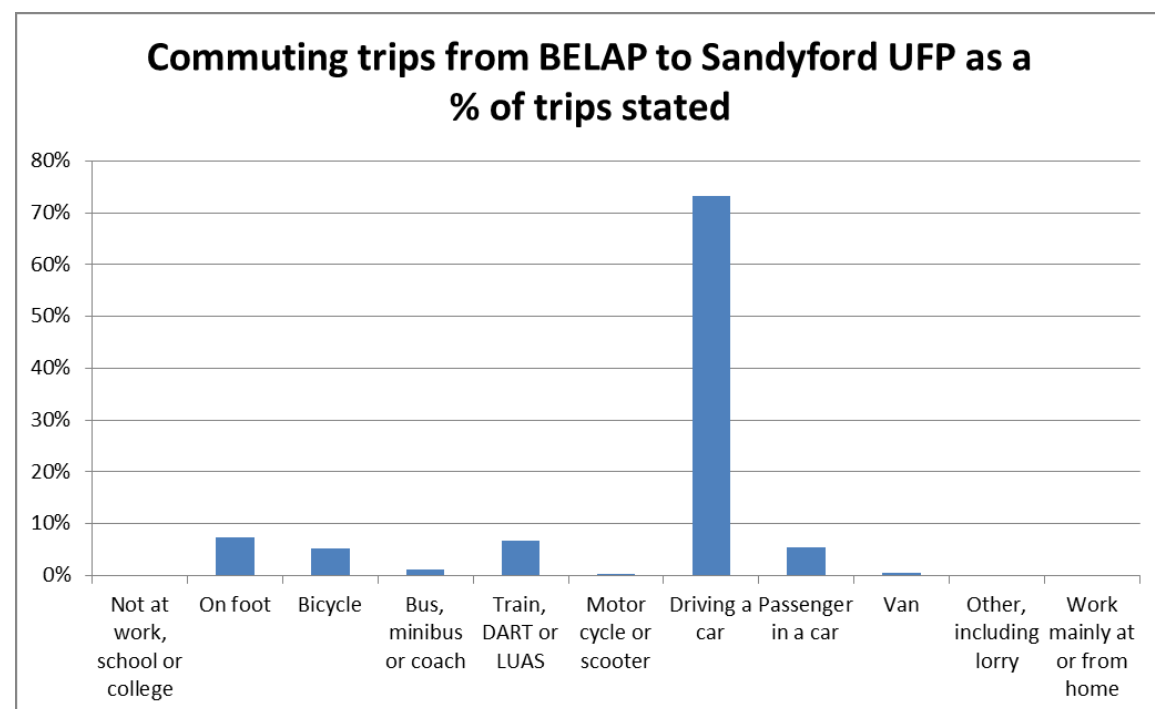


Figure 36 – Commuting trips from BELAP to Sandyford UFP as a percentage of trips stated

Existing Employment uses within the BELAP lands

Figure 37 below shows the location of Employment and Industry uses across the plan area. It derives from a range of available datasets, as verified and updated by site visits in late 2017. As can be seen, the range of office, industrial, and related uses across the BELAP area and immediate surrounds is quite diverse and largely dispersed. There are however 3 discernable clusters at The Park Carrickmines, Ballyogan South, and Leopardstown Valley.

The Park Carrickmines

There are two office blocks at 'The Hyde Building' and 'The Herbert Building' in the southeast quadrant, and also above ground floor at 'The Iveagh Building' in the northeast quadrant. Additional office floorspace is under construction in the southeast quadrant.

The original application for The Park Carrickmines (D02A/0558) provided for, among other uses, nearly 12,000m² of 'Office Based Industry', and nearly the same again of 'Non-Public Offices'.

Ballyogan South

This area is characterised by a range of municipal and utilities employers such as An Post, ESB Networks, and DLR County Council. There is also a range of small businesses in former residential plots/properties, as well as Ballyogan Business Park which accommodates a range of manufacturing, light industrial, and retail warehousing tenants. The Business Park was originally designed for large-floorplate lower rent uses, but now accommodates a broad spectrum of tenants and unit sizes.

Leopardstown Valley

To the north of the shopping centre is a 2-storey block of 'own door' offices that houses a range of businesses.

Other Locations

Another small cluster of employment and industry is evident just outside the Plan Area around the junction of Kilgobbin Road and Sandyford Hall Avenue / Murphystown Road.

In addition, there is a light dispersal of employment and industry across the BELAP lands, much of which is related to the area's history of agricultural land uses

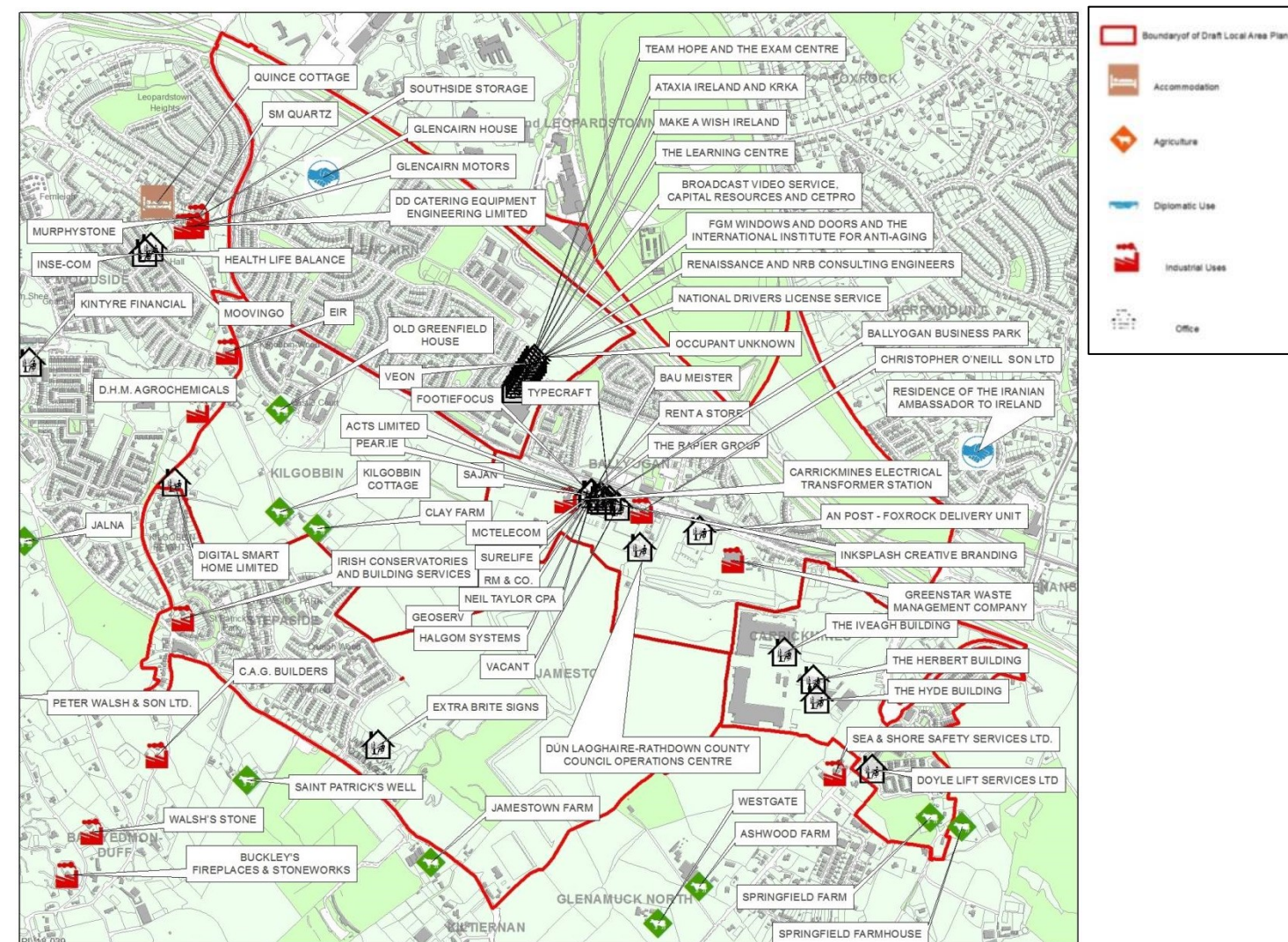


Figure 37 – Employment and Industry uses in BELAP lands and immediate surrounds

Key Questions

- What amount and type of Employment and Industry uses are appropriate within the BELAP area?
- In what ways could the LAP support existing and future Employment and Industry within its boundaries?
- How should the plan address links to adjoining employment areas – existing and proposed – at Sandyford and Cherrywood?
- Is there an opportunity to intensify the employment density on 'E' zoned lands in Ballyogan South?

13. Community Facilities and Education

As the BELAP area has developed, residential development has largely lead the way, followed by retail, with community facilities and education having lagged somewhat behind. While this deficit has begun to be addressed in the past 5 years or so, with new schools and the Samuel Beckett Civic Campus, this sector must be kept under constant review, particularly in light of the planned population increases for this area.

Figure 38 below shows the location of community facilities and education uses across the Plan Area and surrounds. It derives from a range of available datasets, as verified and updated by site visits in late 2017.

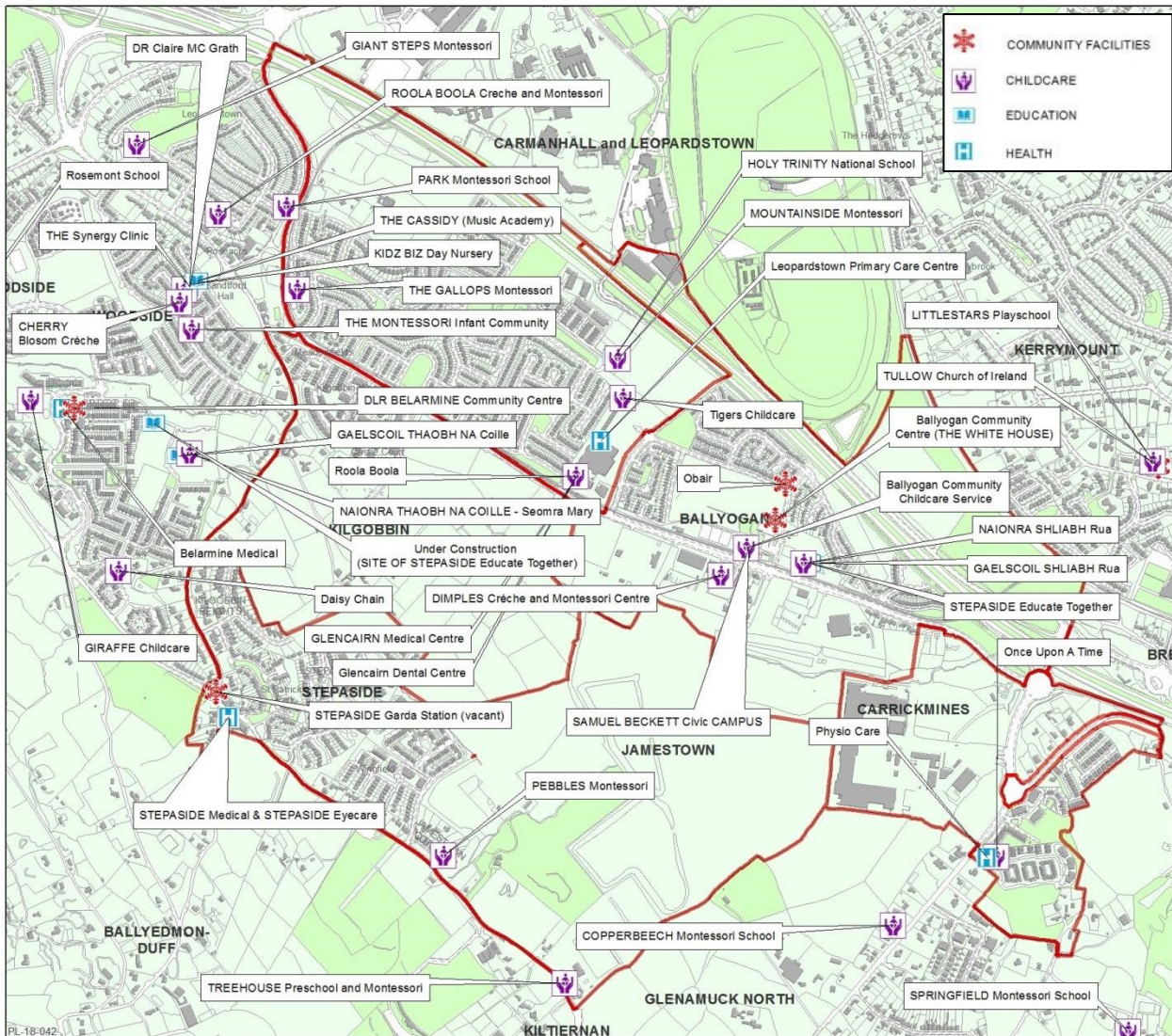


Figure 38 – Education and Community uses in BELAP lands and immediate surrounds

Community Facilities

Phase 1 of the Samuel Beckett Campus in Ballyogan North provides a range of facilities and activities including a Gym, Child Care, Computer studies, Healthy Eating classes, Art & Crafts, Indoor Bowling, After School Sports Activities and Drama Groups. Phase 2 is to include a multi-purpose sports building, and the addition of a swimming pool, dance studios, and a library. There is also a DLR-run community centre at Belarmine, to the west of the BELAP lands. Stepaside Garda Station in Stepaside Central is currently closed.

There are no religious congregation buildings within the BELAP lands. There is a Catholic Church at Kiltiernan and there are Church of Ireland churches to the northeast of Racecourse South (Tullow Church) and at Kiltiernan to the South. Kiltiernan Parish church is to be developed to incorporate a Montessori school, and community hall under Planning Ref D15A/0004.

Childcare

Crèches and childcare facilities are spread throughout the BELAP lands and adjacent areas, with the Planning Department survey returning 23 premises. By their nature, many of these facilities come and go over time and it is likely that this pattern will continue, under the guidance of CDP policy.

Healthcare

There are a number of clinics and private practitioners throughout the Plan Area. Leopardstown Primary Care Centre and Glencairn Medical/Dental Centre are both located in Leopardstown Valley. Belarmine Medical Centre is located outside the Plan area to the west. Stepaside Medical Centre is located in Stepaside Central.

Schools

Prior to the increase in residential development in the BELAP area in the past 20 years, there were historically very few schools in the area. This situation has been changing significantly over recent years. The schools in this area are largely clustered in the northern part of the BELAP lands, and to the immediate west of the BELAP boundary in Belarmine. The full extent of schools provision is shown below.

Name	Level	Gender	Neighbourhood	Notes
Holy Trinity National School	Primary	Both	Mimosa-Levmoss	
Gaelscoil Sliabh Rua	Primary	Both	Ballyogan North	
Stepaside Educate Together	Primary	Both	Ballyogan North	Sharing premises with Gaelscoil Sliabh Rua
Kiltiernan Church of Ireland	Primary	Both	Outside Plan (Kiltiernan)	
Gaelscoil Taobh na Coille	Primary	Both	Outside Plan (Belarmine)	
Stepaside Educate Together	Post-Primary	Both	Outside Plan (Belarmine)	On site intended for Stepaside E.T. Primary
Rosemont	Post-Primary	Girls	Outside Plan (Lamb's Cross)	

Table 5 – Schools in BELAP lands and immediate surrounds

Key Questions

- What additional facilities, if any, are needed in the area of Community Facilities and Education?
- If additional community facilities are required, where should they be located and how should the LAP support this?
- What demands will a growing population place on this sector, and how should these demands be accommodated?
- What role can the Samuel Beckett Campus play in the community infrastructure of the BELAP area?
- What role does pedestrian and cycle permeability and connectivity play in the location and servicing of community facilities?
- How can we ensure that the schools in the area are accessible by sustainable modes of transport?

Appendix – Neighbourhood Profiles

This Appendix should be read in conjunction with Section 4 – ‘Neighbourhoods and Quarters’.

There follows a profile of each of the Quarters, broken down by Neighbourhood

Glencairn Quarter

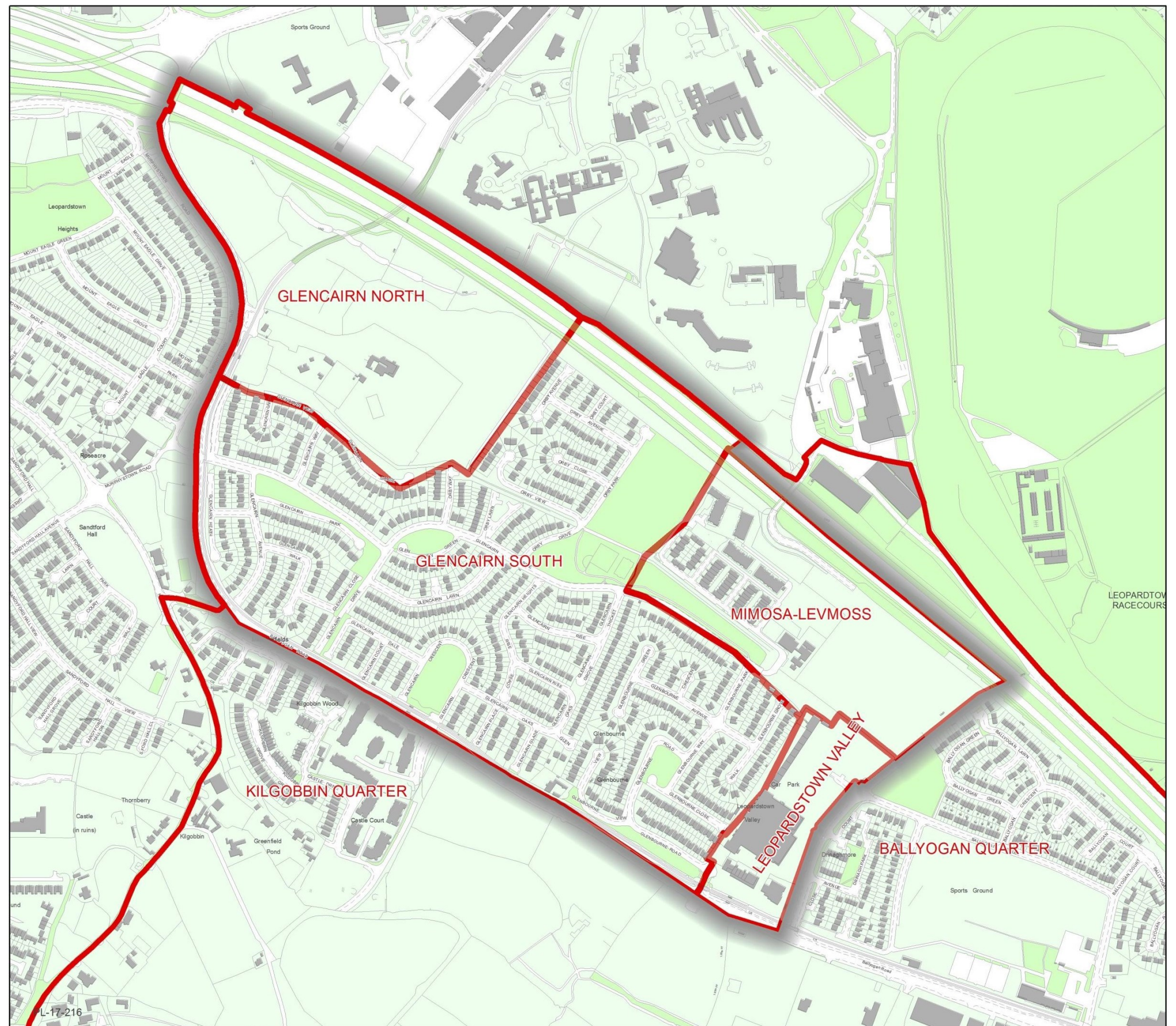


Figure 39 – Glencairn Quarter

Neighbourhood 1 – Glencairn North

Located at the northern tip of the BELAP area, this neighbourhood is located between the M50 and the Murphystown Road, adjacent to Junction 14, with the Luas line running through the centre. The Glencairn Luas stop is located at the western edge of the neighbourhood. The County Development Plan includes a long term roads proposal to provide a new crossing of the M50 across the neighbourhood’s northern tip, linking Murphystown Road to Leopardstown Road.

Most of the site is zoned for residential development aside from a heavily wooded section alongside the M50. There are only 4 residences recorded within this neighbourhood, including the British Ambassador’s Residence ‘Glencairn House’, which is a Protected Structure, located towards the centre of the neighbourhood..

Neighbourhood 2 – Glencairn South

Most of this neighbourhood is known as ‘Glencairn’, a housing area that was developed from the early 1990s to the mid-2000s, predating the arrival of the M50 (2005) and the Luas (2010). This area was developed at a relatively low density in contemporary terms. The northern portion of the neighbourhood consists of Orby Avenue, Close, View, Drive, etc., and adjoins the M50. The Luas stop ‘The Gallops’ (another name for the area) is located at the neighbourhood’s southern boundary at Ballyogan Road.

The neighbourhood is overwhelmingly residential in terms of land use, and consists predominately of 2 storey semi-detached housing. Green areas for informal recreation are dispersed throughout, with the largest area to the east of Orby, which includes a number of tennis/basketball courts and a playground.

Neighbourhood 3 – Mimosa-Levmoss

The housing schemes of Levmoss and Mimosa adjoin and are accessed through Glencairn South but are of a distinct character. Dating from the late 2000s, these apartments and own-door units are at a higher density (79 units per hectare) than earlier phases of residential development in the area. The centre of the neighbourhood is occupied by the Holy Trinity National School (opened 2014), while the east of the site consists of an area of grass/hardstanding which is used a few times a year for car parking associated with Leopardstown Racecourse meetings held on the opposite side of the M50. Linking this parking area to the main Leopardstown Racecourse ‘campus’ across the M50 is a two-way over-bridge with footpaths. This bridge is not open to the public.

An east-west pedestrian cycleway which begins towards the western end of Glencairn South at the Glencairn Luas stop, currently re-joins the road network in this neighbourhoods’ south-eastern corner.

Neighbourhood 4 – Leopardstown Valley

This neighbourhood is one of only two areas² – along with Stepside –zoned ‘Neighbourhood Centre’ within the BELAP area. The centre of this neighbourhood is occupied by Leopardstown Shopping Centre, which was built in the mid-2000s, and accommodates a mid-sized Dunnes Stores supermarket, along with other ancillary retail and services. An older parade of shops, Leopardstown Valley Shopping centre, sits immediately to the south of the shopping centre along Ballyogan Road, alongside ‘The Gallops’ pub .

A 2 storey block of offices sits along the neighbourhood’s north-western corner, with the north-eastern corner occupied by a vacant site, fringed with hoarding. This site benefits from permission for additional leisure and office development (blocks B, C and F). However, a subsequent permission on this site was granted in November 2016 for a 224-bed 5-storey ‘Aged Care facility’.

Leopardstown Valley Luas stop is located at the neighbourhood’s southern boundary.

² In addition, part of The Park Carrickmines is zoned for Economic Development but is also identified in SLO 131 for ‘Neighbourhood Centre’ uses.



Glencairn North – Glencairn House



Glencairn South – Glencairn Green



Mimosa-Levmoss – Levmoss Park



Leopardstown Valley –Original shops



Glencairn North – Glencairn Luas Stop



Glencairn South – Orby Park



Mimosa-Levmoss – Racecourse Parking,



Leopardstown Valley – Office Units to North

Ballyogan Quarter

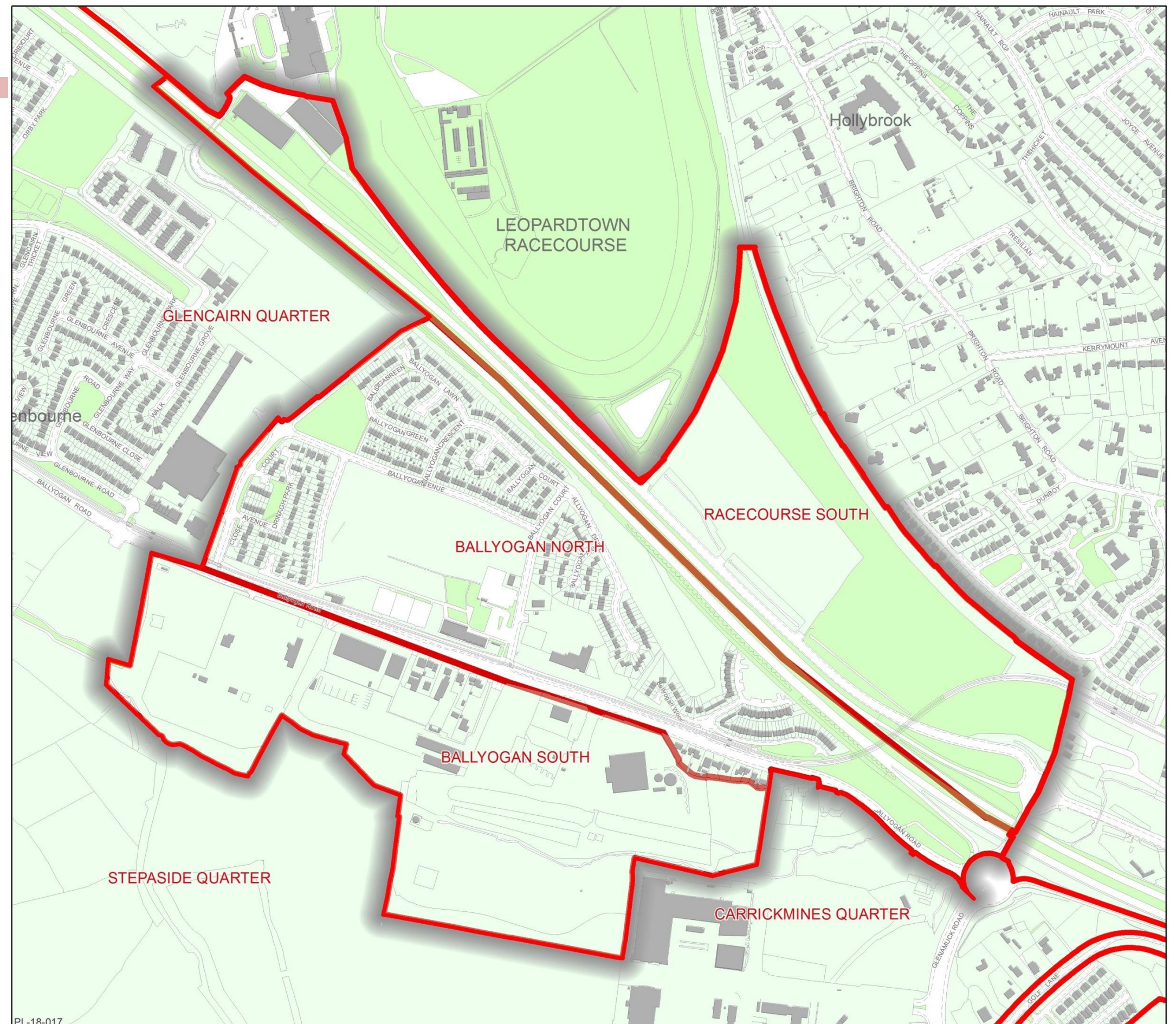


Figure 40 – Ballyogan Quarter

Neighbourhood 5 – Ballyogan North

Located within a wedge of land between the M50 and Ballyogan Road, this neighbourhood is characterised by several phases of housing constructed and occupied from the late 1980s onwards. There is a parcel of land along the site’s northern boundary – formerly part of the ‘6 Furlong Straight’ of Leopardstown racecourse - which is earmarked for new housing by DLR CoCo at this time. This neighbourhood includes a small area of housing on the south side of Ballyogan Road across from the Ballyogan Wood Luas stop, in order to follow historical townland boundaries.

This neighbourhood includes the Samuel Becket Civic Campus. Phase 1 was opened in June 2016 and includes a range of Council services, a leisure centre, and all weather pitches. Phase 2 is to include an expanded leisure centre, a swimming pool, and a library. A new school building housing Gaelscoil Sliabh Rua since 2015 is located alongside the Civic Campus

Neighbourhood 6 – Ballyogan South

This neighbourhood is unique within the BELAP lands in that it is predominantly zoned ‘E’ for economic development and employment, with established land uses that reflect this objective. To the west is Eirgrid’s Carrickmines 220kV substation, with its associated overhead power lines. To the east is Ballyogan Business Park with multiple light industrial and office uses. Further to the east there are a number of residences, light industrial units, and commercial operations. To the east again is the DLR Ballyogan depot, opened in 2012, which facilitated the rationalisation of the depot network across the County.

Moving further east on Ballyogan Road there is an An Post Sorting office, the DLR recycling centre, and a large ‘Bailing Hall’. To the south of these uses is the valley of the Ballyogan Stream, the line of the historically significant ‘Pale Ditch’ which can be seen extant and above ground, and a constructed stormwater wetland area. To the south of the stream, and adjoining the northwest quadrant of The Park Carrickmines are lands that had previously been identified in the late 1990s as a location for a comprehensive ‘Recycling Park’ to address the County’s municipal waste stream.

Neighbourhood 7 – Racecourse South

This neighbourhood consists of a somewhat rectangular parcel of approximately 20 hectares, along with a ‘panhandle’ section running between Leopardstown Racecourse and the M50. It is currently characterised by scrubland and hardstanding. Much of the neighbourhood is used very occasionally as a car park associated with the Racecourse. The entirety of the site is zoned for residential development, although it has no extant planning permission.

The landholding sits between the M50 and the alignment of the old Harcourt Street railway line, to the north of which are the low and medium residential lands of Foxrock. The only access to the site is by way of a road along its southern boundary that begins at the Carrickmines interchange (Carrickmines North Roundabout) and runs along the side of the M50. It leads to the Racecourse ‘campus’, with the route subsequently filtering through to Leopardstown Road.

The Luas line crosses the south-eastern corner of the site by way of a viaduct that crosses the M50. A Luas stop was constructed at the site’s eastern corner, but it is not currently in use.



Ballyogan North – Skate Park



Ballyogan South – DLR Depot



Racecourse South – Racecourse Parking



Ballyogan North – Samuel Beckett C. Campus



Ballyogan South – Ballyogan Business Park



Racecourse South – M50 Bridge

Kilgobbin Quarter



Figure 41 – Kilgobbin Quarter

Neighbourhood 8 – Kilgobbin North

This neighbourhood lies between Ballyogan Road and Kilgobbin Road and is a medium density residential area of relatively recent construction, consisting of both apartments and houses. It is notable within the wider BELAP area for having apartment schemes immediately adjacent to 'The Gallops' Luas stop, a pattern that is not currently replicated at the other three Luas stops within the area.

It is notable that two apartment schemes to the east of the neighbourhood, Elmfield and Castle Court, include elements of the western portion of the planned Clay Farm Loop Road

The neighbourhood includes two medium-scale areas of open space, one to the south of Castle Court, where the Clay Farm Link Road terminates, with a bridge across the Ballyogan stream and elements of an east-west pedestrian and cycle route. A second area of open space site between Castle Grove and Caste Lawns, and is unusual in its layout, being adjacent to areas of private open space.

Neighbourhood 9 – Kilgobbin East

This neighbourhood is unique within the BELAP lands in that it comprises a single site that is the subject of a major planning permission for 410 residential units that is in the process of being implemented. This neighbourhood extends to around 14 hectares is part of an overall landholding of over 32 hectares.

The 2015 application identifies this site as Clay Farm Phase 1. Clay Farm Phase 2 is to be located on the remainder of the landholding to the south, in Kilgobbin South.

There are two Luas stations located at the neighbourhood’s northwest and northeast corners, 'The Gallops' and 'Leopardstown Valley'.

Neighbourhood 10 – Kilgobbin West

Located along the east side of Kilgobbin Road, in its central section between Enniskerry Road and Ballyogan Road, this neighbourhood is notably rural in character with Kilgobbin Road consisting of just a single vehicular lane in each direction. This stretch of Kilgobbin Road is characterised by stone walls, hedgerows, and overhanging trees. Some lands are under pasture, while others are occupied by large detached houses from various periods. According to analysis of the geodirectory, there are just 9 residences within this neighbourhood. The lands to the west of this neighbourhood, across Kilgobbin Road, are of a comparable character.

Kilgobbin Road crosses the Ballyogan Stream toward the northern end of the Neighbourhood.

Neighbourhood 11 – Kilgobbin South

This neighbourhood comprises the largest tract of undeveloped, residentially zoned land in the BELAP area. There are a number of residential and farm buildings located predominantly at the centre of the neighbourhood. The remainder consists of farmland aside from a section along the boundary with Stepside East which is currently in the process of being developed as an extension to the Stepside Park residential scheme.

The central and eastern portion of this neighbourhood comprises a site that has recently been before An Bord Pleanála by way of a 'Strategic Housing Development' application for 927 residential units. This is known as Clay Farm Phase 2 and was presented as an extension to the scheme currently under construction at Kilgobbin East. This application was refused permission by An Bord Pleanála in January 2018.

There is no direct public road, cycle, or pedestrian access to this neighbourhood at this time and no potential access other than through adjoining neighbourhoods. The proposed Clay Farm Loop Road would pass through Kilgobbin East and provide access to these lands.



Kilgobbin North – Elmfield and Castle Court



Kilgobbin North – Open Space at K’bin Wood



Kilgobbin East –looking North on Loop Rd



Kilgobbin East – Clay Farm, Ballyogan Road



Kilgobbin West – Oldtown House



Kilgobbin West – Kilgobbin Villa



Kilgobbin South – Aerial from East, Feb 2016



Kilgobbin South – Laneway to Clay Farm

Stepaside Quarter

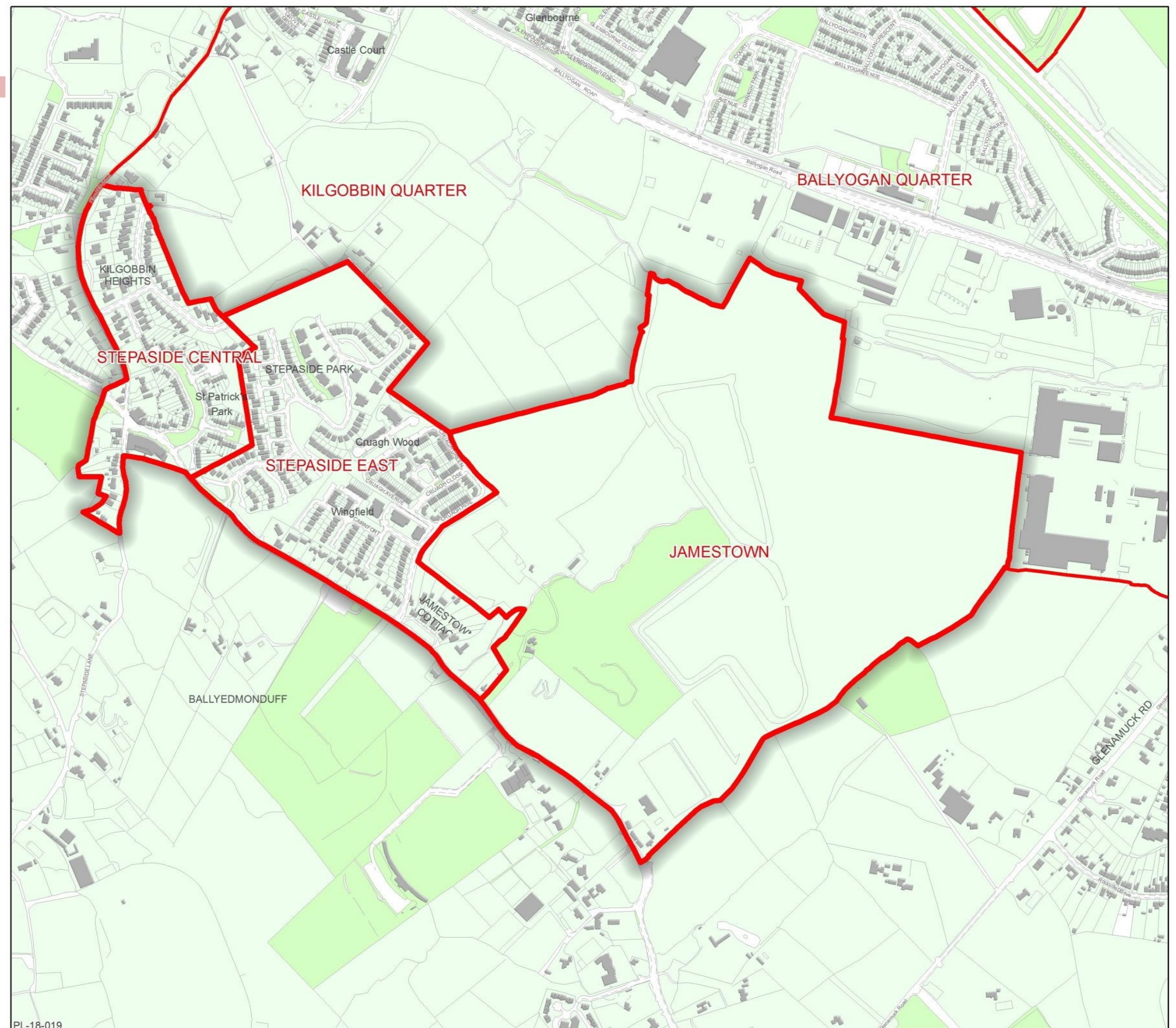


Figure 42 – Stepaside Quarter

Neighbourhood 12 – Stepside Central

The village of Stepside is situated in the southern portion of this neighbourhood, with the residential areas of St. Patrick’s Park and Kilgobbin Heights to the east and north respectively.

Stepside Village is located at the crossroads of the Enniskerry Road and Kilgobbin Road/Stepside Lane, with the majority of the non-residential uses on the eastern arm of this junction. As one of just two³ areas zoned ‘Neighbourhood Centre’ within the Plan area, it provides an important role in terms of day-to-day retail and services to the surrounding residential areas.

The currently unused Stepside Garda station sits to the north of the crossroads. To the south is a large mixed use scheme dating from the late 2000s. The ‘Step Inn’ pub and restaurant is located to the east of the crossroads.

Neighbourhood 13 – Stepside East

This residential area sits to the east of the historic core of Stepside and consists broadly of two residential schemes built in the late 1990s/2000s and the early 2000s, namely Stepside Park and Cairnfort/Cruagh Woods. In addition there is a strip of ‘ribbon development’ along the Enniskerry Road frontage and ‘Jamestown Cottages’ to the southeast of the neighbourhood, which date from the early 20th Century.

It is notable that there are no direct vehicular, cyclist or pedestrian links between any of the 4 elements of this neighbourhood, or to lands outside this neighbourhood, other than via the Enniskerry Road. The only exception to this would appear to be an informal gap in the hedgerow between Stepside Park and Cairnfort. By way of example, the distance from the north-eastern end of Stepside Park to the Leopardstown Valley Luas stop is 650m as the crow flies, but 3.4km by public road/footpath, which is 5.7 times the length of the theoretically direct route.

There is a notable fall in the lands away from Enniskerry Road, towards the northeast. This topography is reflected by the winding course of the road through Stepside Park.

Neighbourhood 14 – Jamestown

Comprising a large swathe of the southern part of the plan area, this neighbourhood is characterised by an unusually small number and narrow range of landholdings and land uses, almost all recreational or planned recreational. To the south is De La Salle Palmerston Rugby Club, to the west of which is “The 8 Acre Field”, with an All Weather surface. Between these two land uses is a single residential plot with a detached house. The western part of the neighbourhood is occupied by Stepside Golf Course, while the eastern and northern parts are occupied by the former Ballyogan Landfill, now covered in topsoil and grass, but not open to the public. The golf course, former landfill, and “The 8 Acre Field” are all owned by DLR.

The intention for the former landfill is to develop it for recreational and amenity use. Currently, the landfill continues to produces gas, which is used to generate electricity. There are high capacity electricity transmission lines and associated pylons crossing the former landfill, and the surface topography has been significantly modified by virtue of its previous use, with steep sided slopes along the site boundaries, and a pair of high plateaus bisected by the line of the pylons. The Ballyogan Stream is culverted beneath the northern portion of the former landfill, due to this topography.



Stepside Central – Shops on Stepside Lane



Stepside Central – Village Core, looking South



Stepside East – Cruagh Close



Stepside East – Under Construction



Jamestown – Former Landfill



Jamestown – “8 Acre Field”

³ In addition, part of The Park Carrickmines is zoned for Economic Development but is also identified in SLO 131 for ‘Neighbourhood Centre’ uses.

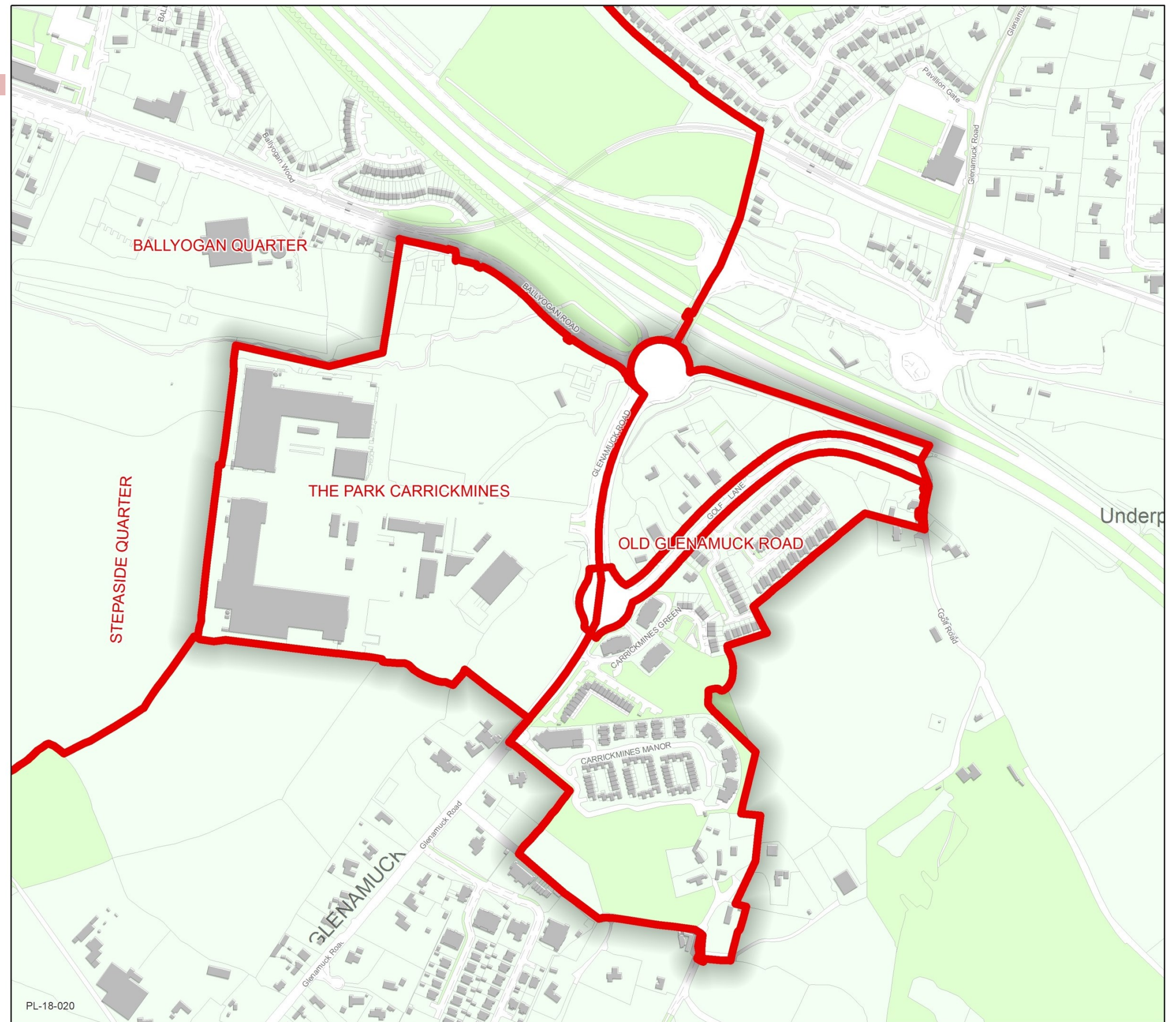


Figure 43 – Carrickmines Quarter

Neighbourhood 15 – The Park Carrickmines

The majority of this neighbourhood consists of ‘The Park’ retail and business park, which was built on a greenfield site in the late 2000s. The dominant land use is retail, but there are also a number of restaurant and café uses as well as a significant amount of office space. The north-eastern quadrant or ‘Q3’ is earmarked for development⁴ by the current owners as a ‘Neighbourhood Centre’ with a proposed mix of convenience and comparison uses, as well as entertainment and leisure. This part of the neighbourhood is subject to Specific Local Objective 131 which is to provide a Neighbourhood Centre in the northeast quadrant (See Section 10 above for more on this issue).

Road access to The Park Carrickmines is via a single ‘left in left out’ junction on the R842. The County Development Plan provides for a new road link to Ballyogan Road, with the proposed ‘Glenamuck District Distributor Road’ traversing the neighbourhood’s southeast corner. The Golf Stream passes through the east of the Neighbourhood, and the Ballyogan Stream through the north. Scrublands with derelict buildings occupy the neighbourhood’s northern section.

Neighbourhood 16 – Old Glenamuck Road

This neighbourhood lies to the immediate east of Glenamuck Road South, and between the old and new alignments of Glenamuck road that arose from the construction of the M50. There is a legacy pattern of detached housing on large sites that has been slowly supplanted since the mid-2000s with a number of mid and high density residential developments in 3 main clusters. From north to south they are Blackberry Hill/Knockcree, Carrickmines Green, and Carrickmines Manor. These 3 schemes are accessible only by way of Glenamuck Road, and there are no links between them. Aside from residential uses, there are a small number of commercial / retail services units in the western part of Carrickmines Manor.

At present, the Old Glenamuck Road leads onto Golf Lane, a cul-de-sac. The Cherrywood Strategic Development Zone Planning Scheme provides for a new ‘Kiltiernan Link Road’ that would extend Old Glenamuck Road and provide access to Cherrywood by way of a new crossing of the M50 around 900m east of the Carrickmines interchange. The Cherrywood Planning Scheme extends into this neighbourhood for this reason, which is why this section has been excluded from the BELAP lands.



The Park Carrickmines – NW Quadrant



The Park Carrickmines –towards NE Quadrant



Old Glenamuck Road –Blackberry Hill



Old Glenamuck Road – Carrickmines Manor

⁴<http://www.thepark.ie/future-plans/>



Comhairle Contae County Council