

KILLINARDEN - KILTIPPER  
ACTION AREA PLAN  
September 2000



# KILLINARDEN-KILTIPPER ACTION AREA PLAN

South Dublin County Council

Planning Department

September 2000



This Action Area Plan was prepared by the Planning Department of South Dublin County Council.

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2.0 PLANNING CONTEXT

2.1 Strategic Planning Guidelines for the Greater Dublin Area

2.1.1 Strategic Planning Guidelines for the Greater Dublin Area were published in March 1999. The Action Area Plan lands are located within the defined Metropolitan Area for which the strategy detailed is to consolidate development, increase overall densities of development and thereby facilitate enhanced public transport in order to accommodate additional population.

2.2 South Dublin County Development Plan 1998

2.2.1 In addition to the A1 and open space zoning objectives, the County Development Plan 1998 details three specific local objectives in respect of the Action Area Plan lands (Figure 2.1). Two of the objectives are the provision of a local centre and the preservation of trees south of the Killinarden Road/Killinarden Heights junction.

2.2.2 The third Development Plan objective is a proposed north-south link road traversing the eastern part of the Plan lands between Firhouse Road West and Kiltipper Road. The status of the proposed road is detailed in section 4.1 below.

2.3 Guidelines for Planning Authorities on Residential Density

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

2.3.2 The Density Guidelines identify appropriate locations for higher residential densities including outer suburban/ 'greenfield' sites such as the Action Area Plan lands and sites in proximity to public transport corridors.

2.3.3 The Guidelines advise that the greatest efficiency in the use of such lands will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare (14-20 per acre). In order to achieve this, controls and safeguards are detailed and it is emphasised that a high quality of design and layout and a good quality living environment are essential.

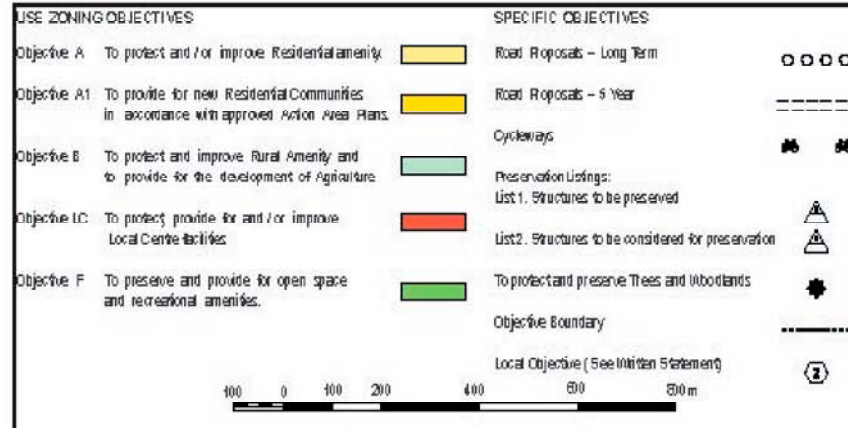
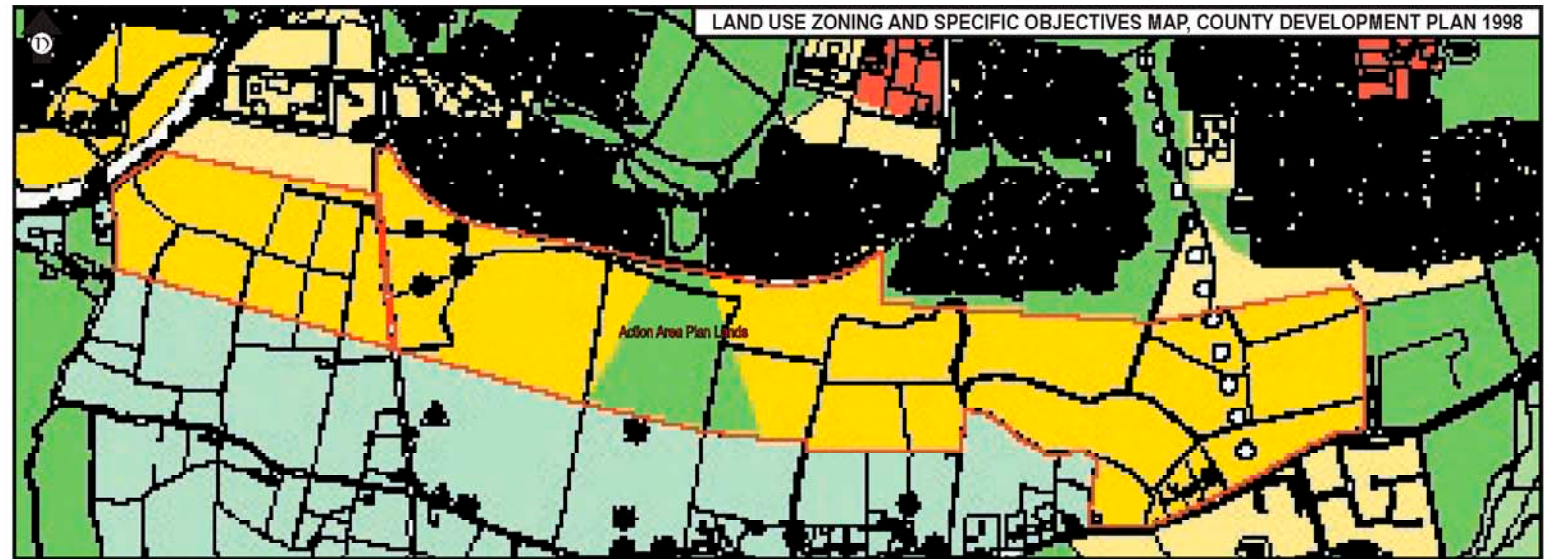


Figure 2.1. Land Use Zoning and Specific Objectives Map, South Dublin County Development Plan 1998

2.4 South Dublin County Council Traveller Accommodation Programme 2000-2004

2.4.1 The South Dublin Traveller Accommodation Programme 2000-2004 was adopted by the Council further to the Housing (Traveller Accommodation) Act 1998 to provide a five year traveller accommodation programme for the County. The Programme identifies a requirement for traveller accommodation development sites on newly zoned residential lands (i.e. zoned A1) in the County Development Plan 1998.

2.5 Tallaght Integrated Area Plan – Urban Renewal Scheme 1999

2.5.1 Approximately 7.6 hectares of the Action Area Plan lands are located within the Tallaght Integrated Area Plan (IAP) boundary (Figure 2.2). The entire Tallaght IAP area benefits from residential tax incentives for owner occupiers under the Urban Renewal Scheme 1999. Where applicable, 100% of construction costs may be set against total income over 10 years.

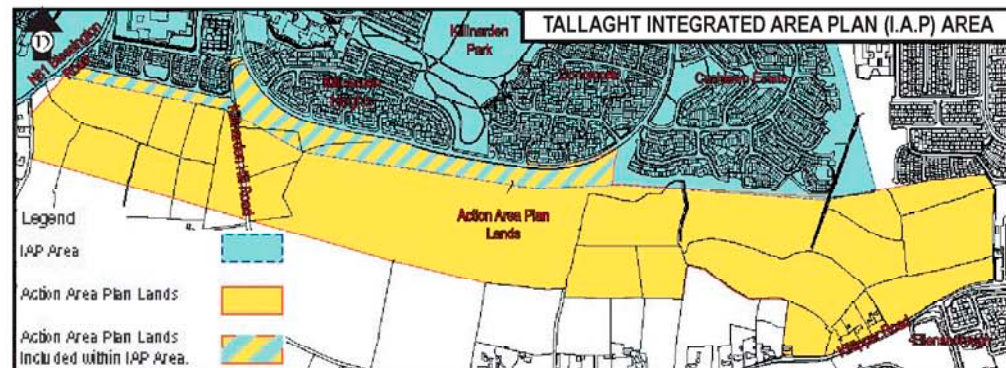


Figure 2.2 Tallaght Integrated Area (I.A.P) Plan Boundary

3.0 SITE CONTEXT

3.1 Elevation

3.1.1 The Action Area Plan lands are relatively elevated and are situated at heights of approximately 110-135m above sea level adjoining the foothills of the Dublin Mountains (Figure 3.1). Elevation increases in both north-south and east-west directions, ranging from 110-130m in the east to 120-135m in the west.

3.1.2 More than half of the Plan lands are within the 120-130m contours and a significant area of the eastern part of the lands is situated at 110-120m. There is a continuous strip above the 130m contour on the southern fringes of the lands, including a small area above the 135m contour, east of Killinarden Road.

3.1.3 Much of the higher land is subject to a public open space designation and/or is constrained by an existing 220kv overhead power line. Restrictions on building height due to elevation are detailed in section 6.4 below.

3.2 Trees and Hedgerows

3.2.1 The existing trees and hedgerows on the Action Area Plan lands, including those it is sought to preserve as an objective of the County Development Plan 1998, are of limited significance. There are no mature trees apparent on the lands.

3.2.2 Where appropriate, existing trees and hedgerows adjoining proposed major open spaces and the external boundaries of the Plan lands should be retained and augmented with new planting. As part of any future application for planning permission on the lands, a comprehensive tree and hedgerow survey shall be submitted clearly indicating which trees and hedgerows it is sought to retain, alter and/or remove.

3.3 Protected Structures/Archaeology

3.3.1 There are no existing protected structures on the Plan lands nor are there any known areas of archaeological interest. There is a small stone cross on the eastern part of the lands, which is of local historical and cultural interest and it is proposed to add to the list of protected structures.(Figure 3.2).



Figure 3.1. Elevation Map Showing Contour Lines at 5m Intervals



Figure 3.2. Stone Cross

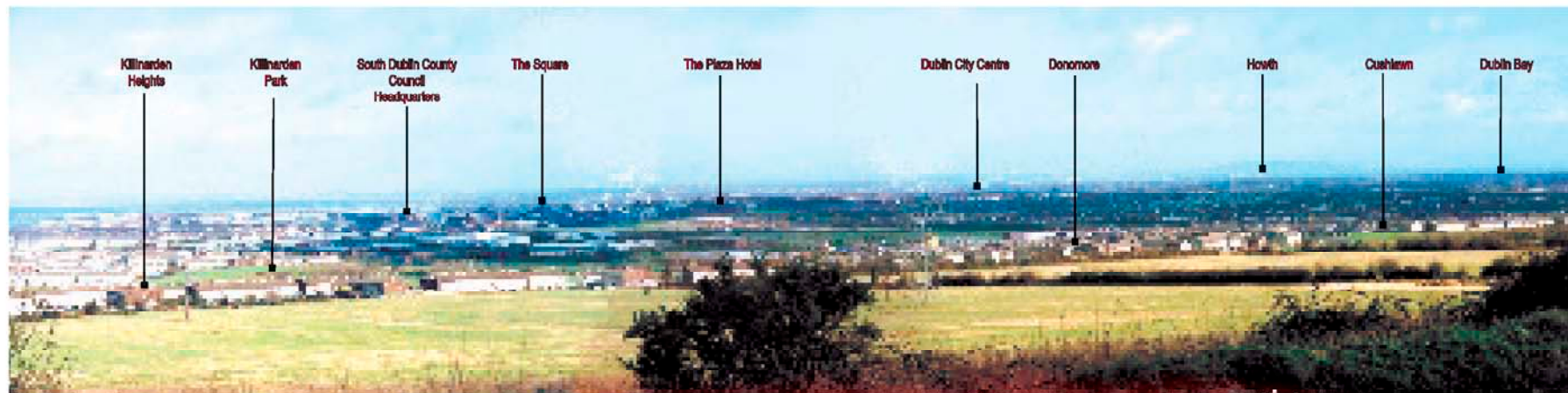


Figure 3.3. View looking north-east over the Plan lands towards Tallaght Town Centre and Dublin City Centre

3.4 Land Ownership

3.4.1 The Action Area Plan lands are currently understood to be subject to at least six separate ownerships, identified on Figure 3.4 as follows:-

Ownership	Approximate Area (Hectares)
Public – South Dublin County Council	41.9
Private	25.2
<b>TOTAL</b>	<b>67.1</b>

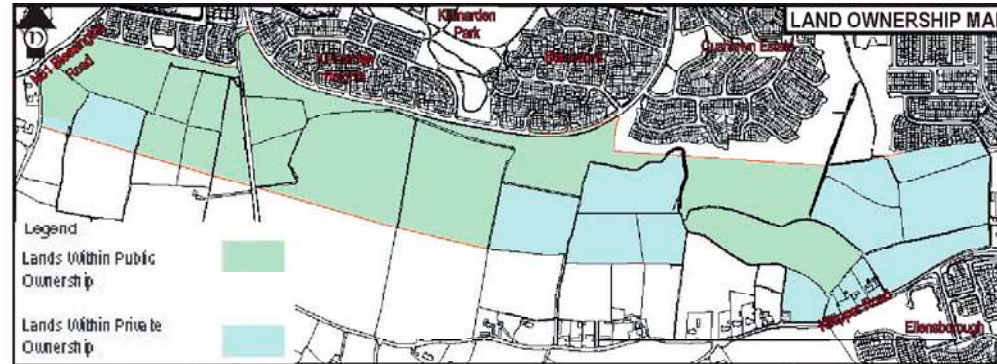


Figure 3.4. Land Ownership Map

3.5 Power lines

3.5.1 The Plan lands are traversed by a 220kv overhead electricity transmission line and a 38kv overhead electricity distribution line (Figure 3.5). The 220kv line extends along the elevated southern fringes of the lands above the 130m contour. The 38kv line extends across the western part of the lands at an elevation of approximately 125m.

3.5.2 The 220kv overhead power line, with three cables, each 10m apart, is likely to remain as existing. For residential development, the required clearance from the 220kv overhead line is 20m either side of each outer cable.

3.5.3 The clearance zone is suitable for access roads, footpaths, verges, car parking, planting and public open space use. The ESB should be contacted by the applicant where any such development is proposed within the clearance zone.

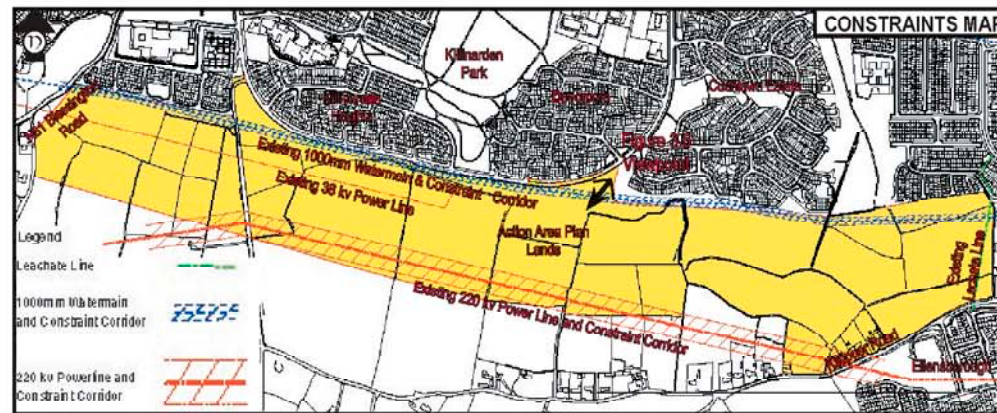


Figure 3.5. Constraints Map

3.5.4 Unlike the 220kv transmission line, the 38kv overhead power distribution line is not a significant development constraint and may be undergrounded at relatively modest cost.

3.6 Trunk Watermain

3.6.1 The northern boundary of the Action Area Plan lands is traversed by a 1000mm Dublin Corporation trunk watermain from Ballymore Eustace (Figure 3.5). The watermain runs in a west-east direction

3.6.2 For buildings and structures, the required clearance from the pipeline is 10m either side. The clearance zone is suitable for access roads, footpaths, car parking, verges, planting and public open space use, provided an accessible wayleave is maintained.

3.7 Leachate Line

3.7.1 The eastern boundary of the Action Area Plan lands is traversed by a 150mm leachate line from the former South Dublin County Council landfill site at Friarstown (Figure 3.5). The leachate line runs in a south-north direction.

3.7.2 For buildings and structures, the required clearance from the leachate line is 5m either side. The clearance zone is suitable for access roads, footpaths, car parking, verges, planting and public open space use, provided an accessible wayleave is maintained.

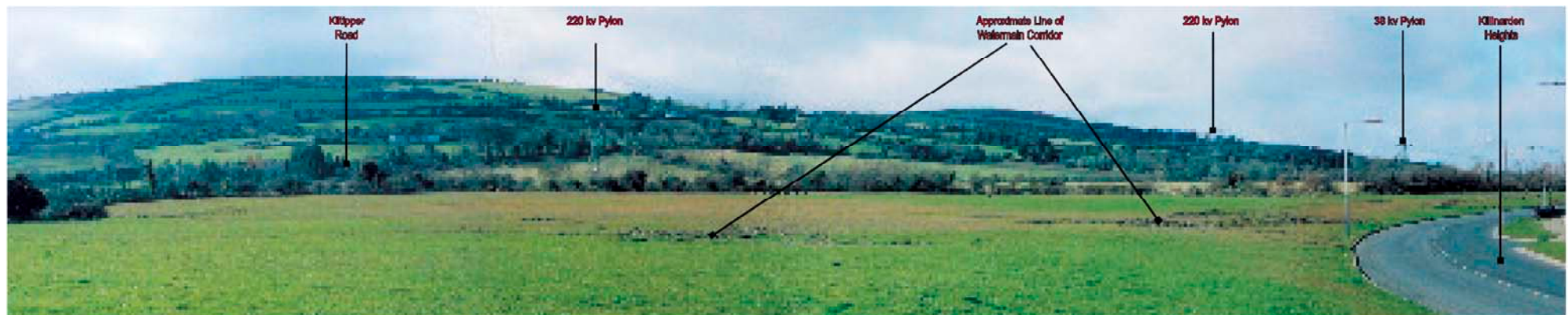


Figure 3.6. View looking south-west over the Plan lands from Killinarden Heights showing the trunk watermain corridor in the foreground and the 220kv power line in the middle distance

**4.0 INFRASTRUCTURE**

**4.1 Road Network**

4.1.1 Existing road access to the majority of the Action Area Plan lands is via Killinarden Road and Killinarden Heights. These roads are adequate to serve the western and central areas of the lands subject to local improvement, realignment and traffic calming as detailed in Section 5.0 below. Direct access to the Plan lands from the N81 will not be permitted.

4.1.2 Existing road access to the eastern part of the lands is via Kiltipper Road. Planning permission was granted in 1999 (register ref. S99A/0151) for a north-south link road traversing the eastern part of the Plan lands between Firhouse Road West and Kiltipper Road. The permitted link road is in accordance with the requirements of the County Development Plan 1998 and will provide access to the lands from Tallaght.



Figure 4.2. View looking north down Killinarden Hill Road

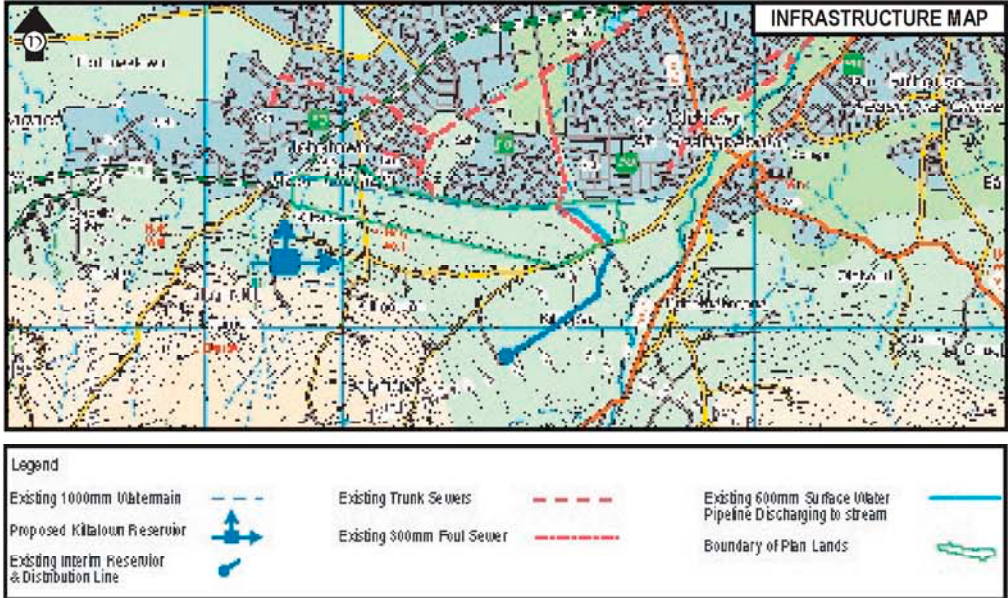


Figure 4.1. Infrastructure Map

**4.2 Foul Sewerage**

4.2.1 There is an existing 300mm foul sewer traversing the easternmost part of the Action Area Plan lands (Figure 4.1). There are no other foul sewers on the lands. The existing main foul sewerage network traverses Killinarden Heights and adjoins Killinarden Park in close proximity to the western and central sections of the lands respectively.

4.2.2 The existing foul sewerage network comprises part of the Dodder Valley drainage catchment. The Dodder Valley drainage strategy study is currently being undertaken in order to address misconnections and infiltration and identify sections of the network which are deficient in capacity. The study includes an objective to identify routes and connection points for both foul and surface water drainage corridors to service new development lands.

4.2.3 The drainage strategy study is scheduled for completion by mid-2000 and will include recommendations for works that will facilitate development on the Plan lands. Any future development proposals on the lands must therefore have regard to the outcome of the study.

**4.3 Surface Water Drainage**

4.3.1 There is an existing 600mm surface water pipeline traversing the easternmost part of the Action Area Plan lands (Figure 4.1). The pipeline discharges to a stream, which originates on and flows north from the Plan lands. There are no other surface water lines on the lands.

4.3.2 The existing surface water drainage network adjoining the Plan lands comprises part of the Dodder Valley drainage catchment. The Dodder Valley drainage strategy study which is currently being undertaken includes an objective to identify routes and connection points for both surface water and foul drainage corridors to service new development lands as well as possible sites for surface water attenuation.

4.3.3 The drainage strategy study is scheduled for completion by mid 2000 and will include recommendations for works that will facilitate development on the Plan lands. Any future development proposals on the lands must therefore have regard to the outcome of the study.

**4.4 Water Supply**

4.4.1 A 1000mm Dublin Corporation trunk main from Ballymore Eustace traverses the Action Area Plan lands. However, there is no readily available public water supply to serve the Plan lands at present. Development is constrained by the lack of reserve storage capacity in the event of supply failure. There is also inadequate water pressure in the relatively elevated existing residential developments in the vicinity.

4.4.2 The proposed Boherboy Water Supply Scheme will address water supply constraints. The proposed Scheme will include construction of a new reserve storage reservoir at Kiltaloum together with an associated distribution system. The Scheme is scheduled for completion by the end of 2001 and will facilitate development on the Plan lands.

4.4.3 The 'Ellensborough' housing development to the south-east of the Plan lands is served by a private interim water supply system, comprising a small reservoir fed by pump from the trunk main. Augmentation of the existing reservoir serving Ellensborough could facilitate development on the eastern part of the Plan lands on an interim basis. This is provided supply is made available to the lands.

**4.5 Development Contributions**

4.5.1 Development contributions will be required to ensure the provision of public infrastructure to service the new development lands. Where appropriate, contributions shall be sought for the following in order to facilitate development on the Action Area Plan lands:-

- Main Roads;
- Foul Sewerage and
- Surface Water Drainage including off-site surface water attenuation
- Water Supply;
- Public Open Spaces;
- Community Facilities;
- Traffic Calming.

5.0 PLAN STRATEGY

5.1 Overall Concept

5.1.1 The overriding development concept of the Action Area Plan is that the lands should be developed as sustainable communities, focused on a series of nodal points in the form of local centres and public spaces, all of which should be properly integrated with the adjoining residential areas (Figures 5.1 and 5.6).

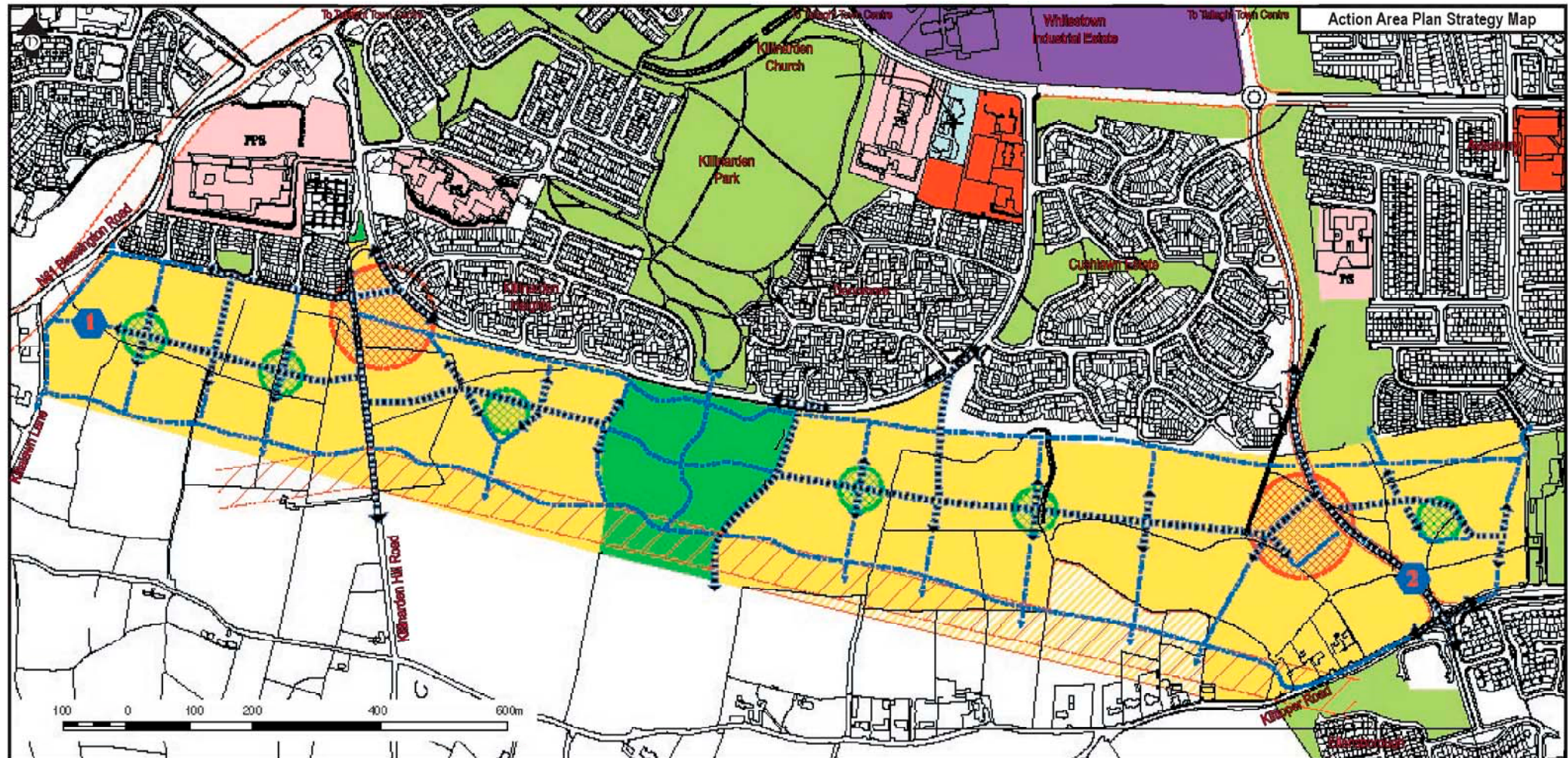


Figure 5.1. Action Area Plan Strategy Map



**5.2 Local Centres**

5.2.1 A local neighbourhood centre provides a variety of non-residential uses such as local shopping, commercial, community and recreational facilities and is usually the main civic and social focus in an area.

5.2.2 Traditional 'Neighbourhood Planning' principles require one local centre per 5,000 population. The 'Urban Village' concept requires that no part of any residential area is further than 600m from such a centre. The concept promotes sustainability, through reducing the need to travel and encouraging a mix of land uses.

5.2.3 Most existing housing in the western half of Killinarden and all existing dwellings in Kiltipper, together with almost all of the Action Area Plan lands are more than 600m from existing local centres (including the two adjoining centres at Old Bawn (Figure 5.2)). Subject to density and layout, the Plan lands have the capacity to accommodate a further 6-8,000 persons.

5.2.4 Both the Neighbourhood Planning and Urban Village concepts support the requirement for two new local centres on the Plan lands. One of the proposed centres will be located adjoining the Killinarden Road/Heights junction in accordance with a specific objective of the County Development Plan 1998. The other will be located south-west of the access roundabout on the permitted Firhouse Road West Kiltipper Road link road (Figure 5.1).

5.2.5 Each local centre shall include a mix of uses including the following-

- Local convenience store/mini-market;
- Meeting room and office for community use;
- Crèche;
- Provision for local bus routes incorporating accessible bus stops and secure waiting areas;
- A properly integrated residential element comprising not less than 30% and not more than 50% of the total floor area;

5.2.6 Local centres may also include the following uses:-

- Local shops and service outlets e.g. pharmacist, hairdresser, video store;
- Health centre, doctor's or dentist's surgeries etc.
- Small office units, business accommodation, enterprise units or workshops;
- Community centre or hall, recreational facilities;
- Public house, off licence;
- Restaurant, café, take away.

5.2.7 It is noted that all uses would be subject to normal development control considerations and that any proposals for a pub or take-away must be sensitively located relative to residential units.

5.2.8 In design terms, both local centres should be characterised by the following (Figure 5.3):-

- A civic space surrounded by buildings;
- Landmark buildings up to three storeys in height;
- A high concentration of entrances and buildings opening directly onto the street;
- Buildings physically and/or visually integrated with adjoining structures rather than isolated and separated by car parking and access roads;
- The majority of car parking spaces fragmented and located to the side and rear of main building lines;
- Limited short stay/drop off car parking;
- Hard landscaping and structural planting of all public areas;
- Traffic calming and control by means of design;
- High quality materials and finishes.

5.2.9 It is anticipated that the local centres would each occupy a site of at least one hectare, although this is flexible and depends on the proposed mix of uses as well as design and layout.

5.2.10 A proper mix of land uses including shopping, community facilities, employment and residential units, together with accessible public transport and high quality design incorporating elements of traditional street frontage will reinforce both the social/functional and civic/physical role of the local centres within the Plan Area. Critically, this will also ensure pedestrian activity, passive supervision and therefore security, both day and night.

5.2.11 In the case of the local centre at Killinarden Road/Heights, the 10m constraint corridor either side of the existing 1000mm trunk watermain should be kept free from buildings. This area is suitable for landscaped public space, access, servicing, car parking and/or planting.

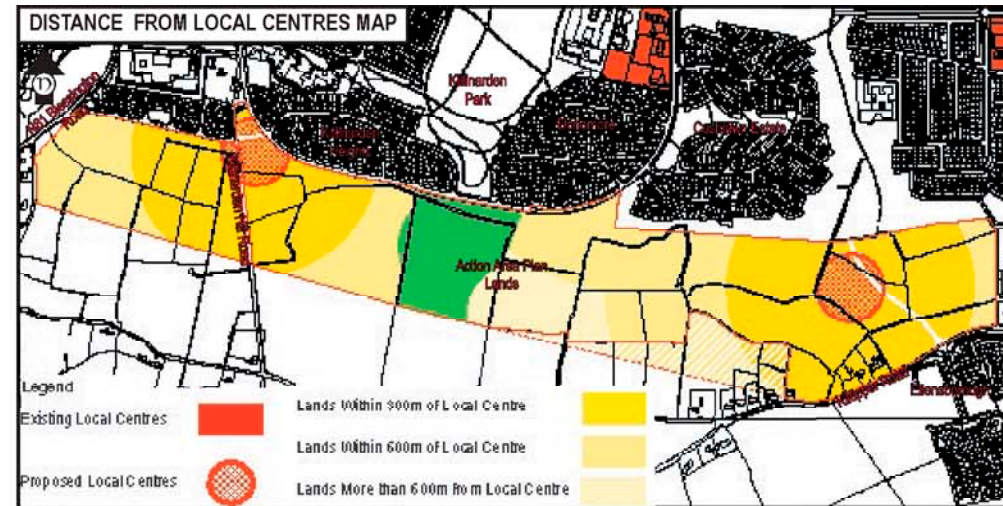


Figure 5.2. Distance from Local Centres Map

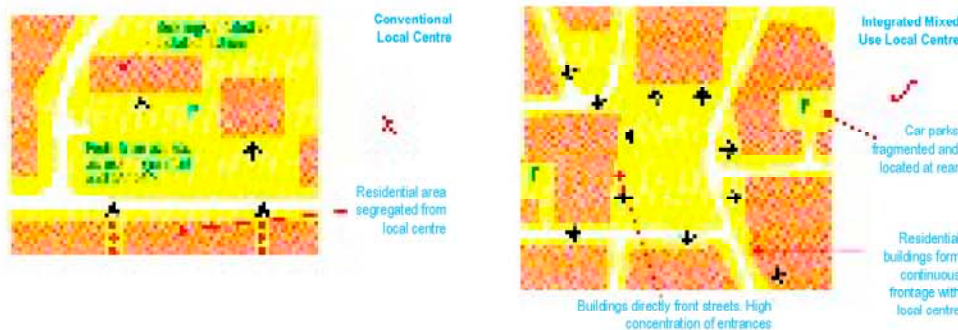


Figure 5.3. Physical Structure of Local Centres



Figure 5.4. Traditional village street incorporating qualitative streetscape elements such as paving, bollards, parking bays, trees, lamp standards and building frontage

5.3 Residential Areas

- 5.3.1 Excluding the principal open space and main roads, there are approximately 52 hectares available for residential development on the Action Area Plan lands (Figure 5.1).
- 5.3.2 The western part of the Plan lands comprises approximately 18 hectares of residential development land, all of which are within the 600m catchment of the proposed local centre at the Killinarden Road/Heights junction (Figure 5.2).
- 5.3.3 The eastern part of the Plan lands comprises approximately 27 hectares of residential development land within 600m of the proposed local centre adjoining the Firhouse Road West-Kiltipper Road link road and a further 7 hectares partly within the catchment of the existing local centre at Killinarden, immediately to the north (Figure 5.2).

- 5.3.4 The concept block layout plan (Figure 5.5) illustrates the residential development areas laid out in a loose grid-pattern, which is both permeable and legible i.e. facilitates easy pedestrian and cyclist movement whilst controlling vehicular traffic and is structured to be logical and easy to find one's way around.
- 5.3.5 In addition to the two proposed local centres, the western and eastern residential development areas are each focused on three nodal points in the form of local amenity spaces, identified as semi-formal squares, fully enclosed by housing. Together with the local centres, the nodal points are intended to be physical landmarks and provide a sense of identity around which communities can develop.

- 5.3.6 As concepts, continuous on-street building frontage focused onto a square urban space results in a pleasant human scale of development, informal supervision of the public realm and traffic calming by design. It is envisaged that each square which would be no greater than 0.3-0.4 hectares in area (0.75-1 acre) and would include elements such as hard and soft landscaping, structural planting, children's play spaces, clearly defined car parking and associated traffic calming.
- 5.3.7 The internal areas of the blocks illustrated on the concept block plan are particularly suited to courtyard and mews type development, possibly as shared pedestrian/vehicular surfaces which would clearly identify them as the lowest level of the road hierarchy.

- 5.3.8 The local centres and nodal points form the cores around which the residential areas should develop. More detailed development guidelines regulating density, dwelling mix, layout, building height, building design, parking and open space are detailed in section 6.0 below.
- 5.3.9 The higher elevations on the southern fringes of the Plan lands together with the edges fronting the principal central area of public open space comprise further recreational amenity spaces, planting and car parking areas overlooked by housing.

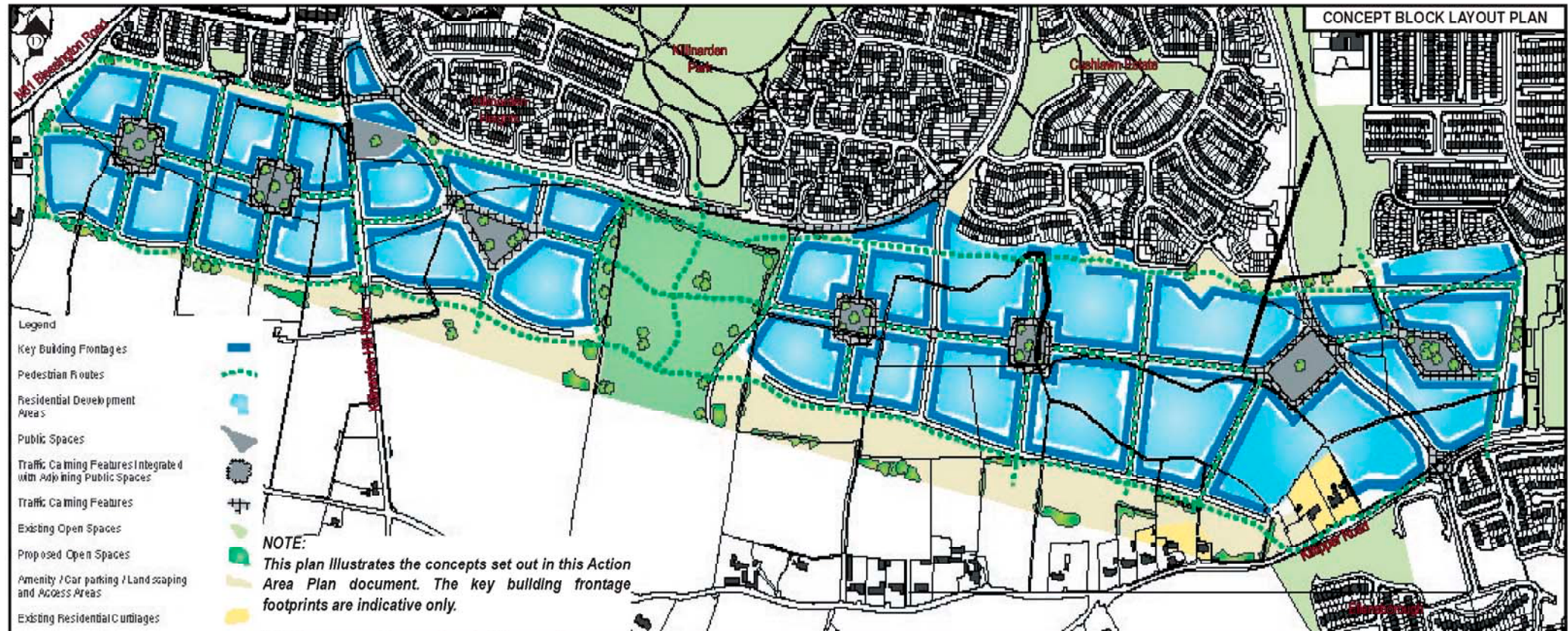


Figure 5.5. Concept Block Layout Plan

**5.4 Parke and Open Spaces**

5.4.1 The principal area of public open space to serve the Action Area Plan lands was identified in the County Development Plan 1998. The boundaries have been modified to incorporate existing hedgerows (Figures 5.1 and 5.5). The open space will link with the existing Killinarden public park to the north and will extend south to the most elevated parts of the lands, maintaining views of the adjoining mountains.

5.4.2 The principal open space is centrally located in terms of the Action Area Plan lands and comprises approximately 6.7 hectares or 10% of overall development area. This level of provision will be augmented by smaller local urban and recreational amenity spaces within the residential development areas as described above.

5.4.3 The lands in Council ownership immediately to the south of the proposed major open space are intended for the provision of playing pitches and changing facilities for the local Sacred Heart soccer club. These lands are outside, but accessed through the Action Area Plan area.



Figure 5.6. Open Space Enclosed and Overlooked by Housing



Figure 5.8. Mixed Housing Overlooking Open Space



Figure 5.9. Integrated Housing and Community Centre, Brookview

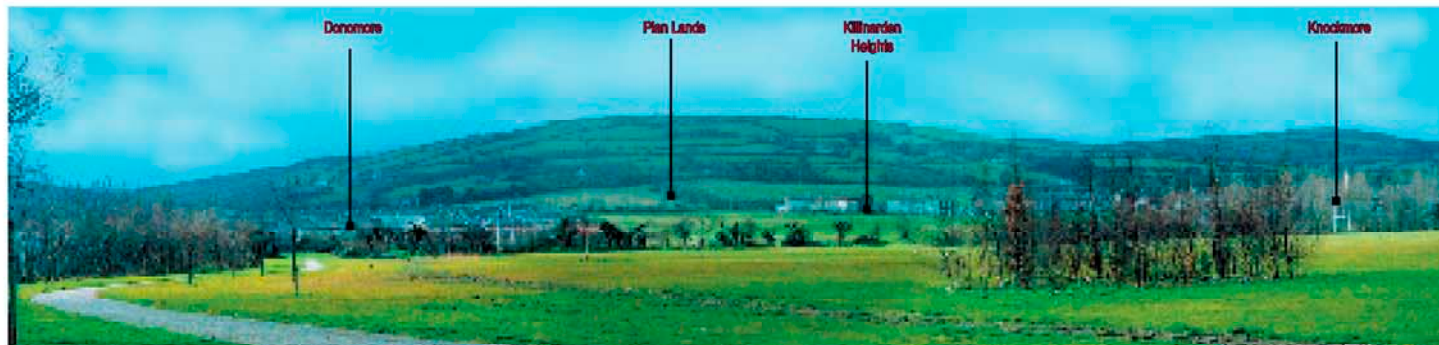


Figure 5.7. View looking south towards the Plan lands from the entrance to Killinarden Park

**5.5 Community Facilities**

5.5.1 Both the Department of Education and local schools have confirmed that there is adequate spare capacity in the existing schools in the vicinity of the Action Area Plan lands and there is no need for the provision of a site(s) for additional schools on the lands.

5.5.2 The Action Area Plan requires that integrated community facilities are provided as part of the two local centres. As a minimum, each local centre shall include a creche/child care facility, meeting room and office for community use together with secure public transport access. Local community facilities (i.e. creches/surgeries etc.) may also be provided at nodal points within the residential areas, where appropriate.

5.5.3 In accordance with the South Dublin Traveller Accommodation Programme 2000-2004, two general locations have been identified at the western and eastern extremities of the Plan lands where it is an objective to provide traveller accommodation (Figure 5.1). The locations are east of Kiltalown Lane on the western part of the lands and north of Kiltipper Road on the eastern part of the lands.

5.5.4 It is recommended that a combination type development comprising up to ten group houses and up to ten halting site bays be provided east of Kiltalown Lane. This requires a site of approximately one hectare. In addition, a group housing scheme with up to ten units should be provided north of Kiltipper Road. This requires a site of approximately 0.5 hectares.

5.5.5 The ratio of group houses to halting site bays on the Plan lands reflects the results of a survey that assessed the needs of all travellers in South Dublin as part of the Traveller Accommodation Programme. In accordance with best estate management practice, single type group housing or halting site developments should not exceed 10 units and combination developments should not exceed 20 units.

**5.6 Public Transport**

5.6.1 The Action Area Plan lands are currently served by three principal bus routes as follows:-

Route No.	Route	Buses per Day (each direction)	Number of Buses During Peaks	
			To The Square/ City Centre 0700-1000	From The Square/ City Centre 1600-1900
50/50X	Citywest-Killinarden-The Square	34	6	8
65B	Citywest-Killinarden-The Square-City Centre	33	5	5
201	Killinarden-The Square-Aylesbury	9	2	2
<b>TOTALS</b>		<b>76</b>	<b>13</b>	<b>15</b>

5.6.2 All three existing bus routes operate via Killinarden Heights and the Square in Tallaght Town Centre. Route 50X is an express service to and from the City Centre and UCD, which operates during the morning and evening peaks.

5.6.3 The existing bus routes serve the western and central parts of the Plan lands. They are also the most accessible routes to the eastern parts of the lands, more than 1km away. The closest alternative services to the eastern part of the lands are at Oldbawn Road, 1.2km distant.

5.6.4 Work is underway on the Luas light rail link between Tallaght Town Centre and Dublin City Centre (Figure 5.10). It is an objective of the County Development Plan 1998 to promote the extension of the Luas line south from Tallaght Town Centre to a point just north of the eastern part of the Plan lands. This has to potential to directly serve the lands.

5.6.5 Additional bus services will be required when the Action Area Plan lands are developed in order to encourage the use of public transport. In particular, direct bus routes will be necessary between:-

- Tallaght Town Centre and the eastern parts of the lands;
- The western and eastern parts of the lands;
- The Tallaght Luas terminus and all parts of the lands (feeder services).

5.6.6 As detailed above, the two proposed local centres have been identified as key termini for local bus routes. Each local centre is located to optimally serve the Plan lands and adjoining areas and should incorporate purpose-designed public transport provision in the form of accessible bus stops with properly segregated lay-bys and comfortable and secure waiting areas in close proximity to shops and service outlets.



Figure 5.10. Proposed Luas terminus and Bus Interchange, Tallaght Town Centre



Figure 5.11. Mixed Housing Overlooking Open Space



Figure 5.12. Concept Mixed Housing

**5.7 Access**

5.7.1 There are three principal areas of access to the Action Area Plan lands (Figures 5.1 and 5.5):-

- **West**  
 The western parts of the lands are accessed via Killinarden Heights/Killinarden Road. The existing junction of which will be closed and relocated to form a new four-way junction at Donomore Avenue. Killinarden Road will be realigned and improved as per the County Development Plan to serve the western area of the Action Area Plan lands.

- **Centre**  
 The central parts of the Plan lands are accessed from two separate points on Killinarden Heights (east), the existing curved section of which will be narrowed and traffic calmed and partly fronted by housing on both sides.

- **East**  
 The eastern parts of the lands are accessed via two spurs off the permitted Firhouse Road West-Killtipper Road link road.

5.7.2 The new access points from Killinarden Heights (east) are necessary because the central section of the Action Area Plan lands is up to 1km from the permitted link road to the east, yet is immediately adjacent to Killinarden Heights. One of the accesses will serve the proposed Sacred Heart soccer playing pitches to the south, via a new residential road fronting the eastern side of the principal area of public open space.

5.7.3 The central and eastern parts of the Action Area Plan lands will be accessible from both Killinarden Heights and the permitted Firhouse Road West-Killtipper Road link road. The link between the two areas is required to optimise route options and traffic flows in the vicinity. The internal link will be calmed by both passive design measures (building frontage and layout) and active physical measures (surface materials, parking bays, planting etc.) in order to prevent 'rat-running' through traffic.

5.7.4 Pedestrian and bicycle routes have been identified throughout the Action Area Plan lands, principally linking housing with local centres, open spaces and adjoining communities (Figure 5.1). These routes follow the main street network but also provide more direct alternatives traversing vehicular culs-de-sac.

**5.8 Traffic Calming**

5.8.1 The purpose of the road/street network in an Action Area Plan for a large new residential area is to facilitate safe pedestrian movement, allow social interaction, encourage a sense of local identity and ownership and promote passive supervision of the public realm. Roads/streets may also provide opportunities for car parking and children's play.

5.8.2 The function of roads/streets in this Action Area Plan is not therefore, to facilitate the movement of vehicular traffic from A to B at maximum permissible speed. Whilst the need for traffic movement and car parking in new residential areas is acknowledged, they must be developed as pleasant, high quality living environments where vehicular traffic and parking is calmed and controlled.

5.8.3 It is critical to the success of the Action Area Plan that the proposed network of roads, streets and public spaces and the existing adjoining road network are subject to significant traffic calming measures. In addition to traffic calming by design through layout and building frontage, locations for more specific on-street measures are identified (Figure 5.5):-

- In the vicinity of the proposed local centres including the adjoining distributor road network,
- At key nodes and route intersections such as the proposed public squares;
- On the sections of Killinarden Heights linking Killinarden Park and the principal area of public open space, and in the vicinity of the proposed new road access points;
- Within new residential areas.

5.8.4 The proposed local centres are major civic focal points and control access to the Action Area Plan lands. Traffic calming by means of distinct surface colours and materials, shared surfaces, vehicular pinch points, the provision of well-defined, kerbed and planted parking and loading bays, and the segregation of pedestrian areas by means of decorative bollards/railings, are encouraged. In particular, these measures should extend onto Killinarden Road and the permitted new link road where they adjoin Killinarden Heights / the local centres.

Figure 5.13. Housing with Shared Surface Access, Brookfield



Figure 5.14. Concept Street Frontage Housing

Figure 5.15. 220kv Power Line Constraint Corridor Used as Public Open Space, Ellensborough



5.8.5 Similarly, nodes such as the proposed square amenity spaces together with several key junctions control traffic flows through the Action Area Plan lands and should be calmed. Features should be more extensive than simply the provision of ramps in order to indicate a wider control zone.

5.8.6 For example, the entire perimeter of an amenity square should be heavily calmed by a variety of measures including distinct surface materials, shared surfaces, pinch points and planted parking bays, to both extend the zone of influence of the public amenity space and discourage unnecessary traffic movements. This also applies to the calmed sections of Killinarden Heights.

5.8.7 Within new residential areas traffic should be calmed by means of layout and design. In particular, courtyard, mews and shared surface type developments should be utilised to ensure design speeds not greater than 30kph (20mph) in calmed residential areas, in common with the other traffic calmed areas detailed above.

**5.9 Additional Development Lands**

5.9.1 Immediately adjoining the eastern part of the Action Area Plan lands to the south there is a strip of land which forms a natural extension of the Plan area and is suitable for development in association with the Plan lands. Apart from existing field boundaries, there is no significant planning reason to exclude these lands, from the designated Action Area Plan development boundary (hatched on Figure 5.1).

5.9.2 The area comprises a total of 4.5 hectares, the majority of which is occupied by the 220kv power line constraint corridor. Approximately 1.3 hectares of the total area comprises non-A1 zoned lands immediately north of the power line corridor and is suitable for housing and associated access, parking and open space development, subject to height controls due to elevation.

5.9.3 Inclusion of the additional development lands facilitates more options for the provision of access, services and open space on the overall Action Area Plan lands and counterbalances the sterilisation of part of the existing A1 zoned lands within the power line constraint corridor.

6.0 DEVELOPMENT GUIDELINES

6.1 Density

6.1.1 Higher residential densities, subject to high quality design and layout, will allow for the sustainable use of existing services and infrastructure and provide sufficient population to support community and public transport facilities. As detailed in section 2.3 above, 'Residential Density Guidelines for Planning Authorities' promote residential densities in the general range of 35-50 dwellings per hectare (14-20 per acre).

6.1.2 In accordance with the Residential Density Guidelines, the Action Area Plan lands should be developed at net residential densities in the range of 35-50 dwellings per hectare (14-20 per acre). Net residential density calculations exclude main distributor roads, parks, open spaces and significant landscape buffer strips. It is estimated that the net residential development area available on the zoned A1 lands is approximately 52 hectares.

6.1.3 The total number of units to be provided will depend on the precise dwelling type and mix proposed. Accordingly, it is not possible to specify the exact number of dwellings to be accommodated. However, it is envisaged that between 1,900-2,600 residential units could be provided.

6.1.4 In general terms, residential densities should be highest at lower elevations in close proximity to local centres, public transport routes and main roads and should decrease at higher elevations and as one moves away from local centres, public transport and main roads.

6.2 Dwelling Mix

6.2.1 Variety in dwelling design, type and size enhances visual attractiveness and provides for a mix of dwellings to accommodate different household sizes. The South Dublin County Development Plan 1998 expects that in housing schemes with more than 50 dwellings, at least 30% of the units are provided as apartments, duplexes and/or townhouses.

6.2.2 Residential development on the subject lands should include a mix of house types, sizes and tenures, incorporating apartments, duplex units, townhouses and conventional housing.

6.2.3 In general terms, apartments, duplexes and townhouses should be located at lower elevations in close proximity to local centres, public transport and main roads and a greater proportion of relatively larger houses provided at higher elevations and as one moves away from local centres, public transport and main roads.

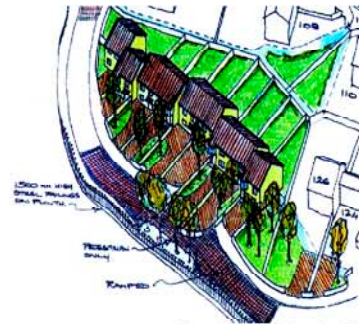


Figure 6.1. Infill Housing Scheme



Figure 6.2. Mixed Duplex Housing



Figure 6.3. Concept Street Frontage Housing

6.3 Layout

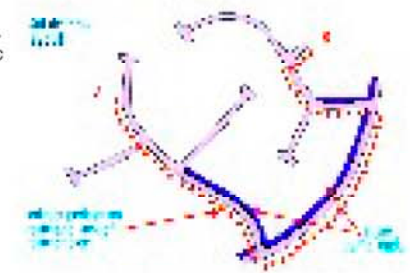
6.3.1 Road/street layout is fundamental to the layout of housing and open spaces. To date, road layouts have tended to visually dominate housing developments. For higher density residential developments to be successful in qualitative terms, the relationship between the road/street network and the dwellings and spaces served must be considered in accordance with the following criteria:-

6.3.2 A) Permeability and Legibility

A road/street layout that is well connected and offers a choice of direct routes to all destinations is permeable and will encourage walking and cycling. Such a layout is also legible, in that it is structured by a series of distinctive places and spaces and can be 'read', making it easy to find one's way around.

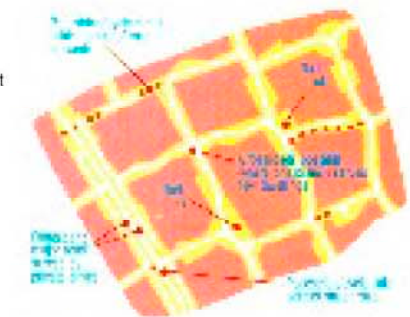
6.3.3 Figure 6.4 illustrates the disadvantage of a layout based on culs-de-sac and loops. Pedestrian routes are indirect and boring and walking is discouraged, which when combined with housing set back from the road creates poorly supervised areas vulnerable to anti-social activity and property-related crime. It also results in higher traffic levels and loss of amenity on feeder roads 'downstream'.

Figure 6.4. Cul-de-sac Layout



6.3.4 Figure 6.5 illustrates a more permeable layout with a choice of pedestrian routes, offering greater visual interest and therefore higher levels of pedestrian activity and security. The ideal layout is therefore a loose grid based on the small residential block. The advantages of a cul-de-sac layout in preserving amenity can be incorporated by bringing cul-de-sac heads together and by creating pedestrian/cycle routes and links.

Figure 6.5. Permeable Grid Layout



6.3.5 It is noted that in accordance with the South Dublin County Development Plan 1998, such routes and links should be fronted by housing and other areas of activity and overlooked at ground floor level. Laneways will not be acceptable.

6.3.6 B) Core Areas and Nodal Points

A residential road/street layout should be focused on a core area which in the case of the Action Area Plan lands, is each proposed local centre. As detailed in section 5.2 above, the local centre or core area should be characterised by a mix of land uses, the availability of public transport, pedestrian activity and the greatest mass of landmark buildings with a high concentration of entrances directly onto the street. The local road/street system should radiate from the core area.



Figure 6.6. Core Areas and Nodal Points

6.3.7 In addition to core areas, a residential road/street layout should also be structured around a series of nodal points (Figure 6.6). Nodes may be regular or irregular, formal or semi-formal urban spaces formed at the junction of routes. As detailed above, the concept block plan illustrates a residential layout focused on a series of six nodal points in the form of local amenity spaces (Figure 5.5).

6.3.8 Nodal points should act as a focus and be emphasised by landmarks such as key buildings or groups of buildings. They should provide a physical sense of identity around which communities can develop. In order to generate pedestrian movement, they are generally appropriate locations for non-residential uses that may be permitted outside local centres (e.g. creche/surgery etc.). Residential densities may be higher in the vicinity of nodal points.

6.3.9 C) Shared Surface Courtyards and Mews

A shared surface road is an access route without footpaths or verges and is common to both vehicles and pedestrians, although pedestrians have priority at all times. Shared surface layouts are an effective means of calming traffic movement, significantly reducing vehicle speeds, creating a safe pedestrian environment and facilitating optimum residential densities.

6.3.10 The shared surface is differentiated by means of entrance treatments such as rumble strips, speed humps or pinch points and incorporates distinct surface materials and finishes together with structural planting. The three principal types of shared surface cul-de-sac are illustrated in Figure 6.7. Shared surface courtyards and mews would be particularly appropriate within the residential areas as illustrated on the concept block plan (Figure 5.5).

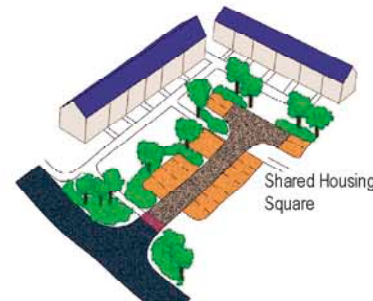
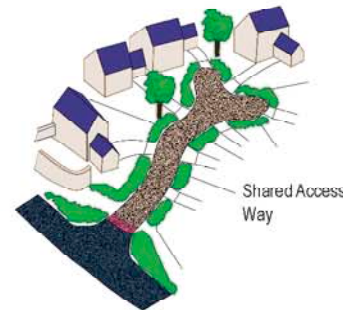


Figure 6.7. Shared Surface Layout Types



Figure 6.10. Mixed Housing

6.3.12 D) Edges and External Image

The boundary between a residential area and a principal area of open space, major road or a rural area is described as an 'edge'. Where they form such an edge, major open spaces must be treated as focal points onto which houses should front. (Figure 6.8). Similarly, major roads must be directly overlooked by housing in order to avoid domination by fences/walls and where direct access is not possible, service roads should be provided (Figure 6.9).



Figure 6.8. Housing Fronting Open Space

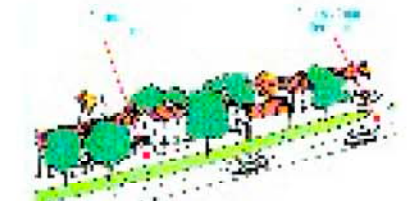


Figure 6.9. Major Road Overlooked by Housing

6.3.13 When viewed from the approach roads from Tallaght to the north or from the rural area to the south, new housing layouts on the Plan lands should have a clearly defined external image. The key elements of this are the physical appearance and treatment of the edge, entrance points, roofscape and skyline. The location and profile of key buildings and of trees are significant because they will aid orientation and structure the external view (Figure 6.11).

6.3.14 The edge/external image concepts are of particular relevance to the Plan lands, which are both elevated and form part of the southern limit of the Dublin built-up area. Future planning applications on the lands should be accompanied by composite elevation drawings and perspectives that illustrate proposed new edges, rooflines and skylines.

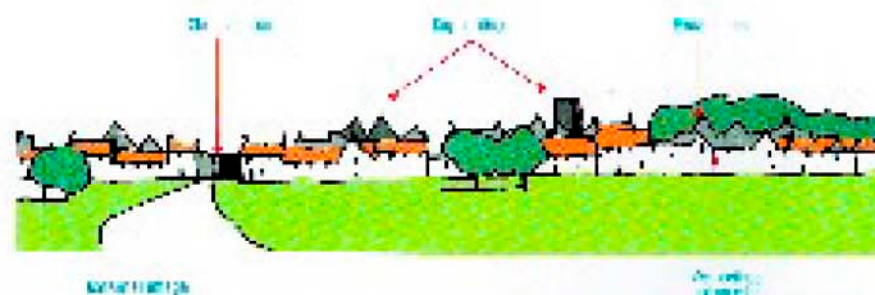


Figure 6.11. Principal Elements of External Image

**6.4 Building Height**

- 6.4.1 Buildings should be generally two storeys in height and no greater than three-storey on any part of the Action Area Plan lands. Proposals for three-storey structures will be considered at appropriate locations below the 120m contour on the eastern part of the subject lands and at appropriate locations below the 125m contour on the central and western parts of the lands (Figure 6.13).
- 6.4.2 Three-storey structures will be encouraged on key parts of the Action Area Plan lands where prominent building frontage is desirable, including in and adjacent to the local centres and nodal points, adjoining main access roads and public open spaces.
- 6.4.3 Proposals for two-storey buildings are generally acceptable up to the 130m contour and single-storey or dormer height buildings will be considered up to 135m. There should be no buildings on the Action Area Plan lands above the 135m contour.

**6.5 Building Design**

- 6.5.1 High quality residential design should grow out of layout considerations as detailed above and should respond to the characteristics of an individual site and surroundings. Above all, a balance between monotony and restlessness should be achieved. It is essential that every design decision be made for a good functional and visual reason.
- 6.5.2 Variations in ridge lines, building lines and forms should be employed in the context of an overall stylistic consistency to achieve the key qualitative streetscape principles of enclosure and surprise. Identification with the human scale should be characteristic of quality high density housing layouts.

- 6.5.3 Internal space standards for apartment, townhouse and duplex units should be in excess of the minimum city-centre standards detailed in the 1995 DoE 'Guidelines on Residential Developments in Urban Renewal Designated Tax Incentive Areas'.



Figure 6.12. Concept Street Frontage and Courtyard Housing



Figure 6.14. Mixed One-and-a-Half Storey Housing

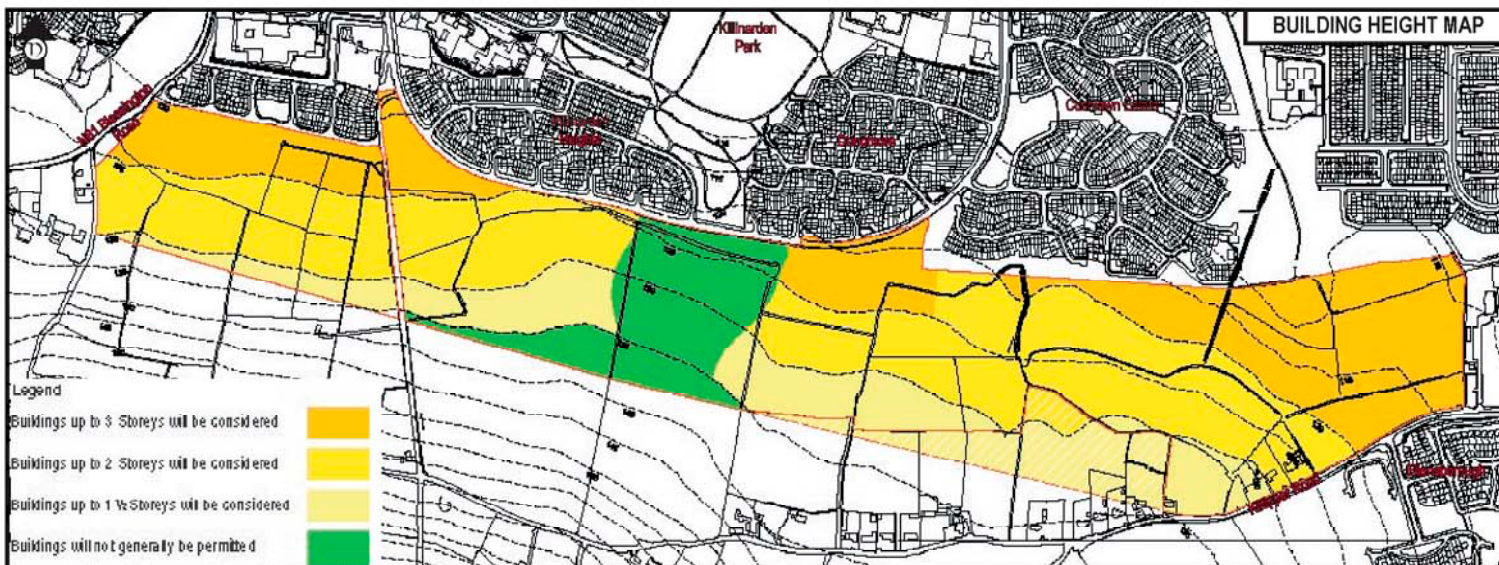


Figure 6.13. Building Height Map



Figure 6.15. Mixed Two-Three Storey Housing



Figure 6.16. Three Storey Duplex Housing



**6.6 Parking**

- 6.6.1 The higher the density of a housing layout, the greater the proportion of the site area required for car parking. Accordingly, car parking provision must be properly considered at design stage. It is essential to the quality of a housing layout that conditions are created whereby it is easier to park off the carriageway than on it.
- 6.6.2 In accordance with the County Development Plan 1998, 1-2 car parking spaces shall be provided per residential unit, depending on design. Preference will be given to communal car parking which allows for maximum flexibility and parking efficiency. Where properly provided, grouped car parking may facilitate a relaxation in parking standards.
- 6.6.3 Communal car parking areas must be as near as possible to the closest point of pedestrian approach to the dwellings served. They should be relatively small-scale, located at frequent intervals, delineated by a variation in surface colour or finish and properly landscaped. Communal car parking areas should also be overlooked and therefore informally supervised by residential units.
- 6.6.4 Bicycle parking and other cyclist facilities should be provided in association with grouped car parking, to include secure covered locking facilities and direct safe access to and from parking areas.

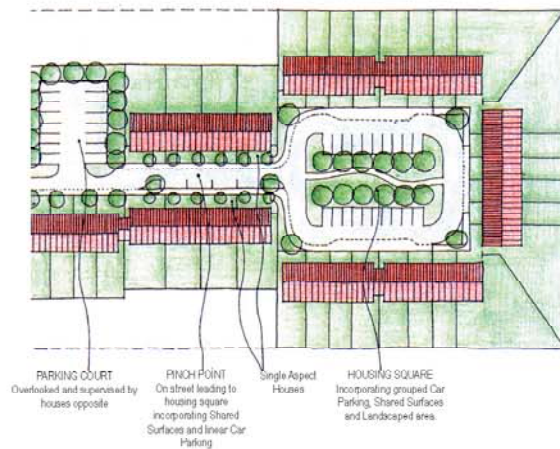


Figure 6.17. Concept Housing Layout and Car Parking



Figure 6.18. Private Car Parking Bays



Figure 6.19. Amenity Square Overlooked by Housing



Figure 6.20. Amenity Square Overlooked by Housing

**6.7 Public Open Space**

- 6.7.1 The South Dublin County Development Plan 1998 requires that least 14% of the total site area of new housing development in 'A1' zones be provided as public open space. This is to allow for larger neighbourhood parks in addition to small local open spaces.
- 6.7.2 Local public open spaces should be fully integrated into residential layouts to be overlooked by adjoining dwellings. They should be properly landscaped and functionally accessible to the maximum number of houses and should provide for inter-connected, safe and secure pedestrian and cyclist movement. (Figures 6.19 and 6.20). The local urban amenity spaces illustrated on the concept block layout plan meet these criteria (Figure 5.5).
- 6.7.3 In order to enhance the quality of public spaces, particularly in high density residential schemes, provision for both soft and hard landscaping should be made by an appropriately qualified designer at design stage. In larger schemes with more than 50 units, this shall incorporate a dedicated communal children's play space i.e. a hard or soft space where cars cannot be parked.

**6.8 Private Open Space**

- 6.8.1 The 1998 South Dublin County Development Plan requires that all houses including duplex units and townhouses should have an area of private open space of at least 60sq.m. behind the front building line.
- 6.8.2 All new dwellings on the Action Area Plan lands shall have direct access to private amenity space in the form of a sitting out balcony, patio and/or garden area. However, the quantitative private amenity space standards detailed in the County Development Plan 1998 will be relaxed in response to imaginative and qualitative design proposals which demonstrably incorporate alternatives that are both functional and private.
- 6.8.3 This measure allows for a greater qualitative provision of public open space in the form of an extension to the public park at Killinarden and smaller local urban amenity spaces than would otherwise be feasible on the Action Area Plan lands.