

“an attractive built environment, good connections and accessibility, and that Liffey Valley is a place where people choose to be and can be proud of”



“facilitate the development of Liffey Valley as a vibrant and sustainable Town Centre”

# LIFFEY VALLEY TOWN CENTRE LOCAL AREA PLAN

“where the whole community can avail of the highest standards of employment, services and amenities”



# LIFFEY VALLEY TOWN CENTRE

## LOCAL AREA PLAN

### South Dublin County Council

**March 2008**

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This Local Area Plan was adopted by the elected members of South Dublin County Council on 10th March 2008 in accordance with Section 20 of the Planning and Development Act 2000 and will remain in force for six years unless amended or revoked by the Council.



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# CHAPTER 1

## Introduction



# 1.0 INTRODUCTION

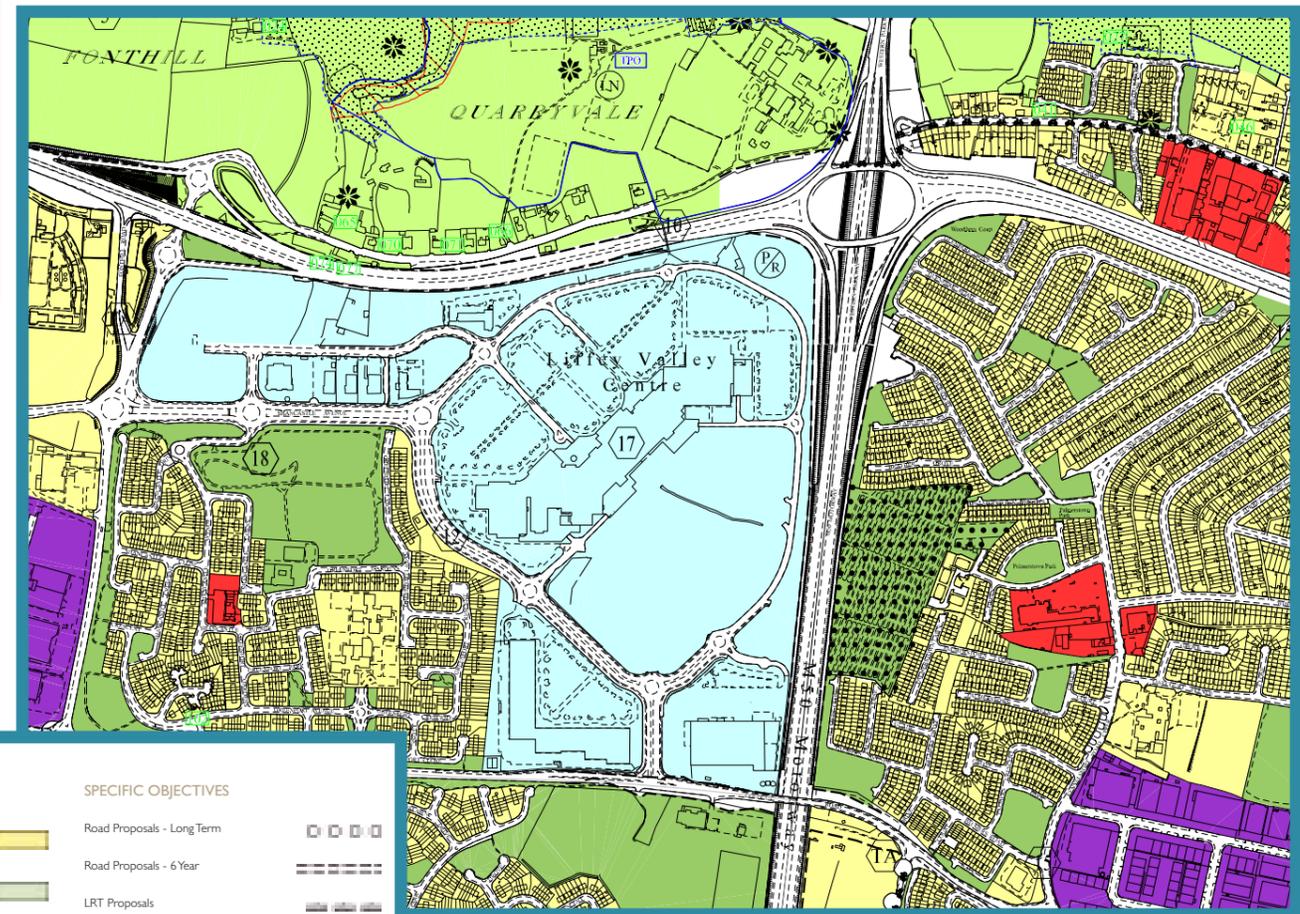
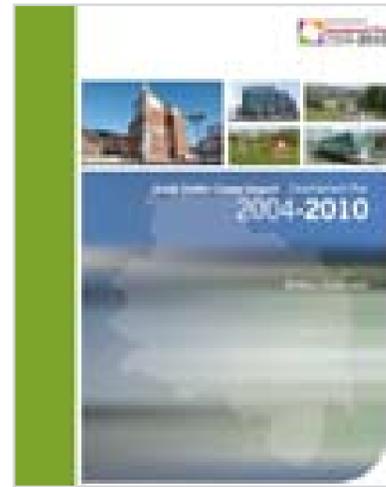
## 1.1 DEVELOPMENT PLAN BRIEF AND STATUTORY CONTEXT

In December 2004 a new County Development Plan was adopted by the Elected Members of South Dublin County Council. The Development Plan designated the Liffey Valley Centre at Quarryvale as a Town Centre. The development of Liffey Valley Town Centre is subject to the preparation of a Masterplan, as follows:-

"It is the policy of the Council to facilitate the development of the Liffey Valley Centre at Quarryvale as a Town Centre and to ensure that the centre is developed in accordance with a detailed Master Plan. The Masterplan shall provide for the upgrading of the urban form of the Town Centre area to provide for the development of new streets and civic spaces, and a range of people intensive uses appropriate to a town centre, (including retail, commercial, residential, recreational, community and cultural activities) based on high quality urban design".

The decision was made that the Masterplan would be produced as a Local Area Plan as provided for under the Planning and Development Act 2000. The Act allows for the preparation of a Local Area Plan in respect of any area which a Planning Authority considers suitable; and in particular for areas which require economic, physical and social renewal; and for areas likely to be the subject of large-scale development within the lifetime of a Development Plan.

This Local Area Plan addresses the existing Liffey Valley Centre and the lands that are subject to zoning objective 'TC' in the County Development Plan 2004-2010 and any adjacent public roads, parks and open spaces to which improvements might be required from the implementation of this Plan. If approved, the Plan will cover a six year period from the date of adoption.



USE ZONING OBJECTIVES		SPECIFIC OBJECTIVES	
Objective A	To protect and / or improve Residential Amenity		Road Proposals - Long Term
Objective B	To protect and improve Rural Amenity and to provide for the development of Agriculture		Road Proposals - 6 Year
Objective TC	To protect provide for and/or improve Town Centre facilities		LRT Proposals
Objective DC	To protect, provide for and / or improve District Centre facilities		To provide a Park and Ride Facility
Objective LC	To protect, Provide for and / or improve Local Centre Facilities		Cycleways
Objective E	To provide for Enterprise, Employment and Related Uses		To protect and / or provide for a Burial Ground
Objective F	To preserve and provide for Open Space and Recreation Amenities.		To protect and / or provide for Institutional Use in open lands
Objective G	To protect and improve High Amenity Areas.		To provide for Traveller Accommodation
Objective GB	To preserve a "Green Belt" between development areas		Record of Monuments and places (For Areas of Archaeological Potential see index Map)
			Record of Protected Structures
			Architectural Conservation Area
			To protect and preserve Trees and Woodlands
			Specific Local Objectives (See Written Statement)
			Objective Boundary

Fig 1.1: South Dublin County Development Plan 2004 - 2010

**STATUTORY CONTEXT - RELATIONSHIP WITH OTHER PLANS**

A number of documents have been produced to guide development at National, Regional and County Level. The following references are relevant to the Liffey Valley Town Centre Local Area Plan:

- Regional Planning Guidelines for the Greater Dublin Area (2004-2016)
- Retail Planning guidelines for Planning Authorities (2005)
- Retail Planning Strategy for the Greater Dublin Area (2000)
- A Platform for Change (2001)
- Transport 21 (2005)
- South Dublin County Development Plan, 2004-2010

**Regional Planning Guidelines for the Greater Dublin Area (2004-2016)**

The Regional Planning Guidelines for the Greater Dublin Area (2004-2016) provide a long term strategic planning framework for the development of the Greater Dublin Area in the 12-year period to 2016. The Guidelines provide for the consolidation of development in the Metropolitan Area as a means of accommodating the projected growth of population and households. The strategy laid down in the RPGs is based upon the implementation of the National Spatial Strategy, the Strategic Planning Guidelines for the Greater Dublin Area and the DTO's Platform for Change. Liffey Valley Town Centre is located within the Metropolitan Area.

The RPGs distinguish between the Metropolitan Area and the Hinterland area in the Greater Dublin Area, with distinct development strategies for both areas. It is envisaged that development within the Metropolitan Area will be consolidated with a much enhanced multi modal transport system.

**Retail Planning Guidelines for Planning Authorities (2000) updated 2005**

The Retail Planning Guidelines for Planning Authorities were published in December 2000 and updated in 2005. The Guidelines provide a retail hierarchy for the State and objectives for managing recent pressures in the retail market.

**Retail Planning Strategy for the Greater Dublin Area (2001)**

The Retail Planning Strategy for the Greater Dublin Area (2001) was prepared in accordance with the Retail Planning Guidelines for Planning Authorities (2000 updated 2005), for the four Dublin Local Authorities and for Counties Kildare, Meath and Wicklow. The Retail Planning Strategy provides a planning framework for retail floorspace in the Greater Dublin Area, setting out a hierarchy of retail centres and floor spaces. The Strategy is designed to ensure that there is a sufficiency of retail floorspace in the GDA and that it is provided in an efficient, equitable and sustainable manner. The Strategy recommended that the Liffey Valley site be expanded to a Major Town Centre, to complement the role of The Square, Tallaght.

The Liffey Valley site is designated as a Level 2 Retail Centre in the South Dublin County Retail Strategy. It is at the top of the County retail hierarchy and is one of only two centres at this level, Tallaght Town Centre being the other. Its position in the retail hierarchy is surpassed only by Dublin City Centre, which is the only Level 1 Retail Centre in the Greater Dublin Area.

**A Platform for Change (2001)**

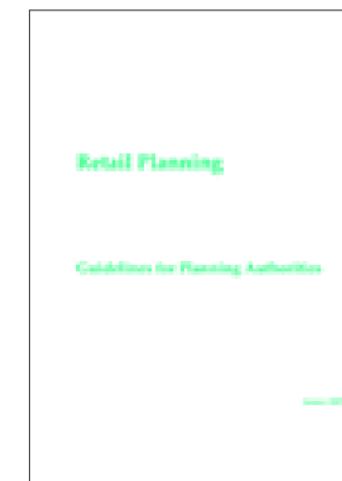
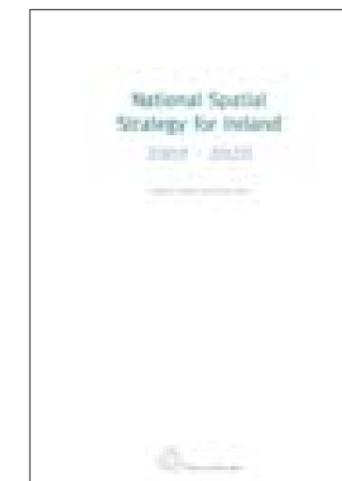
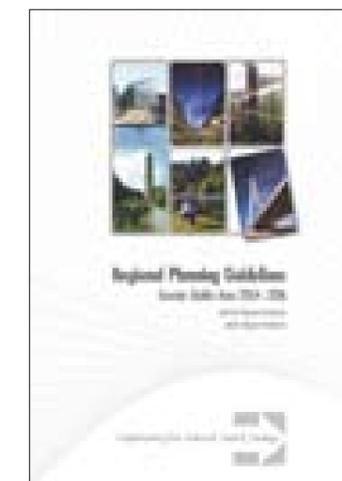
The Dublin Transportation Office (DTO) published 'A Platform for Change' a transportation strategy for the Greater Dublin Area, in 2001. The strategy envisages an orbital metro route (Metro West) from Tallaght to Dublin Airport, with an interchange in the vicinity of Liffey Valley Town Centre. The strategy also envisages a Luas route from Lucan to Dublin City Centre, through North Clondalkin.

**Transport 21 (2005)**

The Government announced a 10 year National Transport Plan in November 2005. Transport 21 sets out a phased programme for major transportation projects nationally, including the upgrading of the M50 motorway, an orbital metro route 'Metro West' from Tallaght to Dublin Airport and a new Luas line from Lucan to Dublin City Centre.

The Rail Procurement Agency (RPA) confirmed the preferred route for "metro west" along the Fonthill Road in June 2007. This route includes a station in the vicinity of the Liffey Valley site on the Fonthill Road. The RPA will initiate consultation on the Lucan Luas route (Line F) in Autumn 2007. This will include an option via Liffey Valley Town Centre to interchange with Metrowest on the Fonthill Road.

Transport 21 indicates a completion year for 'Metro West' of 2014 and a completion date for Lucan Luas of 2013.



## SOUTH DUBLIN COUNTY DEVELOPMENT PLAN 2004-2010

A Local Area Plan must be consistent with the objectives of the County Development Plan.

### Zoning:

The plan lands are zoned 'TC' in the South Dublin County Development Plan, 2004-2010, the objective for which is 'to protect, provide for and/or improve Town Centre Facilities'. The Local Area Plan also addresses any adjoining lands, public roads, parks and open spaces to which improvements may be required from the implementation of the Plan.

### Town, District and Local Centres:

It is the Policy of the County Development Plan, 2004-2010 to facilitate the development of the Liffey Valley Centre at Quarryvale as a Town Centre and to ensure that the centre is developed in accordance with a detailed Masterplan.

### Retail:

The County Retail Strategy is derived from the retail hierarchy set out in the Retail Planning Strategy for the Greater Dublin Area. In the County Retail Strategy Tallaght is defined as the Major Level Two Centre in the County, while the Liffey Valley site is defined as an emerging one.

## 1.2 PUBLIC CONSULTATION

As part of the preparation of the Liffey Valley Town Centre Local Area Plan, South Dublin County Council undertook an extensive process of public consultation.

The initial pre-plan consultation phase between April and July 2006 marked the beginning of the plan making process. The aim of this initial phase was to present key information to stakeholders on strategic planning issues relating to the area and to invite public submissions to inform the plan process. Consultation included facilitated stakeholder workshops with local business and community groups, public exhibitions and meetings with public bodies and landowners. A number of consultation exercises were carried out in conjunction with consultation for the nearby proposed Clonburris Local Area Plan and SDZ Planning Scheme.

### Pre - Plan Consultation

Notification of the intention to prepare a Local Area Plan for Liffey Valley Town Centre and to engage in an initial phase of pre-plan consultation was published in local and national news papers circulating in the area between June 27th and June 29th 2006. 12,000 flyers were also delivered to households and businesses in the Clondalkin and Liffey Valley areas in June 2006.

Public exhibitions ran from June 27th 2006 to July 17th 2006 at Liffey Valley Shopping Centre, the Mill Shopping Centre Clondalkin, and the South Dublin County Council Civic Offices in Tallaght and Clondalkin. Attendees to the exhibition could review exhibition boards and respond by comment card, through the council web site ([www.southdublin.ie](http://www.southdublin.ie)), or by formal submission to South Dublin County Council. The closing date for formal submissions was July 21st 2006. There were 60 replies via the web survey and 38 comment cards received.

### Business and Community Meetings

South Dublin County Council issued 433 letters to community groups, local councillors and local business stakeholders inviting them to business and community stakeholder workshops held on June 16th and 17th 2006.

The business stakeholder workshop took place on June 16th. This workshop related to the plans for the Liffey Valley site and Clonburris. A total of eight persons attended. A workshop with local community groups and residents associations was held on June 17th. This meeting related to the Liffey Valley Local Area Plan. 188 representative community and residential groups were invited. A total of fourteen persons attended the Community and Residents meeting. The meetings were facilitated by South Dublin County Council and supporting consultants. The meeting format included presentation of key information on the projects and group discussions on key issues.

South Dublin County Council initially met with representatives of the Dublin Transportation Office (DTO) and the National Roads Authority (NRA) in April 2006 to discuss transportation issues relating to the Local Area Plan. There are ongoing consultations with these stakeholders.

South Dublin County Council also met private and public landowners in the area in April 2006 to brief them on the intention to make a Local Area Plan. There has been ongoing consultation with various stakeholders and landowners during plan preparation.

During the initial consultation a large number of issues concerning those living and working in the area were highlighted to the Council. These included the following frequently expressed concerns:

### Traffic and Transportation

- Traffic generation
- The lack of public transport
- The desire for connectivity and improved pedestrian and cycle linkage
- The desire for integrated Metro/Luas/Bus

### Design and Density

- The desire for quality buildings, open space and appropriate density and scale

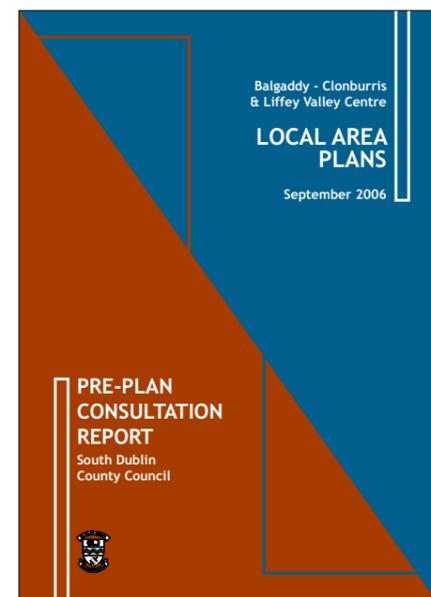
### Land Uses

- The need for a supermarket
- The lack of smaller/localised retail and commercial units,
- The lack of social and community infrastructure.
- The need to protect the amenity of adjoining residential areas

### Poor Safety and Security, especially at Night.

### The need for appropriate phasing of development with infrastructure

A report, which provided a synopsis of the issues raised, was provided for those who attended the meetings and this was also made available on the Council's website [www.southdublin.ie](http://www.southdublin.ie).



### Interim Consultation

South Dublin County Council undertook an Interim Consultation process in December 2006. The aim of this consultation phase was to brief local stakeholder groups on progress and to advance a range of strategies for the Local Area Plan.

Twenty five letters were issued to community stakeholder groups in the area inviting them to meetings on December 12th and 14th 2006. A total of five persons attended each meeting. The Interim Consultation meetings consisted of a presentation from South Dublin County Council and round table discussion on key issues. The consultation focused on emerging issues from the first phase of public consultation and advanced a range of strategies in terms of land-use, transportation, intensity and movement.

Issues raised during the interim consultation were similar to those highlighted during the initial phase but were more focused. The main issues raised during the interim consultation included the following:

#### Traffic and Transportation

- Concerns over traffic generation
- The desire for better Public Transport
- The desire for better Bus and Taxi provisions within the Town Centre
- The desire for connectivity and improved Linkage

#### Community Facilities

- The desire for a range of community facilities including a Library, in the area.
- The desire for employment and training opportunities for the local community.

#### Amenities and leisure facilities

- The desire for a range of amenities and leisure facilities, particularly for young people.
- The importance of protecting the Liffey Valley SAAO

#### Land Uses

- The desire for a Supermarket
- The desire for smaller/localised retail and commercial services including banking and other professional services.
- The need to protect the amenity of adjoining Residential Areas

#### Poor Safety and Security.

- A desire for improved safety, particularly at night.
- The need for improved security in Liffey Valley Town Centre.
- A desire for greater Garda presence and CCTV cameras within the Town Centre.

#### Disability Access

- A need for improved access for persons with disability throughout the Town Centre.
- A need for improvements to major crossings into and out of the Town Centre.

The information gathered from both phases of consultation have informed the plan making process and have been incorporated into the Liffey Valley Town Centre Local Area Plan where possible.

## 1.3 STRUCTURE OF THE PLAN

The structure of the Local Area Plan is as follows:

### Section 1: Introduction:

### Section 2: Context and Vision

The first section considers the Liffey Valley site, its historical context up to the present day, issues facing the Liffey Valley site and the need for change. The vision statement and the objectives of the Local Area Plan are then outlined.

### Section 3: Strategic Framework

The Strategic Framework considers the strategies that will shape the future development of the Town Centre with reference to the principal issues of land use & intensity; access & movement; public spaces and community and social infrastructure.

### Section 4: Local Framework Plans

This section sets out local framework plans for key development areas within the Town Centre. A detailed design framework is provided for the three development cores, detailing land uses, access and movement and built form and landscape.

### Section 5: Local Area Plan-Policies and Standards

This section includes the development management standards that will be used to guide the detailed design process and is divided into three main sections; buildings and their settings, quality of life and access and movement.

### Section 6: Local Area Plan-Phasing and Implementation

This section of the plan is concerned with the implementation of the Local Area Plan and the timescale over which development will occur.

### Section 7: Strategic Environmental Assessment (SEA)-Non Technical Summary.

This section comprises the non-technical summary of the Strategic Environment Assessment (SEA) of the Draft Plan.

The Plan will be valid for a period of 6 years from the date of its adoption. It is intended that the long-term vision as set out in the Plan will provide continuity and certainty for the expansion and development of the Town Centre area beyond that point.

### Strategic Environmental Assessment:

Strategic Environmental Assessment (SEA) is a systematic method for assessing the likely effects on the environment of plans and programmes and for incorporating environmental considerations into their preparation.

The Planning Department has determined, in conjunction with the Environmental Protection Agency (EPA) that the preparation of an SEA of the Liffey Valley Local Area Plan would be in the interest of the proper planning and sustainable development of the area. The SEA environmental report comprises a separate document accompanying the Local Area Plan.







CHAPTER 2  
Context



## 2.0 CONTEXT

### 2.1 SITE LOCATION AND DESCRIPTION

The Local Area Plan area refers to the Liffey Valley Shopping Centre at Quarryvale and includes adjoining public roads, parks and open spaces to which improvements may be required arising from the implementation of this plan.

The LAP lands are located at the interchange of the M50 Motorway and the N4 National Primary Route. The area is bounded to the east by the M50 Motorway and to the north by the N4 National Primary Route. The Fonthill road (R113) runs to the west and the Cold Cut road runs to south. The River Liffey is located to the north of the site and forms the administrative boundary between South Dublin County Council and Fingal County Council.

The LAP area comprises approximately 64 hectares of privately owned lands. It is located approximately 8 km from the South Dublin County Town of Tallaght and approximately 8 km from Dublin City Centre.

The Liffey Valley site has been developed since the mid 1990's and is comprised of an enclosed shopping centre with multiplex cinema and separate office complex, retail park, hotel, public house, motor mall and other leisure uses, all served by an internal road loop. There is currently no residential development within the LAP site.

Surrounding developments include the Rowlagh/Neilstown residential areas to the south and west, the Fonthill Retail and Industrial Park to the west and the adjacent residential areas of Lucan, Clondalkin and Palmerstown.



Fig 2.2: Location of Liffey Valley Site



Fig 2.1: Liffey Valley Site - Aerial Overview



## 2.2 BACKGROUND

In the late 1960's the Irish Government commissioned eminent Town Planner Myles Wright to devise an expansion plan for Dublin City. The Myles Wright Report, which was broadly adopted, resulted in the creation of three new towns based on the expanded settlements of Tallaght, Clondalkin/Lucan and Blanchardstown to the west of the City. During the 1970's and 1980's Dublin County and City Councils bought land, provided road, water and drainage infrastructure and open space and engaged in a major housing construction programme in areas such as North Clondalkin. Private house builders followed swiftly, particularly in Lucan.

In the 1993 Dublin County Development Plan, the LAP lands were mainly subject to zoning objective 'C' namely "to protect, provide for and/or improve town/district centre facilities". There was also a small area zoned "to provide for industrial and related uses". The 'C' zoning carried a specific objective restricting the quantum of retail shopping permissible on the lands to 23,500 sq. m. (250,000 sq. ft.).

The original planning application for the development of lands at Quarryvale, Register Ref. 93A/1161, was received by the former Dublin County Council in August 1993. The application sought planning permission for a large-scale commercial development including retail floorspace of 22,827sq.m., industrial, warehouse and office units and improvements to the road network in the vicinity. A decision was made to grant planning permission for the development, subject to 45 conditions.

Appeals against the grant of planning permission were subsequently made to An Bord Pleanála by third parties. An Bord Pleanála determined that the proposed development fulfilled the policies and objectives of the Development Plan, would be consistent with the hierarchy of shopping facilities indicated in the Plan, would not injure the amenities of property in the vicinity and, subject to compliance with the conditions set out, would otherwise, be in accordance with the proper planning and development of the area. The decision of the Bord included a condition (No. 2) restricting the retail floor area of the shopping centre to 23,500 sq.m (gross), in accordance with the specific objective of the 1993 Dublin County Development Plan.

Under the subsequent 1998 South Dublin County Development Plan, the Liffey Valley site was mainly subject to zoning objective 'DC' namely, "to protect, provide for and/or improve district centre facilities". A smaller area was zoned "to provide for industrial and related uses". There was also a specific local objective at this location, which applied 'Town Centre', rather than 'District Centre' use-classes to the "DC" lands. There was no restriction on the quantum of retail shopping permissible in the 1998 plan.

The Liffey Valley Shopping Centre opened in 1998 as an enclosed mall type development, with extensive surface car parking. The site has evolved over the past decade, into a regional shopping and leisure destination.

The Shopping Centre now has a retail floor area of 46,000sq.m approximately. The gross floor area of the Shopping Centre, inclusive of circulation space, food court, offices, toilets and back of house and servicing areas is now 59,000sq.m approximately.

A number of independent quarters have also emerged around the Liffey Valley Shopping Centre since 1998.

In 1998 South Dublin County Council granted permission for the B&Q retail warehouse and for the Liffey Valley Retail Park. These developments have a combined floor area of c 26,000sq.m.

In 1998 permission was also granted for a hotel. Following amendments the existing Clarion Hotel and Leisure Centre, has a gross floor area of c 37,000sq.m.

Permission was also granted for a public house and restaurant in 1998. The complex currently comprises a public house, restaurant, off licence and bookmakers, with a gross floor area of c 1,800sq.m.

In 1999 permission was granted for four office blocks, with a gross floor area of 17,194sq. m. Permission was granted for a fifth block in 2004. To date two blocks of c 10,000sq.m have been constructed.

In 1999 5 no. motor showrooms of c 6,000sq.m. were also permitted. Four showrooms have been constructed.

For comparison purposes the retail element of Liffey Valley is shown in relation to other comparable centres in suburban Dublin in 2006

Centre	Main Centre Sq. M. Net.
Liffey Valley	42,000
Blanchardstown	59,000
Dundrum	85,000
The Square	46,000

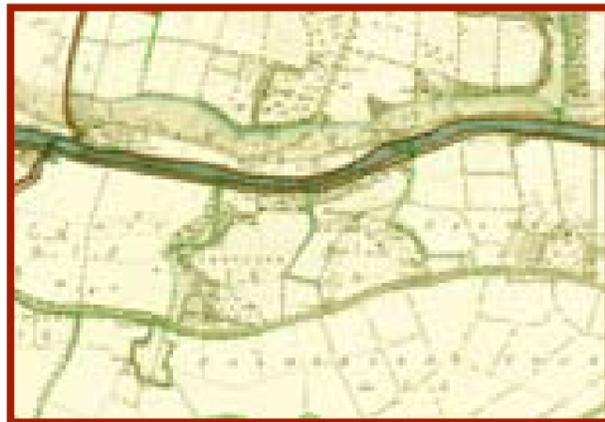
Source: The Dublin Shopping Centre and Retail park Digest.

It is of note that a further 46,000 m<sup>2</sup> (net) approximately of retail floorspace (non-retail warehouse) has been permitted, is under construction and/or built in Tallaght Town Centre adjoining The Square.

Phase ii of the Dundrum Centre includes a similar quanta of net retail floorspace (46,000m<sup>2</sup>)

Blanchardstown's most recent retail development is comprised of significant retail warehousing adjoining the Shopping Centre (50,000m<sup>2</sup>), much of which is occupied by non bulky 'Town Centre' type retailers.

The South Dublin County Development Plan, 2004-2010 designates the entire Liffey Valley Complex at Quarryvale, as a Town Centre, with an objective to "Protect, Provide for and/or Improve Town Centre Facilities". The development of the emerging Town Centre at Liffey Valley is subject to the preparation of the current Local Area Plan.



## 2.3 CURRENT TRENDS

### Population

The Greater Dublin Area (GDA) is experiencing a rapid rate of population growth. The GDA population has risen by over a quarter of a million persons in the last ten years and now stands at 1.66 million. The outlook is for further strong growth. National Spatial Strategy projections for the Greater Dublin Area, as reflected in the Regional Planning Guidelines, indicate a population of 1.83 million by the year 2020.

The population of South Dublin has increased by 28,191 persons in the last ten years, to a total of 246,919 persons in the 2006 Census.

The County Development Plan 2004-2010 sets out population and household projections, based on growth rates indicated for the county in the Regional Planning Guidelines and the National Spatial Strategy. The figures project a population increase of 14,457 persons and a net household increase of 18,299 households between 2002 and 2010. The 2006 Census results provide a mid-term check on population growth in South Dublin and indicate an annual growth rate to date that is greater than that envisaged, at 0.84 per cent against 0.74 per cent.

Census results also indicate a number of trends in South Dublin between 2002 and 2006. Despite significant population increases for the County as a whole, older more established areas of the County have experienced population decline during this time. Population growth has been concentrated on the urban fringe of the county in an arc located immediately to the west and south of the traditional built up areas. The population profile of South Dublin also exhibits a high proportion of the population under 25 years relative to the State average, at 41 per cent relative to 37.5 per cent.

### Local Population (Census)

The Liffey Valley LAP area is within the Palmerstown West Electoral Division (ED) and the immediate catchment of the Local Area Plan is North Clondalkin, Lucan and Palmerstown. Analysis of census data in the six Electoral Divisions including and immediately adjoining the LAP area, (Palmerstown West, Palmerstown Village, Clondalkin Moorefield, Clondalkin Cappaghmore, Clondalkin Rowlagh and Lucan Esker) indicates a number of trends.

The local population increased by 82.5 percent from 1986 to 2006. This growth has been almost exclusively concentrated to the west of the Liffey Valley Town Centre site. The Lucan Esker division experienced exceptional growth in the past 20 years, with a thirteen fold population increase between 1986 and 2006 (1,977 to 25,778 persons). The Clondalkin Cappaghmore division, which is also to the west, experienced a 44% increase from 1986 to 2006 (1,335-1,927 persons).

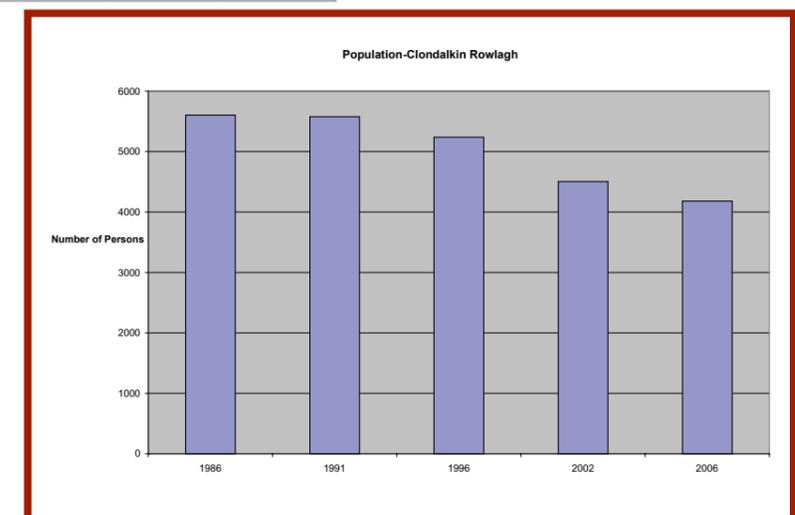
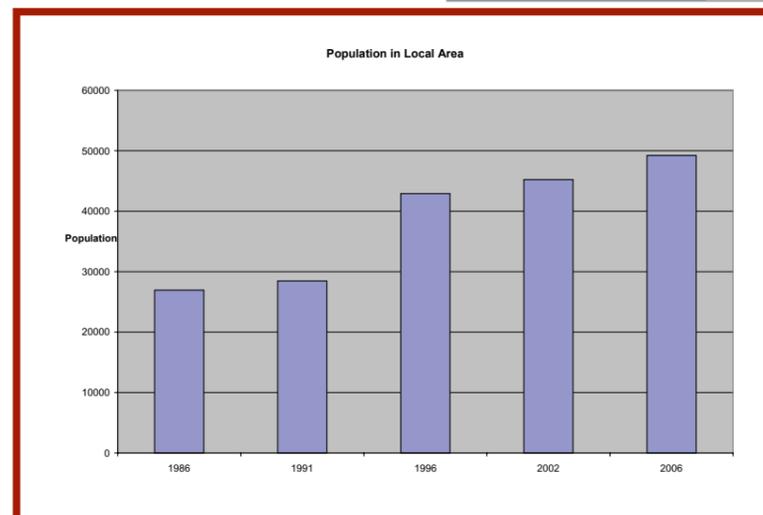
More established areas to the east and south of the Liffey Valley Town Centre site have all experienced population decline. Population in Palmerstown Village and Clondalkin Rowlagh has been in decline since 1986 and population in Clondalkin Moorefield, Palmerstown West and Clondalkin Cappaghmore has been in decline since 1996.

The Strategic Planning Guidelines for the GDA seek to reverse this outward sprawl of population and to consolidate growth within established centres in the Metropolitan Area. The emerging Town Centre at Liffey Valley will provide a focus for population growth and consolidation in line with Regional Guidance.



Fig 2.3: District Electoral Divisions

Electoral Division	1986	1991	1996	2002	2006
Palmerstown West	6924	7307	8449	8130	7715
Palmerstown Village	4975	4436	3961	3929	3762
Clondalkin Cappaghmore	1335	1818	1825	1609	1927
Clondalkin Moorfield	6115	6213	6697	6246	5853
Clondalkin Rowlagh	5605	5577	5238	4504	4179
Lucan Esker	1977	3099	7451	20807	25778
<b>Total</b>	<b>26931</b>	<b>28450</b>	<b>42910</b>	<b>45225</b>	<b>49214</b>



**Households**

Analysis of Census Household data in the local area shows an increase in household numbers in all divisions from 1986-2006. Despite this, there has been significant population decline in four of the six Electoral Divisions during this period. This is linked to falling household occupancy rates.

The total number of households in the six Electoral Divisions in 1986 stood at 6233 units, with a population of 26,931. This represents an average occupancy rate of 4.32 persons per dwelling. The total number of households in the local area in 2006 stood at 15,663 units, with a population of 49,214. This represents a significantly reduced average occupancy rate of 3.14 persons per unit in 2006.

The changing occupancy structure and population decline in some divisions indicates a need for a greater mixture of housing types in the area, with a larger number of smaller units required.

**Housing Mix**

CSO Census Household data for 2002 indicates a total of 13,786 permanent households in the 6 Electoral Divisions. The housing composition in 2002 included 99 percent houses and 1 percent apartments.

CSO Census Household data for 2006 indicates a total of 15,125 permanent households in the 6 Electoral Divisions. The housing composition in 2006 included 95 per cent houses and 5 percent apartments.

While this presents a slight increase from the 2002 Census (household) figures, there is still a limited choice for those who may not wish to or need to live in a house. This operates to exclude groups such as first-time buyers, singles, retired people, couples with no children and small families from the housing market. It restricts the supply of suitable rented accommodation to the extent that areas of existing family housing are more likely to accommodate single tenants sharing rented houses.

**Schools**

There are 13 primary and 4 secondary schools within the six Electoral Areas encompassing and immediately adjoining the LAP area. Over the past five years enrolments in primary schools located in the Lucan Esker, Clondalkin Cappaghmore and Clondalkin Rowlagh Electoral Divisions have increased significantly. This corresponds with significant population growth in the school catchments. Enrolments in the established areas of Palmerstown West, Palmerstown Village and Clondalkin Moorefield have generally dropped. Enrolments in secondary schools in the Lucan Esker and Palmerstown West division have also increased, corresponding with significant population growth. Enrolments in secondary schools in the established areas of Palmerstown Village and Clondalkin Moorefield have decreased.

**Land-Use**

The LAP area contains a number of distinctive areas, all accessed from an internal road network:

The Liffey Valley Shopping Centre is an enclosed mall type building located centrally within the LAP site. It incorporates retailing units of varying sizes, professional service units, a 14 screen cinema, restaurants and a food hall. The structure is predominantly single storey, with mezzanine levels in some stores and a small number of retail units at first floor level. There is extensive surface car parking to the north and west of the Shopping Centre.

The southern area of the LAP site adjoining the Coldcut road contains retail warehouse units. The B&Q retail warehouse occupies an independent site. The Liffey Valley Retail Park is comprised of 13 no. retail warehouse units, contained within an 'L' shaped building.

The western part of the zoned lands comprises a large stand alone office park, a motor mall, crèche, bar, restaurant and hotel and leisure facility.

The office complex is located to the north of the shopping centre adjoining the N4 boundary. There are currently 2 no. 5-6 storey office blocks and a crèche building on site. Permission has been granted for 5 no. office blocks in total.

The Liffey Valley Motor Mall contains 4 no. showrooms and display areas.

The Arc Bar adjoins the Fonthill road and the Liffey Valley roundabout. The complex incorporates the Arc Bar, a restaurant, off licence and book makers.

The Clarion Hotel and Leisure Centre is located to the north of the Arc Bar, adjacent to the N4/Liffey Valley interchange.

**Enterprise and Employment**

The Liffey Valley Area has a vibrant economy based primarily on retailing, services and manufacturing.

**Industrial Areas:**

There are two industrial areas within the Electoral Divisions adjoining the LAP area, Fonthill Industrial Estate and Cherry Orchard Industrial Estate. These areas contain a mixture of industrial, warehousing, retail warehousing and discount retail type uses.

The Fonthill Industrial Estate is 38 hectares in area and contains industrial, warehouse and retail warehouse units. The estate is largely complete with permission granted on all sites. The South Dublin County Council Industrial Survey 2001 indicated that the industrial estate employed 878 persons, with 20.8 hectares of land developed. While there is no subsequent employee data for this area, it is expected that employee numbers have increased as the quantum of development increased.

The Cherry Orchard Industrial Estate is 22 hectares in area (15.1ha net) and contains industrial and warehouse units. The area is largely developed with limited potential for consolidation. The South Dublin County Council Industrial Survey 2001 indicated that the industrial estate employed 1,273 persons. There has been no significant expansion of the industrial area, since 2001.



### Retail/Services

The Liffey Valley Complex has developed since the mid 1990's. Centre management carried out an employment survey at Liffey Valley in May 2007. The shopping centre, retail park, motor malls, hotel and pub/restaurant, employed a total of 2,062 persons with 1,186 full-time and 876 part-time jobs.

There are 99 tenants within the shopping centre. Units include clothes shops, jewellers and electronic good outlets with larger department stores such as M&S, Dunnes Stores and Boots. There are also restaurants, a cinema, a crèche and a number of professional service units. The employment survey carried out in May 2007 indicated that there were 1,331 employees in the shopping centre with approximately 659 full time jobs and 672 part time jobs.

The retail parks are a significant employer with 215 employees, 123 full-time and 92 part-time. The Clarion hotel and leisure centre is also a significant employer with 115 employees, 77 full-time and 38 part-time.

The centre management surveyed the office blocks in August 2006. Office Block B had 182 employees, while office block C is currently unoccupied.

This plan seeks to facilitate the expansion of employment opportunities in the area across a range of skill types, in accordance with the principles of sustainable development.

## 2.4 THE NEED FOR CHANGE-OPPORTUNITIES AND CHALLENGES

It is the policy of the Council to facilitate the development of the Liffey Valley Centre at Quarryvale as a Town Centre. This Local Area Plan will guide the future development of this area.

It shall be an objective of the Council to initiate the separate statutory process with a view to renaming the new area of "Liffey Valley Center" in a manner that distinguishes this built-up area from the more extensive and internationally recognized Liffey Valley landscape and heritage area.

This Local Area Plan sets out a framework for the creation of a vibrant and sustainable Town Centre that will contribute to the social and economic development of the area and connect people in the area with services, jobs and opportunities.

Two periods of public consultation enabled South Dublin County Council in conjunction with the local community to identify the challenges facing Liffey Valley Town Centre and to formulate aspirations for the new Town Centre. The issues raised during consultation are outlined in Chapter 1. Aspirations for the emerging Town Centre are set out below. These aspirations have informed the Local Area Plan Vision Statement and the Local Area Plan Objectives.

It shall be an objective of the Council in line with the Myles Wright recommendations, that the Council shall draw up a complementary and integrated redevelopment and regeneration plan for Quarryvale / North Clondalkin that brings into focus the relative needs and locations of these residential communities with the Liffey Valley Town Centre, Clonburris Town Centre and the Fonthill Business Park and the residential communities of South Lucan, that includes the provision of essential infrastructural services and amenities at present not provided for the greatly expanded population of these several areas of Lucan and Clondalkin and present it to the elected members for approval.

Given the geographical location of the Liffey Valley Town Centre, which is "off centre" of the communities it is intended to serve, bounded as it is on two sides by the M50 and the N4 which in effect mean that only the Fonthill Road and the Coldcut Road provide motorised traffic only one access/egress each to the Town Centre, it shall be an objective of South Dublin County Council to bring forward a plan that encompasses the immediate communities of Palmerstown, Quarryvale, Neilstown, Lucan South Ballyowen/ Palmerstown West that address community access and connectivity, land use and traffic and that this process be initiated within six months of the determination of the final routes of both Metro West and Lucan Luas.

### Aspirations :

#### 1. A Well Connected and Accessible Town Centre

- Clearly defined and high quality links that provide direct access between destinations.
- A street network that provides a greater balance between the needs of pedestrians, public transport and private vehicles.
- The emergence of a Public Transport hub at the Town Centre, which links into the emerging public transport network.
- Parks and squares that are attractive and accessible.

#### 2. An Attractive and Distinctive Built Environment

- Buildings that provide frontage at street level and promote activity at street level.
- Varied and interesting streetscapes that create a sense of place.
- Surface treatments, planting, street furniture and features that add value to public places.
- Innovative buildings and public spaces that set design standards for the Town Centre.

#### 3. A Place Where People Choose to be

- Mixed use development that promotes activity throughout the week and during both night and day time.
- Employment opportunities across a range of skill levels to help forge greater social inclusion between the Liffey Valley Town Centre and surrounding areas.
- Ultimately a residential population that generates life and sustains jobs, public transport and other services.
- A range of truly public, semi-public and private areas.
- A vibrant street environment that encourages walking.
- A wide variety of options to be entertained so that people will want to spend time in the Town Centre.
- Attractive parks and squares with facilities that are used by people.

#### 4. A Place that People are Proud of

- A Town Centre for those living in the area.
- A destination for the broader region.
- A destination for the entire community.

## 2.5 THE VISION

### Vision Statement

"To facilitate the development of Liffey Valley as a vibrant and sustainable Town Centre and a place where the whole community can avail of the highest standards of employment, services and amenities. To ensure that Liffey Valley Town Centre is characterized by an attractive built environment, good connections and accessibility, and that Liffey Valley is a place where people choose to be and can be proud of".

### Local Area Plan Objectives:

A list of objectives was devised for the Local Area Plan in accordance with the Vision Statement. The objectives of the LAP are:

1. To facilitate the development of Liffey Valley Town Centre as a vibrant and sustainable Town Centre, where people can avail of the highest standards of housing, employment, services and amenities.
2. To facilitate the long term development of Liffey Valley as a Level 2 Retail Centre.
3. To promote Liffey Valley as a desirable place to live, work and visit.
4. To promote an improved Urban Form by applying the principles of good urban design, providing key frontages, integrated streets, squares and parks and an appropriate range of people intensive day and night time uses.
5. To promote and facilitate improved accessibility and linkage through provision of an integrated public transport network as an alternative to the private car and the provision of secure pedestrian and cycle networks.
6. Promote the strengthening and diversification of the local economy & encourage and facilitate local participation.
7. To provide for improved physical and socio-economic linkages with adjoining communities.
8. To encourage the provision of appropriate community and cultural facilities to enhance the character and diversity of the Town Centre.
9. To provide high quality civic spaces within the Town Centre and to establish clear linkages to the Liffey Valley Park.
10. To ensure that buildings are appropriately scaled, according to their setting and combined with a proper network of streets, squares and civic spaces that enhance the Town Centre environment.





CHAPTER 3  
Strategic Framework



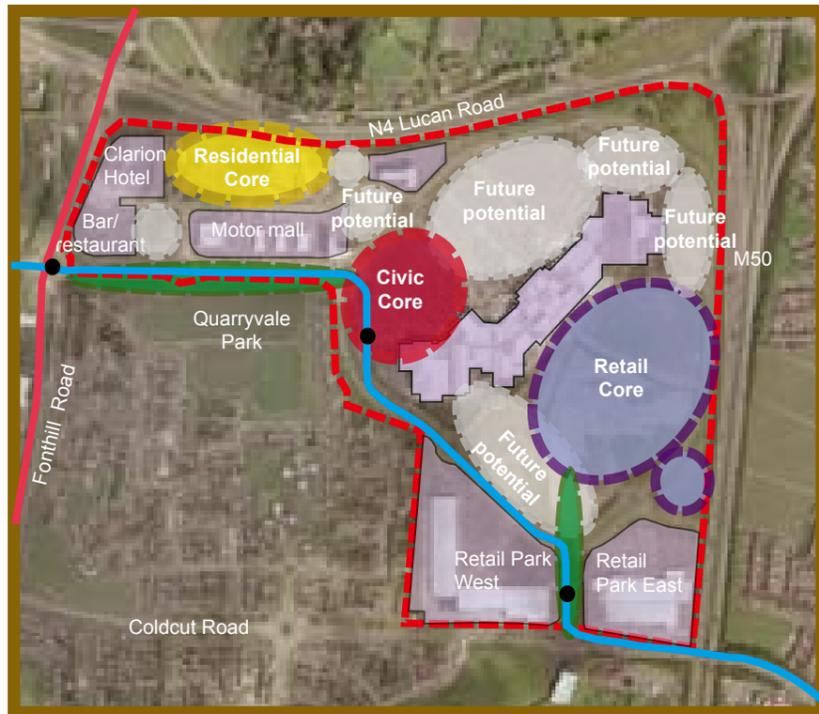
### 3.0 STRATEGIC FRAMEWORK

This section provides the overall strategies that will shape the future development of Liffey Valley Town Centre. The strategies are divided into four main elements as follows:-

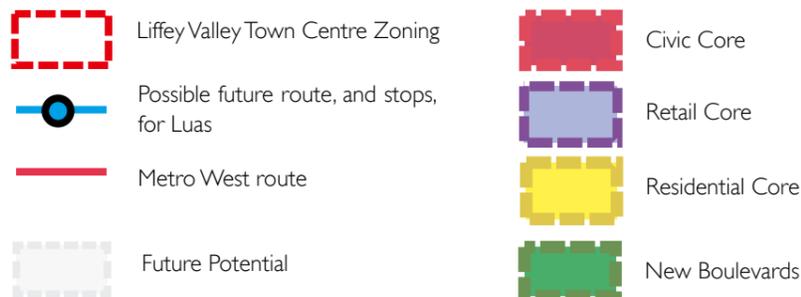
- Land Use and Intensity;
- Access and Movement;
- Public Spaces;
- Community and Social Infrastructure;

Each element is further sub-divided into four parts;

- Introduction to the issue;
- Objectives-the described outcomes;
- Strategy-how the objectives will be achieved; and
- Implementation-what it will take for the strategy to be realised.



Map 3.1 - Land Use Strategy Map



### 3.1 LAND USE AND INTENSITY

#### 3.1.1 Land Use

This section of the Plan sets out a Land Use Strategy for the Town Centre. The strategy has been formulated with regard to the position of the Liffey Valley centre within the urban and retail hierarchy of South Dublin and the Greater Dublin Area (GDA). The strategy has also been developed with regard to existing land use patterns in the area and with regard to key planning and sustainable development criteria such as proximity to existing and future public transport and the utilisation of existing infrastructure.

#### Objectives:

To promote a sustainable mix of retail, commercial, community and residential uses at appropriate locations within the Town Centre.

To concentrate new development into three development cores focused on civic, retail and residential uses.

To position land uses in a sustainable manner that accounts for proximity to transport and services and takes into account local conditions and aspirations.

To encourage mixed use development that provides a range of services and facilities and promotes an active day and night time environment within the Town Centre.

To maintain the existing shopping centre, multiplex cinema, office complex, retail parks, hotel, public house and motor mall and allow for the incremental growth of these areas.

#### Strategy:

The Local Area Plan strategy is to facilitate the development of three interconnected development 'cores' focused on civic, retail and residential land uses on lands immediately adjoining the existing Shopping Centre. These cores will integrate with existing development and provide nuclei for mixed uses and services within the Town Centre.

The Land Use Strategy designates areas for the following uses:-

- The Civic Core is located at the heart of the emerging Town Centre on the existing north-west car park to the front of the Shopping Centre. This designation seeks to establish a vibrant mixed use area focused on a new Library and Public Square, the existing cinema and a bus/taxi terminus and possible future Luas. The civic core will provide a focus for town centre life, community activity and provide a place for people to spend their leisure time. Active day and night time uses are encouraged at this location. Residential use is permissible within this area and the commercial mix will be split approximately 20 percent retail uses and at least 80 percent other mixed uses.

- The Retail Core is located to the south east of the existing Shopping Centre on undeveloped lands. This designation seeks to establish a retail core that is focused on a new supermarket, department store and smaller comparison retail units. Other non retail uses such as food outlets and cafes are also permissible. The commercial mix will be split 80 percent retail uses and at least 20 percent other mixed uses.
- The Residential Core is located along the northern edge of the Town Centre to the east of the Clarion Hotel and north of the motor malls. This designation seeks to establish a residential area with ancillary commercial/retail development, e.g. local shops and live-work units etc.

#### Implementation

The Local Area Plan makes provision for a range of land-uses within the Town Centre based on the intended function of each development core.

#### Community and Civic Uses

Provision of community and civic uses within the Town Centre is based on identified deficiencies within the local area and the desires expressed by local stakeholders during pre-plan consultation. A community and civic building of approximately 3,000 sq. metres that incorporates a library facility with community meeting rooms and youth services is identified as an important component of the emerging Town Centre. A FAS Training Unit is required within the Town Centre to provide a focus for training and employment opportunities within the Town Centre. Provision is also made for a Garda Office within the Town Centre. The provision of these facilities forms part of the phasing strategy outlined in Chapter 6.

#### Residential

Residential uses are an important part of a sustainable and vibrant Town Centre. A residential component of 800-1000 units is permissible over the Local Area Plan period with units located within both the residential and civic cores.

**Retail**

The South Dublin County Council Retail Strategy designates Liffey Valley Town Centre as a Level 2 Retail Centre. Liffey Valley is at the top of the County Retail Hierarchy with only two centres at this level, Liffey Valley Town Centre and Tallaght Town Centre.

The South Dublin County Development Plan 2004-2010 sets out indicative retail floorspace capacity projections for the County based on the allocations set out in the Retail Planning Strategy for the GDA. Although the assessment covers the period up to 2011, the data on which it was founded is now out of date and the projected retail capacity of the County is significantly understated.

South Dublin County Council commissioned a comprehensive review of retail floorspace capacity in the County in 2006. The review provides an update of retail floorspace requirements within the County based on updated population and expenditure forecasts. The review provides guidance on the quantum and format of new retail development that should be facilitated at Liffey Valley Town Centre, having regard to its position as a Level 2 Centre. The recommendation for the Liffey Valley site is set out in the table below.

Liffey Valley	
Convenience	5,000
Comparison	30,000
Total	35,000

**Affordable Retail**

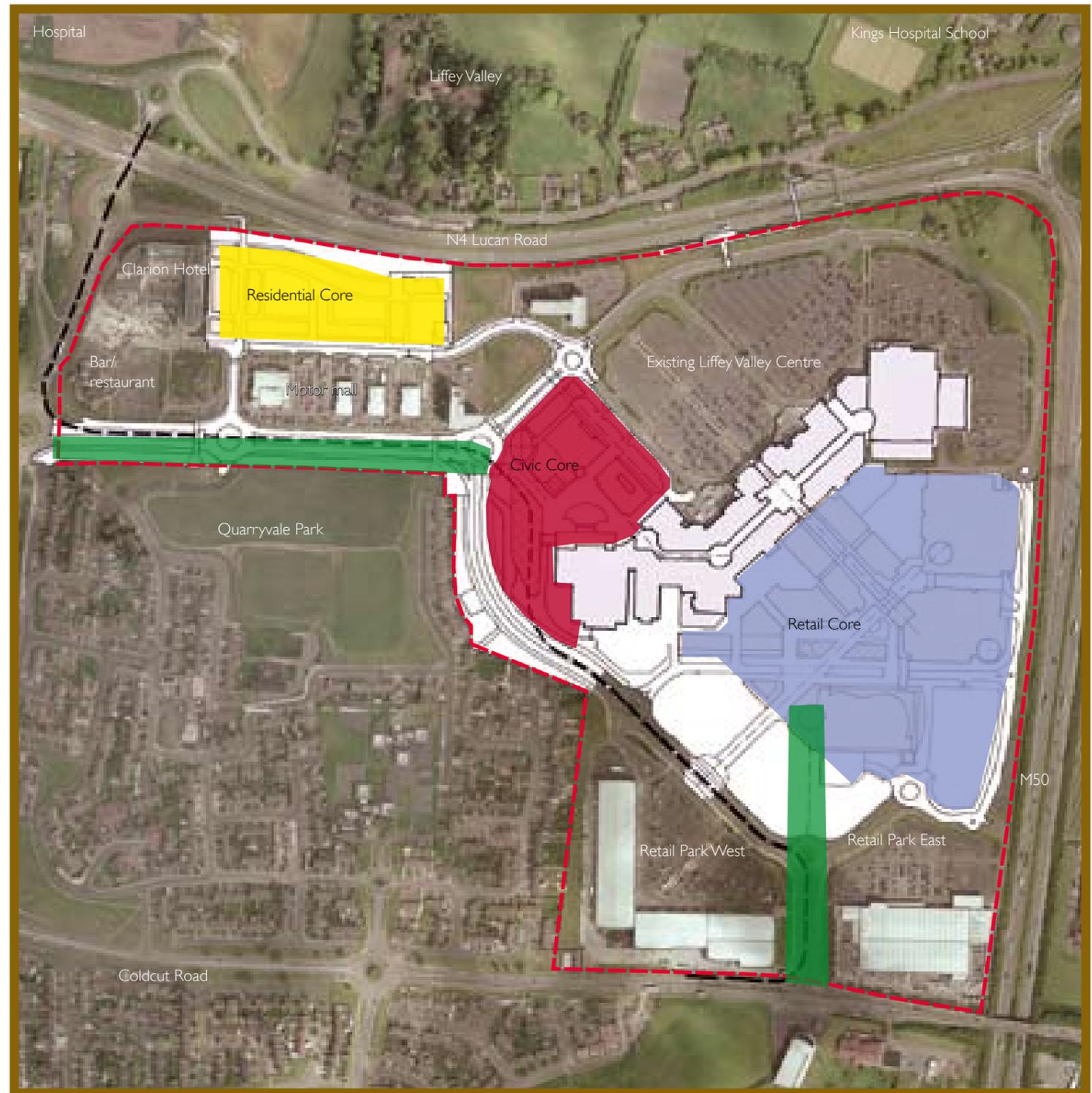
South Dublin County Council will work in conjunction with South Dublin County Enterprise Board, Enterprise Ireland and the landowner to ensure the provision of affordable start up retail floorspace (875 sq. metres) within the Town Centre. This initiative seeks to facilitate local enterprise and to promote a range of specialised retail options within the Town Centre.

**Commercial Development**

The Local Area Plan provides for a range of non-retail commercial uses in conjunction with the expansion of the site. Recreation and entertainment uses that contribute to the vibrant nature of the Town Centre will be encouraged. Up to 8,000 sq. metres of recreation and entertainment floorspace is permissible in the Town Centre during the lifetime of the Local Area Plan. Night time uses such as bars, cafes, restaurants and cinemas should be clustered in the Civic Core to create a secure night time environment in proximity to the bus/taxi terminus and possible future Luas. Professional service units such as banks are also encouraged.

A proliferation of Take Away uses will not be permitted within the Town Centre. In addition, entertainment and leisure uses that would undermine the Town Centre will not be permitted.

Chapter 4 of this plan identifies how the Land Use Strategy is to be applied within different areas of the Town Centre area. Chapter 5 contains detailed policies and development management mechanisms to ensure that the strategy is achieved.



Map 3.2 - Core Area Strategy

	Civic Core		Proposed New Boulevards
	Retail Core		Town Centre Zoning
	Residential Core		

### 3.1.2 INTENSITY AND BUILT FORM

Liffey Valley Town Centre will be developed as a medium to high density Town Centre with an upgraded urban form focused around a network of urban streets and squares, innovative buildings and people intensive land uses. The development cores will be defined not only by their land uses and activity patterns but also by their hierarchy within the urban form.

Densities have been determined in accordance with the Land Use Strategy and with regard to key planning and sustainable development criteria such as position within the site and proximity to existing or proposed public transport. Other important factors such as the scale of adjoining development, proposed land uses and areas of amenity have also been taken into account.

#### Objectives

To focus development into three core areas, to generate the critical mass of development in each area that is needed to promote sustainable and lively areas.

To promote a hierarchy of intensity within the Town Centre, emanating from the Civic Core.

To promote an upgraded urban form within the Town Centre focused around a network of linked urban squares and streets, innovative buildings and people intensive land uses.

#### Density Strategy

The aim of the density strategy is to characterise the Town Centre by higher and medium density areas:

- Higher Density development will focus around the Civic Core. Buildings of up to 6 stories will be encouraged at this location generally, with a taller landmark building permissible. A maximum plot ratio of 2.5:1 will apply to this area. Higher densities are desirable in this location due to its centrality within the site, the nature of uses proposed at this location and its proximity to the proposed transport terminus (bus/taxi) and possible future Luas stop at Liffey Valley.
- Medium density development will focus around the Retail and Residential Cores.
- Buildings within the Retail Core will generally be between 3-4 storeys, with higher intermediate corner feature elements and a taller landmark building permissible. A maximum plot ratio of 2.0:1 will apply to this area.
- Buildings within the Residential Core will generally be up to 5 storeys, with higher intermediate corner or feature elements and a taller landmark building permissible. A maximum plot ratio of 2.0:1 will apply to this area.
- Medium densities are desirable at these locations due to their more peripheral location within the Town Centre. Such densities are also appropriate at these locations given their interface with the major roads (N4/M50) and distance from existing residential properties.

#### NOTE

Plot ratio and building height figures in the Local Area Plan are maxima and are not mandatory.

It is accepted that there are a variety of possible storey (floor to ceiling) heights, e.g. a commercial storey may be 4.5m and a residential storey may be 3.3m.

Where the Plan refers to building height in storeys, this shall generally relate to 3m floor to ceiling height above ground floor and up to 4.5m at ground floor, or equivalent.

Where the Plan refers to Plot Ratio, this shall generally relate to net site area, i.e. excludes adjoining streets and public spaces.



Map 3.3 - Intensity Map

**Built Form Strategy:**

The built form strategy seeks to create a destination Town Centre that is attractive, functional and safe.

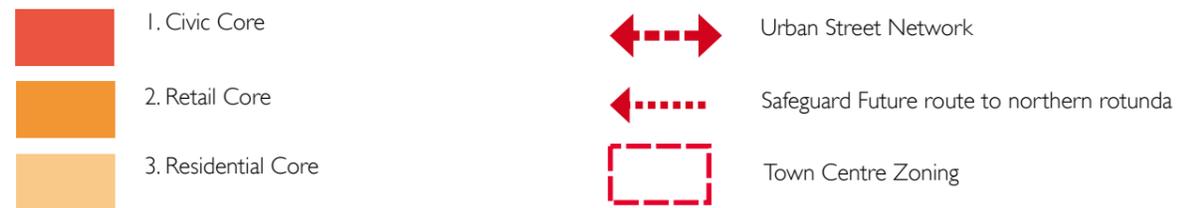
- An upgraded urban form will be provided within the Town Centre. This can be achieved through the arrangement of buildings around a series of new open spaces and streets, the framing of key views and landscaping and public realm features such as paving, lighting and public art. New buildings will be urban in character and positioned to define the street and public squares. The existing shopping centre will be progressively 'wrapped' in new development.
- Landmark buildings will be permissible on key sites within the Town Centre. These buildings will provide legibility, enhance the sense of arrival and help to identify the Town Centre as a destination.
- Corner or feature elements are also permissible in the retail and residential cores to add variety and interest and to break the mass of buildings.

**Implementation:**

Chapter 4 of this plan identifies how the intensity and built form strategy is to be applied within different areas of the Town Centre. Chapter 5 contains detailed policies and development management mechanisms to ensure that the strategy is achieved.



Map 3.4 - Built Form Strategy Map



## 3.2 ACCESS AND MOVEMENT

### 3.2.1 CONTEXT

#### Road Network

Liffey Valley Town Centre is strategically located on the local and national road network. The N4/M50 interchange is situated to the north east of the site and the site is bounded by the N4, M50, Coldcut Road and Fonthill Road.

#### Public Transport:

The Liffey Valley site is currently served by Public and Private Bus services and taxi services.

Liffey Valley Town Centre is situated adjacent to two Quality Bus Corridors (QBC's) serving 12 bus routes – the N4 QBC and the North Clondalkin QBC. The N4 QBC provides direct radial links to the City Centre. Routes along the North Clondalkin QBC serve the City Centre and provide local access to Clondalkin, Palmerstown and Ballyfermot.

All Dublin Bus and private Circle Line bus services along the N4 route stop at the Liffey Valley site. One Bus Eireann service stops at Liffey Valley. Bus stops along the N4 are linked to the Liffey Valley shopping centre through a pedestrian ramp and footbridge across the N4. The walk distance from the bus stops to the shopping centre is approximately 160 metres.

There is a Dublin Bus terminus within the LAP site located along the internal loop road to the west of the cinema complex. The walk distance from this terminus to the shopping centre entrance is approximately 60 metres. Bus and coach parking for private operators is provided in the shopping centre car park adjacent to the main shopping centre entrance.

The frequency of services during the morning peak hour on the N4 QBC is approximately 30 bus services per hour. Inside Liffey Valley Town Centre the frequency is approximately 10 services per hour.

The Rail Procurement Agency (RPA) has confirmed a preferred route for the "Metro west" orbital Metro route from Tallaght to Dublin Airport along Fonthill Road. This route includes a station in the vicinity of the Liffey Valley site on the Fonthill Road. Transport 21 indicates a completion year for 'Metrowest' of 2014.

The RPA will commence public consultation on the Luas Line F (Lucan to City Centre) in Autumn 2007. This will include an option via Liffey Valley Town Centre and a possible interchange with Metrowest at Fonthill Road. Transport 21 indicates a completion date for Lucan Luas of 2013.

While the 6 year timeframe of the Local Area Plan precluded the inclusion of Metro West and Luas as supporting infrastructure of the Plan, the Council is fully supportive of these infrastructural projects and regards them as essential elements of the longer term success of the fledging Town Centre. The Council is committed to ensuring the delivery of these schemes to support the provisions of the Local Area Plan.

#### Pedestrian/Cycle Access

There is a lack of permeability within the site for pedestrians and cyclists and a lack of connectivity to surrounding areas. Vehicular movement dominates in the area and has encouraged an environment that is hostile to pedestrians and cyclists. The lack of passive supervision and lighting along main access roadways militates against a safe and secure environment for pedestrians or cyclists. While there are footpaths alongside internal roads, the pedestrian and cycle network is disjointed with poor crossings and limited bicycle parking.

### 3.2.2 TRAFFIC MODELLING

The Local Area Plan is supported by a detailed traffic and transport assessment incorporating a major traffic modelling exercise. Over the past year, Council Planning and Transportation Departments have engaged with specialist traffic and transport consultants to advise on the traffic and transport elements of the Local Area Plan.

The assessment focused on a transport modelling exercise. This model was developed in conjunction with the Dublin Transportation Office.

The modelling exercise used baseline data and forecasts to predict the likely impact of the quantum of development proposed at Liffey Valley Town Centre, on the local road network. The model uses baseline traffic conditions for 2006 and predicted future year traffic conditions in 2010 and 2016 based on the expansion of the Town Centre. The model concludes that the local road network can support the proposed development, subject to the imposition of a range of traffic measures. This includes improvements to road junctions, public transport, pedestrian and cyclist facilities and demand management measures within the site. Based on available information, the model assumes that Metro West will be operational by 2016 and that Lucan Luas will not be in place in either 2010 or 2016. Current timeframes for Lucan Luas suggest that it may now be in operation as early as 2013. In the event that it is operational before 2016, the public transport situation at the Liffey Valley site will be significantly better than presented in the transportation model. In the event that the Metrowest or Lucan Luas routes impact significantly on the local road network in the vicinity of the Liffey Valley site, the transportation model may need to be adjusted and re-run to take account of these changes, in conjunction with planning applications. The implementation of a full range of mitigation measures is a prerequisite to any significant development in the Town Centre lands.

### 3.2.3 MITIGATION

#### Key Findings:

- A combination of roads, public transport, cycle/pedestrian improvements and demand management measures, are required to accommodate the increase in forecast traffic. Public Transport improvements will include improvements to existing Bus services and the provision of new 'shuttle' services;
- The model found that 80% of trips to the Liffey Valley site are by private car. Public transport trips including (cycle/pedestrian users) currently account for approximately 18% of the transport market to the Liffey Valley Centre. This is targeted to rise to 21% by 2010 and 35% by 2016. Trips to Dundrum, a comparable centre, are split 57% by private car and 43% by public transport, walking and cycling.
- A Mobility Management Plan – and effective monitoring of the Mobility Management Plan – is crucial to the delivery of the transport and development proposals.

A Mobility Management Plan (MMP) has been developed based on the findings of the modelling exercise. The MMP contains proposals for improvements to the current road network, public transport, pedestrian & cycle facilities and a number of demand management measures, to help deliver a sustainable development at the Liffey Valley site. These measures are reflected in the phasing strategy set out in Chapter 6. The Mobility Management Plan provides the means for bringing about modal shift from private car to public transport, walking and cycling and reducing congestion on the local road network following the opening of new development. A combination of public and private funding will be used to implement the mitigation measures.

#### Objectives:

To ensure that transport infrastructure within the Town Centre is upgraded in tandem with new development.

To facilitate expansion of the public transport network through enhanced bus services within and accessing the Town Centre.

To facilitate the developer in delivering key junction improvements to ensure that there is adequate capacity on the local road network.

To ensure that necessary mobility management mechanisms are implemented by the developer in tandem with development.

To ensure that the design and layout of the new town centre optimises opportunity for access to the Town Centre by 'alternative modes of transport' such as public transport, walking or cycling.

It is required that ongoing discussions are held with the National Roads Authority as part of the preparation of Planning Applications and associated Mobility Management Plan.

It is required that evaluation of any Planning Applications and associated Mobility Management Plan have regard to the consequence of the development proposed in the Planning Application on traffic volumes at the time on the old Lucan Road between the Woodies junction and Millstream Road, and Lucan Village.

The traffic model be re-run with sensitivity tests at planning application stage to provide a view as to the impact of Metro West and Luas on the road network and junctions and including modal split impacts.

It shall be an objective of the Local Area Plan that there shall be an evaluation of any Planning Applications and associated Mobility Management Plan so as to have regard to the consequence of the development proposed in the Planning Application on traffic volumes at the time on Kennelsfort Road.

#### Strategy and Implementation:

In this section these headings are combined.

#### Roads

The following junction upgrades are required in tandem with development:

- Fonthill Road/Spine Road A;
- Fonthill Road/Coldcut Road;
- Improvements to N4/Fonthill Junction as identified in consultation with the National Roads Authority, these to include measures such as traffic signal optimisation, additional entry widths at roundabout and similar minor works.

The junction improvements will be required in tandem with significant new development.

It shall be an objective of the 6 year LAP in line with SLO 27 in the County Development Plan to promote the provision of an additional junction with the M50 at Cloverhill.

It shall be an objective of the Council to promote the provision of an additional north-south link west of Adamstown linking the N7 and N4 to Fingal across the Liffey which is a Long Term Road Objective identified in the County Development Plan 2004-2010

#### Bus Services:

The Mobility Management strategy for the site envisages an increase in access to the site by non-car based modes, rising from 18 percent in 2006 to 21 percent in 2010 and 35 percent in 2016. In the absence of Metro or Luas, this will be dependent on improvements to bus services and increased cycle/pedestrian traffic.

Measures are as follows:

- Increase the service frequency of bus services calling directly at the Liffey Valley site;
- Provide a dedicated 'shuttle' service between the Liffey Valley site and local catchments.
- Improve on site bus infrastructure, to include high quality waiting areas, real time information, disabled access and improved interchange facilities at the Liffey Valley site for buses and taxi's.

These facilities will be required in tandem with significant new development. South Dublin County Council will engage with the landowner, the Department of Transport and public and private bus operators in the formation of a Bus Strategy for the local area.

**Pedestrian/Cycle Facilities**

Provision should be made for high quality pedestrian and cycle facilities within the site and in surrounding areas, to improve access to/from the development. Integral to the development of the cycle/pedestrian facilities is the need to provide a safe environment, to reduce conflict with other transport modes and to encourage take up of these modes. Improved pedestrian and cyclist facilities form an integral part of the local framework plans set out in Chapter 4. (See Map 3.5A)

It is an objective of the Plan to explore in consultation with the local community the potential for providing a pedestrian link across the M50 to Palmerstown.

It is an objective of the Plan to provide for safe and dedicated pedestrian routes between the Town Centre and St. Loman's Road. Options for the design and implementation of this link will be considered by the Council as soon as final detailed plans for the Metro West and Lucan Luas in the vicinity become available.

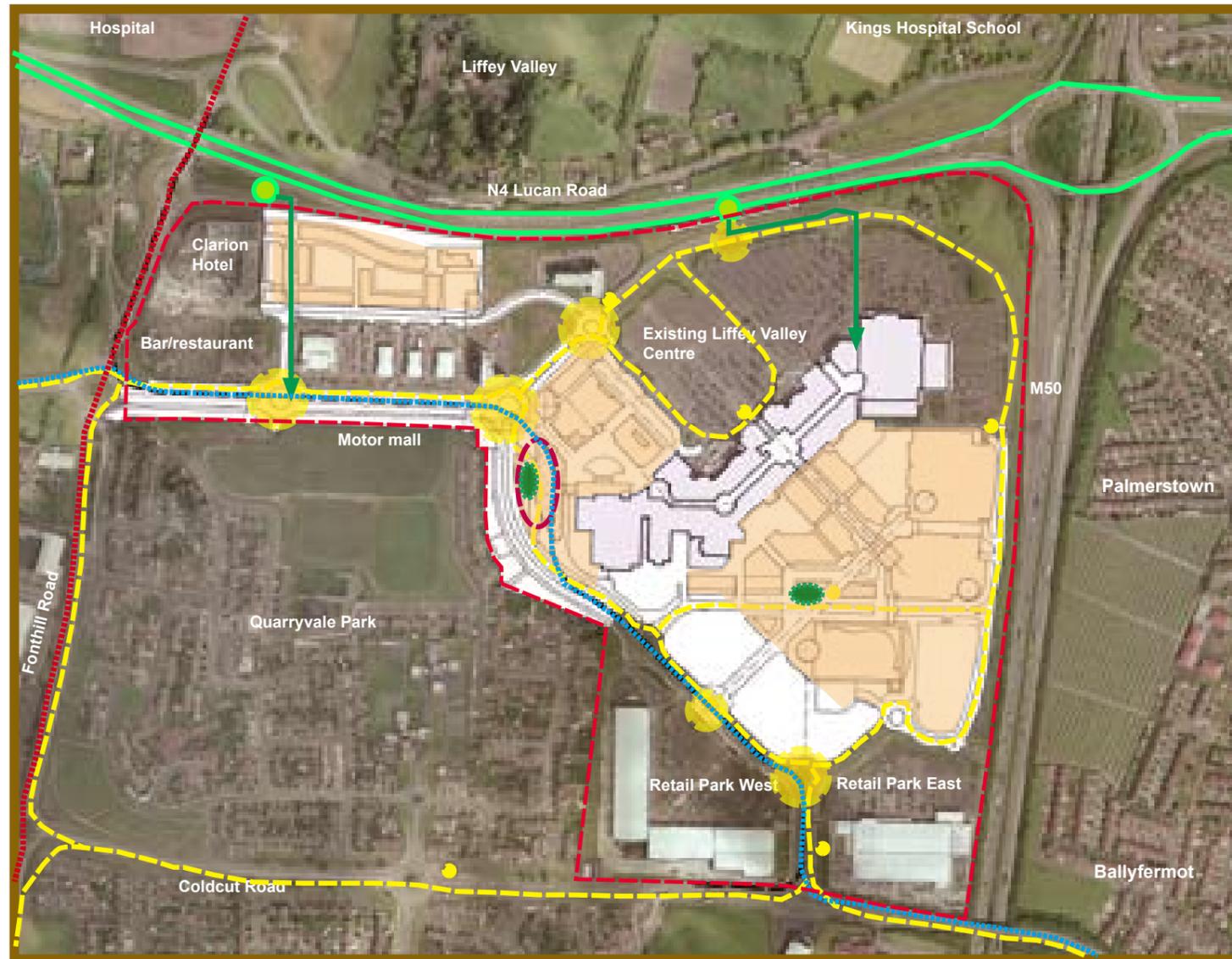
**Car Park Management**

The Mobility Management strategy for the site envisages car parking management, which includes controls on parking provision, parking charges, ramped metering and car sharing. This will work in conjunction with the promotion of alternative transportation modes.

It is a requirement of the Local Area Plan that a detailed Parking Management Plan be implemented for the site at planning application stage as a congestion mitigation measure.

The developer shall be required to implement a car park management strategy in tandem with significant new development. The strategy should include parking limitations, charging and ramp metering.

The requirements of the mobility management strategy have informed the design strategies set out in Chapters 3 and 4 of the Local Area Plan. The implementation requirements shall be linked to the phasing strategy set out in Chapter 6 and shall be agreed as part of all significant planning applications.



Map 3.5 Access Movement and Public Transport Strategy

-  Comprehensive network of new hopper buses
-  Improved access to QBC
-  Proposed transport interchange
-  Improvements to pedestrian crossings
-  Taxi drop off and pick up
-  Built form - indicative only
-  Town Centre Boundary
-  Possible future route for Luas
-  Possible future route for Metro West



**LEGEND**

-  Bus Lane or Quality Bus Corridor
-  1 Lane Cycle Track
-  2 Lane Cycle Track
-  Footpaths
-  Pedestrian Crossings
-  Shared Pedestrian / Cycle Track
-  Desired Pedestrian / Cycle Route

Map 3.5A Existing Cycle lanes and Footpaths

### 3.3. PUBLIC SPACES

Public spaces refer to all open areas within the Town Centre to which the general public have access and includes streets, roads and open spaces. In Liffey Valley Town Centre the public realm will be clearly defined by an interconnected network of boulevards, streets and public open spaces providing a choice of direct routes to all destinations within the Town Centre and beyond.

#### Objectives

To achieve open spaces that are attractive, permeable, multi functional and safe.

To ensure a clearly defined hierarchy of interlinked spaces based on their location and function.

To ensure that public squares are overlooked by active ground floor uses such as shops, restaurants and civic and community uses that create activity and interest.

To ensure that existing open spaces such as Quarryvale Park are upgraded in conjunction with new development.

To provide a positive interface between spaces and the built form e.g. building frontages, windows and entrances should face onto and overlook the street and open spaces.

To promote design that creates a clear distinction between public and private space. This will improve safety and security and give clear direction.

To promote layouts that enclose public spaces and take account of local climate conditions such as sunlight, daylight and prevailing winds.

To ensure that the public realm is characterised by high quality materials such as paving, street furniture, lighting and planting. Opportunities for public art should be created particularly in public squares and at gateways.

To ensure that the public realm is accessible to people of all ages and abilities.

To ensure a comprehensive management and maintenance regime is established to look after all public realm areas.

#### Strategy and Implementation:

##### Public Spaces Hierarchy:

An open space network will be provided, based on the provision of a hierarchy of parks and public squares linked via key pedestrian routes. The public realm will be arranged in a hierarchical sequence in order of location, character, physical scale, movement capacity, activity and mix of uses. Each character area will be further defined by its use of paving and surface materials, street furniture, lighting, planting and public art.

The hierarchy will comprise the following:

##### Boulevards

Two Landscaped Boulevards will be provided. The main boulevard will be created along the main east-west spine road linking the proposed Metro West interchange at Fonthill Road to the Civic Core. The second will be created along the north south spine road linking Coldcut Road to the Retail Core.

Vehicular routes will be upgraded to incorporate significant pedestrian and cycle links, tree planting, lighting, paving and street furniture. Each will be treated as a linear park providing direct routes to key areas within the Town Centre. Where Boulevards cross vehicular access points, the character and materials of the boulevards will take precedent, giving pedestrians and cyclists priority. Boulevards will be circa 25-39metres in width.

The design and treatment of the proposed east west boulevard will facilitate the provision of an active interface between Quarryvale Park and the new Town Centre. High quality design and treatment will be required. The detail of design and finishes will be developed in consultation with the local community in tandem with the future proposals for Quarryvale Park provided for in this Plan.

##### Existing Access Roads

Existing Routes will be incorporated into the movement hierarchy linking boulevards to the new pedestrian street network in the Civic and Retail Core areas. New pedestrian crossings will be provided at key junctions. Paving, tree planting, street furniture and lighting will be provided at key locations, particularly in the vicinity of new development.

##### Pedestrian Streets

The Civic and Retail Cores will be developed around a comprehensive network of pedestrian streets. A new street grid will be created, seamlessly integrating into the existing shopping centre. The streets will be defined by buildings and lined with active frontages. They will be the principle routes of movement and activity within the Town Centre and characterised by appropriate paving, street furniture, tree planting and lighting. Pedestrian through streets shall be 10-12m in width.

##### Proposed Vehicular/Pedestrian Road

A new east west vehicular route is proposed through the Retail Core. This road will cater primarily for public transport and taxi access as well as pedestrians and cyclists. It will be designed as a traditional street with clear definition between carriageway and pavement. Where it traverses the boulevard pedestrians and cyclists will have priority through use of shared surfaces. Vehicular through streets shall be 16-24 m in width.

##### Open Spaces

There are no parks, public squares or significant civic areas within the Town Centre Area, at present. Quarryvale Park adjoins the plan lands to the south. This is a neighbourhood park associated with the Quarryvale housing development. The park incorporates a number of playing pitches and a play ground. Primary access to the park is from the Quarryvale housing estate. Quarryvale Park is large enough to serve as a Neighbourhood Park for existing and proposed development within the area. This park to be upgraded as part of the Town Centre expansion. Improved access to Quarryvale Park should be incorporated into the design of the east west boulevard. Upgrade works within the park will include landscaping and a neighbourhood play facility. Upgrade works will be required in conjunction with the Residential Core. The Council will work in conjunction with local community groups to investigate the potential of providing a "Multi Use Games Facility" in Quarryvale Park.

It is an objective of the Local Area Plan that Quarryvale Park be developed on the model applied at St. Cuthbert's Park with a Committee including community (Multi Games Action Group MUGA), Council representatives in liaison with the developer being set up, and facilitator appointed to drive an agreed plan for the park forward.

The Council shall invest significantly in the up-grading of Quarryvale Park including facilities for the benefit of the local community in Quarryvale and the North Clondalkin area.

##### Public Squares

A hierarchy of public squares will be provided within new development areas.

The Civic Square is the heart of the Town Centre. It will provide a focus for leisure, entertainment and night time activity, including the opportunity for outdoor performance, bars, cafes, restaurants and cinemas. This space should also be capable of catering for cultural events and activities that will broaden the Town Centre's appeal as a destination. The Civic Square will incorporate materials and treatment of the highest quality.

The Retail Square is the commercial focus of the town centre. The square will be lined with a mix of retail activity and non retail uses.

A Residential Square is proposed on the eastern edge of the residential quarter adjoining the existing office quarter. It will be a more tranquil space providing a local amenity for the residential development, crèche and employees of the adjoining office park.

The dimension of each public square should reflect the scale of surrounding buildings and its importance within the site. They should be surrounded by ground floor uses that promote outdoor activity in order to broaden their appeal and use.

**Materials**

With regard to surface treatments, the Council will require an emphasis on the quality of materials provided. In general, road surfaces will be tarmac with higher quality pavements, kerbs and surface treatments, particularly in key locations, such as the boulevards, pedestrian streets, junctions, pedestrian crossings and public squares. Materials throughout the Town Centre should incorporate a consistent theme, with variation to reflect individual character areas.

**Landscaping:**

With regard to landscaping treatments, the Council will require an emphasis on quality soft landscaping throughout the development. All significant planning applications will require a detailed landscaping plan that ensures consistent treatments throughout the Town Centre, with variations to reflect individual character areas. There will be a preference for direct street tree planting within the Town Centre, with planter boxes only used in appropriate circumstances.

**Streetscape**

A holistic approach to streetscape design and materials is required, to avoid a proliferation of inconsistent signage, lighting, street furniture and traffic control measures. Spaces should be designed to ensure that their functions are clear and the need for superfluous signage, bollards and barriers are minimised. Services and utility infrastructure such as pipes, inspection chambers and manhole covers should be located in a manner that does not undermine public realm treatments.

**Lighting**

Lighting should be an integral part of the public realm design and a comprehensive lighting strategy that includes lighting for movement corridors, public spaces and buildings is required with all applications.

**Public Art**

Public art can add character, reflect cultural heritage and contribute to creating a distinctive Town Centre. Public art will be required within the three public squares.

**Safety and Security**

For the Town Centre to be a desirable place it must be perceived as a safe place. Active measures such as Garda and Security patrols will play a crucial role in creating a sense of security. A safe environment can also be created through the provision of a CCTV network and by requiring layouts and designs that contribute to a safer environment.

All buildings and spaces should be designed under the guidance of Safer-by Design principles. CCTV is also required in areas that may be the target of anti-social or criminal behaviour.

The Civic Core is identified for night time activities such as restaurants, bars, theatres, and cinemas. This area is in close proximity to bus and taxi services and possible future Luas. This will ensure that there is a focus of night time activity so that people do not feel isolated and that transportation options are readily accessible.

**Mobility and Disability Access**

Disability access throughout the Town Centre is poor, particularly on the circulation network of roads and crossings leading to the Town Centre. This presents a significant barrier to a large section of the population, excluding them from the Town Centre area. A disability audit of the LAP site will be required as part of the Town Centre scheme. The audit should outline barriers to access and set out a comprehensive framework for improving access throughout the site.

**Environment Amelioration:**

Applications within the Local Area Plan should take cognisance of opportunities to provide necessary wind breaks, noise attenuation or visual barriers to the entire Town Centre Area. These may take the form of tree planting, planted earth embankments, noise walls or other methods.

**Fringes:**

In order to increase the links between the Town Centre area and adjacent land uses, proposed developments abutting the Town Centre boundary have a particular responsibility to have regard to the adjacent land use and to design responses appropriate to their immediate context. Other interventions may take the form of screening or planting along the boundaries adjacent to the M50 or the N4, or increasing the permeability into, and visual attractiveness of Quarryvale Park.

**Views**

Attractive views into and out of the Town Centre can contribute to creating links between the Town Centre and its environs. Each application must have regard to protecting attractive views and key vistas into and out of the Town Centre Area (such as the Dublin Mountains or the Liffey Valley SAAO).

All development at the Liffey Valley Development that in any way overlooks or affects the Liffey Valley Special Amenity Area/Liffey Valley Area shall be required to minimize light pollution, visual impact of buildings and negative impacts on wild life and amenity value of the areas mentioned.

The Strategic Environmental Impact Assessment which supports this Local Area Plan proposes a detailed list of mitigation measures relating to the assessment of the visual impact of the proposed development on adjoining areas. It also details mitigation measures relating to issues such as noise and vibration, air quality and landscape and townscape issues. The Landscape and Townscape section in particular makes reference to issues such as building form, lighting and signage.

**Undeveloped Lands**

Lands that may not be developed within the life of the Local Area Plan should receive appropriate landscaping treatment in conjunction with the development of the Retail Core. Temporary landscape treatments such as wild flowers and tree planting should be provided.

**Green Routes Strategy**

South Dublin County Council has initiated a Green Routes strategy for South Dublin County. The strategy will comprise of a series of connected walking and cycling routes through the parks, open spaces and roads of South Dublin. Green Route No. 9 will extend from the Liffey Valley to the Dodder Valley through Liffey Valley Town Centre. The Open Spaces network is consistent with proposed Green Route No. 9.

**Implementation**

Chapter 4 of this plan identifies how the Density Strategy is to be applied within different areas of the Town Centre area. Chapter 5 contains detailed policies and development management mechanisms to ensure that the strategy is achieved.

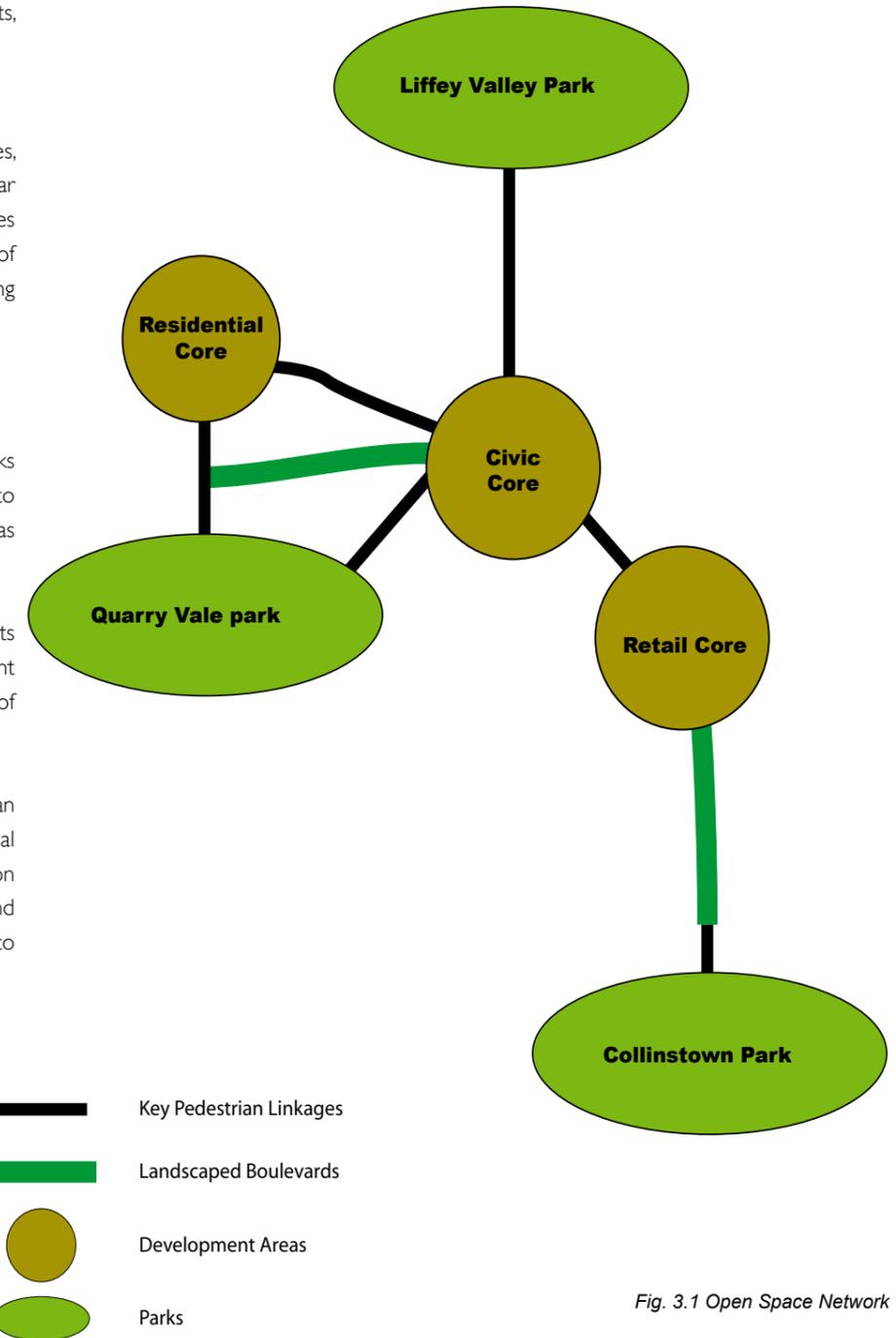


Fig. 3.1 Open Space Network



Map 3.6 Public Spaces

-  Boulevards / Key Vistas
-  Existing access roads
-  Proposed vehicular/pedestrian road
-  Pedestrian Street Network
-  Public Square - Significant Civic Space
-  Public Square - Neighbourhood Amenity Value
-  Temporary landscape Treatment (possible overflow car park / Park and Ride)
-  Built form - Indicative Development Area Layout
-  Town Centre Zoning

### 3.4 COMMUNITY AND SOCIAL INFRASTRUCTURE

Community or social infrastructure refers to facilities that serve the needs of the community in areas such as education, health, welfare, emergency services, recreation and entertainment. The plan area is characterised by commercial development and contains limited community or social infrastructure facilities at present. There are a number of schools, health centres and community centres in the vicinity of the plan lands. (Map 3.7)

#### Objectives

To facilitate the provision of higher order community facilities in the Town Centre, to meet the needs of existing and future populations within and adjoining the Town Centre.

#### Strategy and Implementation

In this section these headings are combined as each element of community and social infrastructure is considered below:-

#### Library

It is an objective of South Dublin County Council under Specific Local Objective (SLO) 12 of the South Dublin County Development Plan, 2004-2010 to 'secure the provision of new libraries in suitable locations in accordance with an agreed programme'. The development of new libraries in Palmerstown and North Clondalkin is specifically referred to in SLO 12.

A Regional Library will be provided at Liffey Valley Town Centre, in conjunction with the expansion of the Town Centre. The Regional Library will meet the needs of surrounding communities in Palmerstown, Lucan and North Clondalkin. In addition to Library Services, this managed facility will include a civic area to facilitate social gatherings and smaller rooms to facilitate community meetings, public workshops, training and social events.

#### Community Support

Social and economic linkages between commercial interests and community support groups should be promoted, in order to facilitate participation by all members of the community.

South Dublin County Council will work in conjunction with FAS, the landowners and local stakeholders to ensure that training and employment opportunities in the area are matched. The Council will require the implementation of a detailed scheme for the delivery of local employment in line with identified local needs. The scheme shall be put in place in tandem with development and involve FAS, South Dublin County Council, local community groups and commercial interests.

It is an objective of the Plan that the training and employment provisions put in place as part of the Town Centre scheme include the provision of training facilities and programmes, both prior to and subsequent to the development, the setting up of a monitoring group which will include local residents, and effective promotional arrangements. Training and employment provision will be progressed through collaboration between the developer and employers and organizations such as FAS, the LES, Co. Dublin VEC and SDCC. It is also an objective to the Plan that suitable units be provided in Liffey Valley for start-up businesses, including retail and service enterprises, promoted by local people, that rental levies be subsidized and that the Developer and other organizations such as the County Enterprise Board, SDCC and Clondalkin Partnership be involved in the delivery of the project

South Dublin County Council will work in conjunction with South Dublin County Enterprise Board and Enterprise Ireland in providing affordable retail space for independent retailers.

It shall be an objective of the Council that there shall, subject to amendments to the current Development Levy Scheme, be a community dividend built into the levies imposed on any future development at Liffey Valley and this levy shall be used by the Council with the approval of the elected members for the enhancement of the quality of life of the existing communities of Quarryvale, Palmerstown and Ballyowen.

#### Health Care

There are no healthcare facilities within the LAP lands currently. There is a range of public and private healthcare facilities in the wider area.

Cherry Orchard hospital provides a range of residential and day care services in the area. The Local Health Office at Cherry Orchard Hospital supports a range of community health services including GP out of hour services, public health nursing, social work services and disability services.

Stewarts Hospital provides care for people with intellectual disabilities. Facilities on site include a village style residential facility, a school and a sports complex.

St. Lomans Hospital, located to the west of the LAP area, provides a range of mental health services, including residential and day services.

The Hermitage Medical Clinic is a private hospital located just north of the LAP lands. The clinic provides medical, surgical and radiotherapy care.

There are public health centres in Lucan, Ballyowen, Rowlagh, Cherry Orchard and Palmerstown.

South Dublin County Council has consulted with the Health Service Executive (HSE) to identify its needs in the Liffey Valley area. The HSE has advised that there is adequate provision in existing centres and that no additional medical facilities are required for the scale of residential development envisaged.

#### Schools

There are no schools within the LAP lands. There are a number of primary and secondary level schools in the surrounding communities of Quarryvale, Rowlagh, Palmerstown and Lucan. South Dublin County Council has consulted the School Planning Unit of the Department of Education and Science to identify their needs in the Liffey Valley area. The School Planning Unit has advised that there is adequate provision in the existing schools and that no additional school sites are required for the scale of residential development envisaged.

### Childcare Facilities

In residential schemes, Planning Guidance recommends that all new residential developments provide a 1 x 20 child capacity childcare facility for every 75 residential units (The Guidelines-Childcare Facilities for Planning Authorities, 2000). This was originally devised for suburban housing and has proven somewhat excessive in many scenarios, especially in 'urban' environments. It is proposed to allow the childcare requirement to be reduced to not less than a 1 x 20 child facility for every 150 dwelling units in the Town Centre, provided that all schemes of 75 units or more provide dedicated concierge/ caretaker/security apartments (to be subject to legal agreement), adjoining main access lobbies. This is considered appropriate given the need to match facilities provision to unit type and to encourage stability and security.

An existing crèche facility in the vicinity of the proposed Residential Core provides 116 childcare places. At a provision rate of 20 childcare spaces per 150 units the 800-1000 residential units proposed under the LAP require approximately 106-133 childcare spaces. Existing provision would therefore satisfy the requirement that is likely to arise from the level of development envisaged.

### Youth Facilities

The Council will cooperate with local Youth Service groups and the landowner in providing Youth Facilities within the Town Centre including a Youth Café that is similar to a coffee bar, with entertainment, food and non-alcoholic beverages being provided.

### Children's Playgrounds

Children's Play Facilities should be provided in accordance with the requirements of the South Dublin County Council 'Planning Guidelines for the Provision of Children's Play Facilities in New Developments, 2007'. A hierarchical network of children's play facilities is required within new developments based on the nature and extent of development provided.

#### Young Children's Area for Play (YCAP)

Small play spaces of up to 100sq.m that provide opportunities for play by toddlers and young children will be required for groups of 50 houses and for blocks of 20 or more 2-bed plus apartment or duplex units.

#### Local Equipped Area for Play (LEAP)

Larger play spaces of up to 400sq.m that provide play facilities for children up to 8 years of age will be required for groups of 150 - 499 units (including houses, duplexes and apartments).

#### Neighbourhood Equipped Area for Play (NEAP)

Larger play spaces of up to 1000sq.m that provide play facilities and a hard surface area for a wider range of children, particularly older children will be required for groups of 500 - 800 units (including houses, duplexes and apartments).

The provision of facilities is a cumulative requirement in the sense that larger scale development will be expected to accommodate a greater range of play facilities. The only exceptions will be proposals for one-bedroom apartments and sheltered housing for the elderly. YCAP's and LEAP's will be required within the Residential Core to cater for the level of residential development envisaged. A NEAP will be required in Quarryvale Park in conjunction with the proposed Residential Core to meet the needs of existing and proposed development.

The provision of play facilities for children shall be in accordance with the provisions of the Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities were published in September 2007 by the DoEHLG which require the following:

The play needs of children around apartment buildings should be catered for:

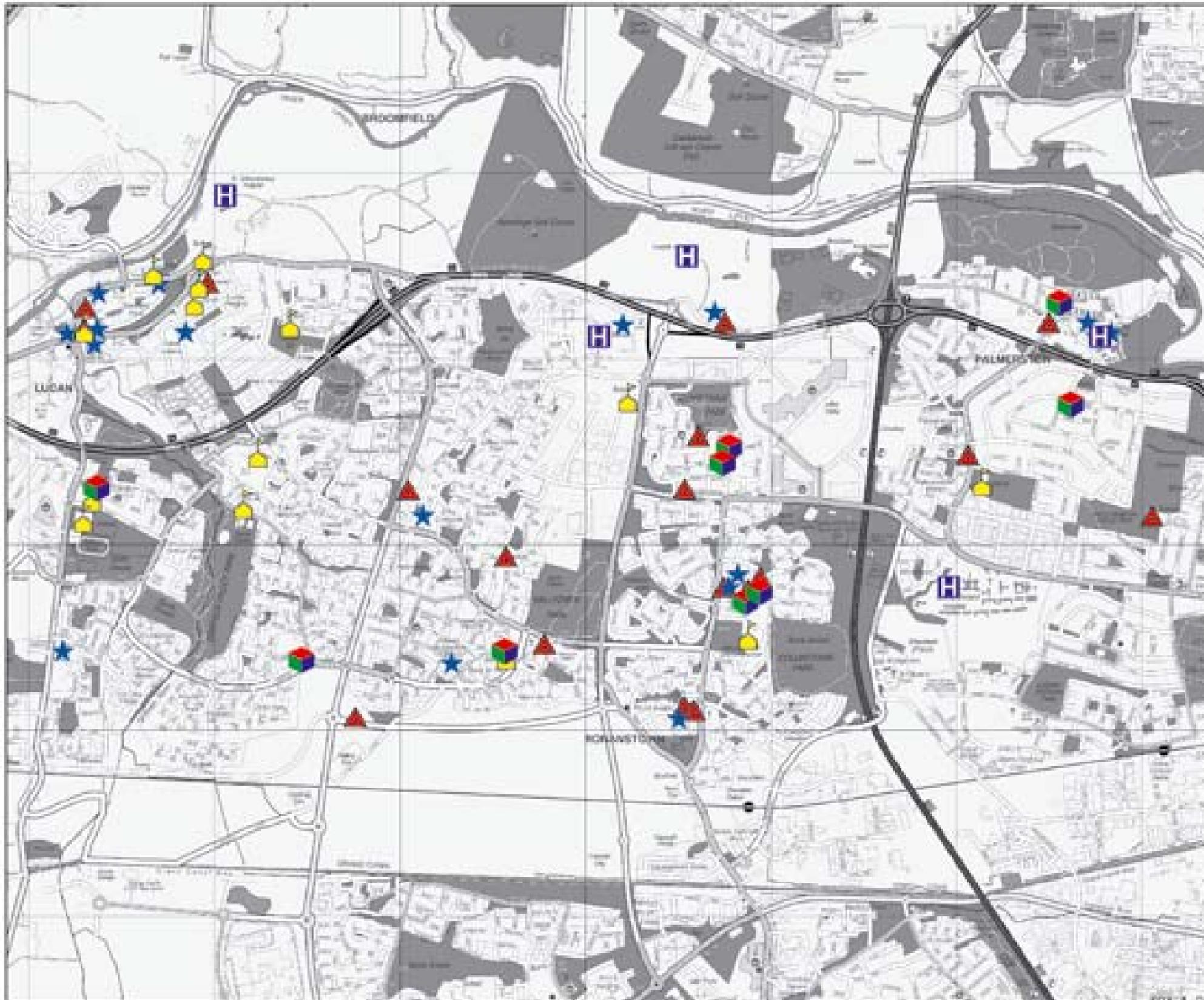
- within the private open space associated with individual apartments;
- within small play spaces (about 85-100 sq metres) for the specific needs of toddlers and children up to the age of six, with suitable play equipment, seating for parents/guardians, and within sight of the apartment building, in a scheme of 25 or more units; and
- within play areas (200-400 sq metres) for older children and young teenagers, in a scheme of 150 or more apartments.

### Monitoring

It will be necessary to monitor the emerging demographic make-up of the Town Centre population in order to identify any additional facilities that may be needed to cater for the specific needs of the population.

**Legend**

-  School - Primary
-  Hospitals
-  School - Secondary
-  Health Centres
-  Community Centres



Map 3.7 Community facilities in vicinity of Liffey Valley Town Centre



## CHAPTER 4 Framework Plans



## 4.0 FRAMEWORK PLANS

### 4.1 INTRODUCTION

This section sets out local framework plans for key development areas within the Town Centre. The Framework Plans focus on the Civic, Retail and Residential Cores and on the Access Boulevards.

Each core area is defined by local characteristics such as land use, building form, street layout, activity levels, public spaces and proximity to public transport. Each core area is examined in terms of existing and desired characteristics with descriptions and illustrations provided, these include:

- Overview;
- Existing and future land use;
- Existing and future Access and Movement; and
- Existing and future Built Form and Landscape;

The examination of each area concludes with the desired Local Area Plan outcome. This includes an illustration masterplan, perspective sketch and other illustrations.

The text, plans and illustrations within this section provide guidance on the future form of development within the Local Plan Area. Detailed design solutions must demonstrate consistency with the objectives and prevailing principles set out in the local framework plans.



Local Area Plans

-  Town Centre Zoning
-  Existing Development

-  Long Term Vision - Future Town Centre Development Areas
-  Local Area Plan Development Areas

## 4.2 CIVIC CORE

### 4.2.1 Overview

The Civic Core is situated on the existing north-west car park, to the front of the shopping centre at the end of the central spine road and adjacent to the existing community at Quarryvale. This will be the focus for civic and community activity within the town centre. Development will be focused around traffic free public streets and a civic square that will connect into the existing shopping centre.

The Civic Core will be the heart of the new town centre and will be physically and visually dominant. The civic core will incorporate a new centrally located bus/taxi interchange. In the future there is the possibility of a more significant Luas /Bus/taxi interchange.

**NOTE**

Plot ratio and building height figures in the Local Area Plan are maxima and are not mandatory. It is accepted that there are a variety of possible storey (floor to ceiling) heights, e.g. a commercial storey may be 4.5m and a residential storey may be 3.3m. Where the Plan refers to building height in storeys, this shall generally relate to 3m floor to ceiling height above ground floor and up to 4.5m at ground floor; or equivalent. Where the Plan refers to Plot Ratio, this shall generally relate to net site area, i.e. excludes adjoining streets and public spaces.



View along main access road to civic core

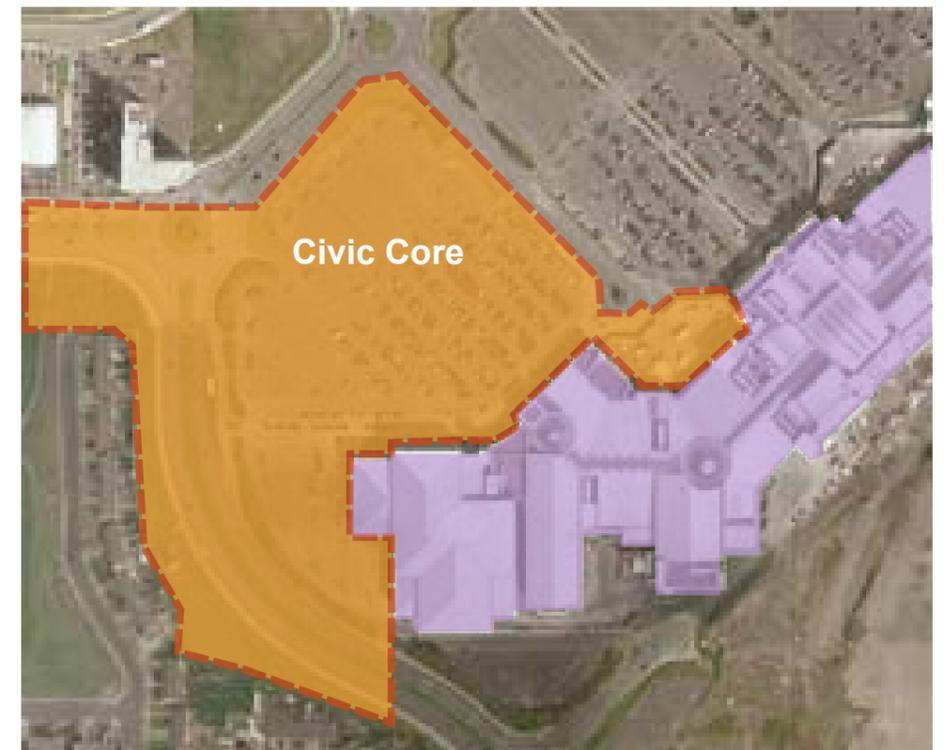


View across car park to shopping centre entrance - proposed location for civic core



Location Plan

-  Liffey Valley Town Centre
-  Civic Core
-  Existing Shopping Centre Building



Aerial view of heart of Civic Core - existing

4.2.2 Civic Core - Existing Land Uses

- Predominantly surface car parking and access roads;
- Western end of existing shopping centre comprising Vue cinema and food court;
- External service yards for existing shopping centre enclosed with perimeter walls.

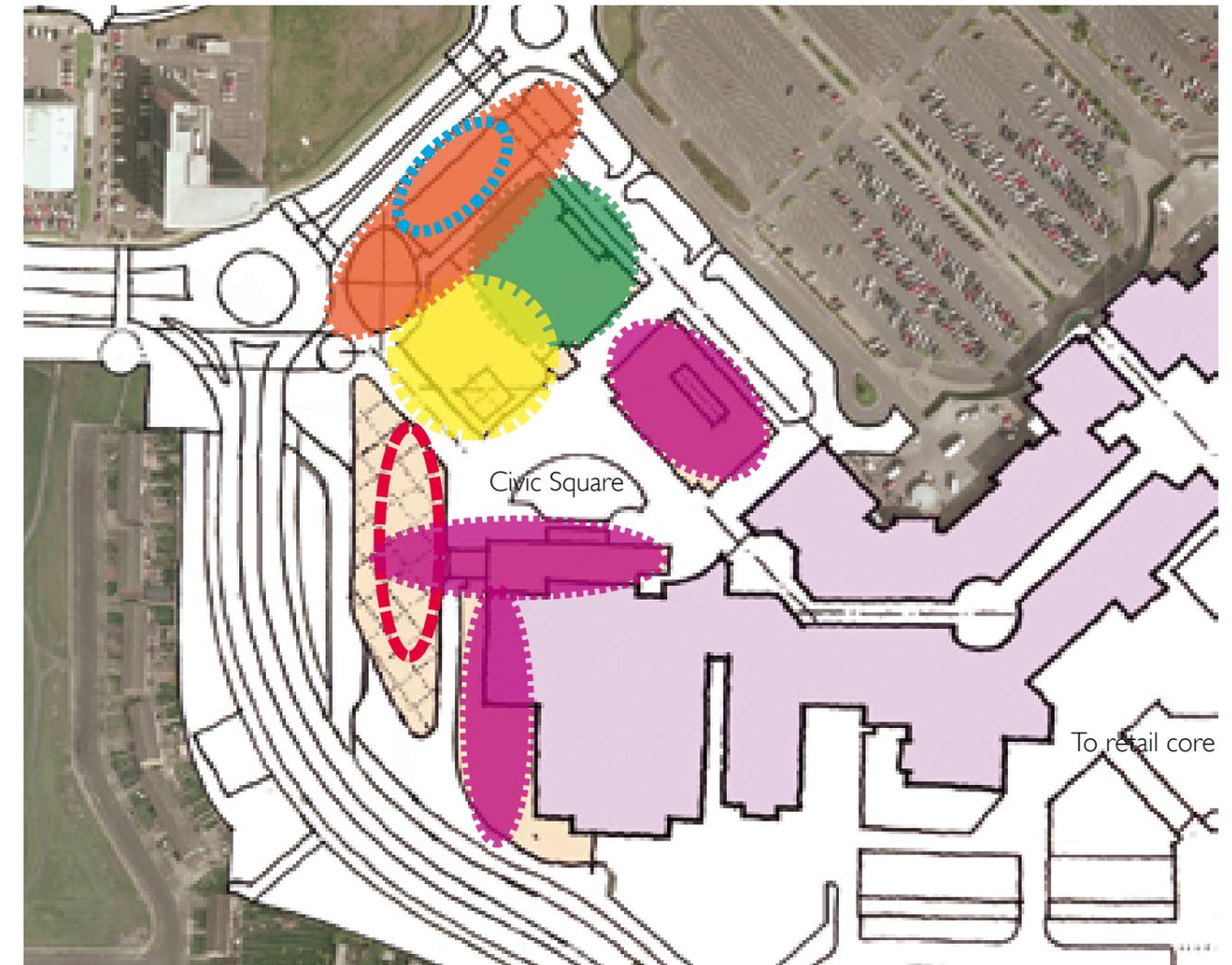
4.2.3 Civic Core - Future Land Uses

- A vibrant mixed use area focused on a public square.
- A focus for community and civic activity-uses within the civic core will include a new library and community building, a FAS Training Unit and Garda Office.
- Other community uses such as citizen's advice, financial services and childcare facilities will be encouraged.
- Active day and evening uses including bars, restaurants and cafes will be located at street level along streets and around the public square.

- Night time entertainment and leisure uses should be clustered in this area adjacent to the transport terminus.
- Residential and hotel uses are encouraged within this area.
- Office space is permissible within this area to add to the mix of activity.
- The commercial mix will be split at approximately 20 percent retail uses and at least 80 percent other mixed uses.



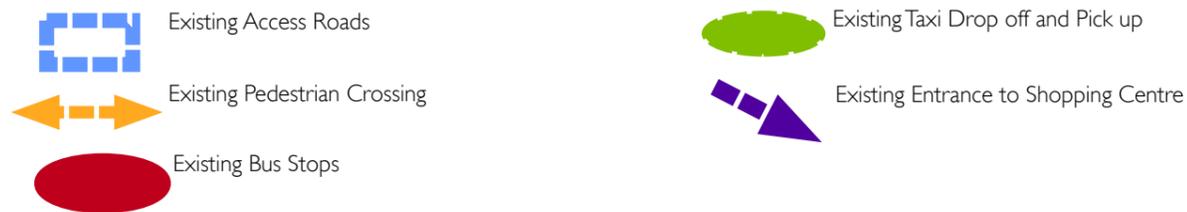
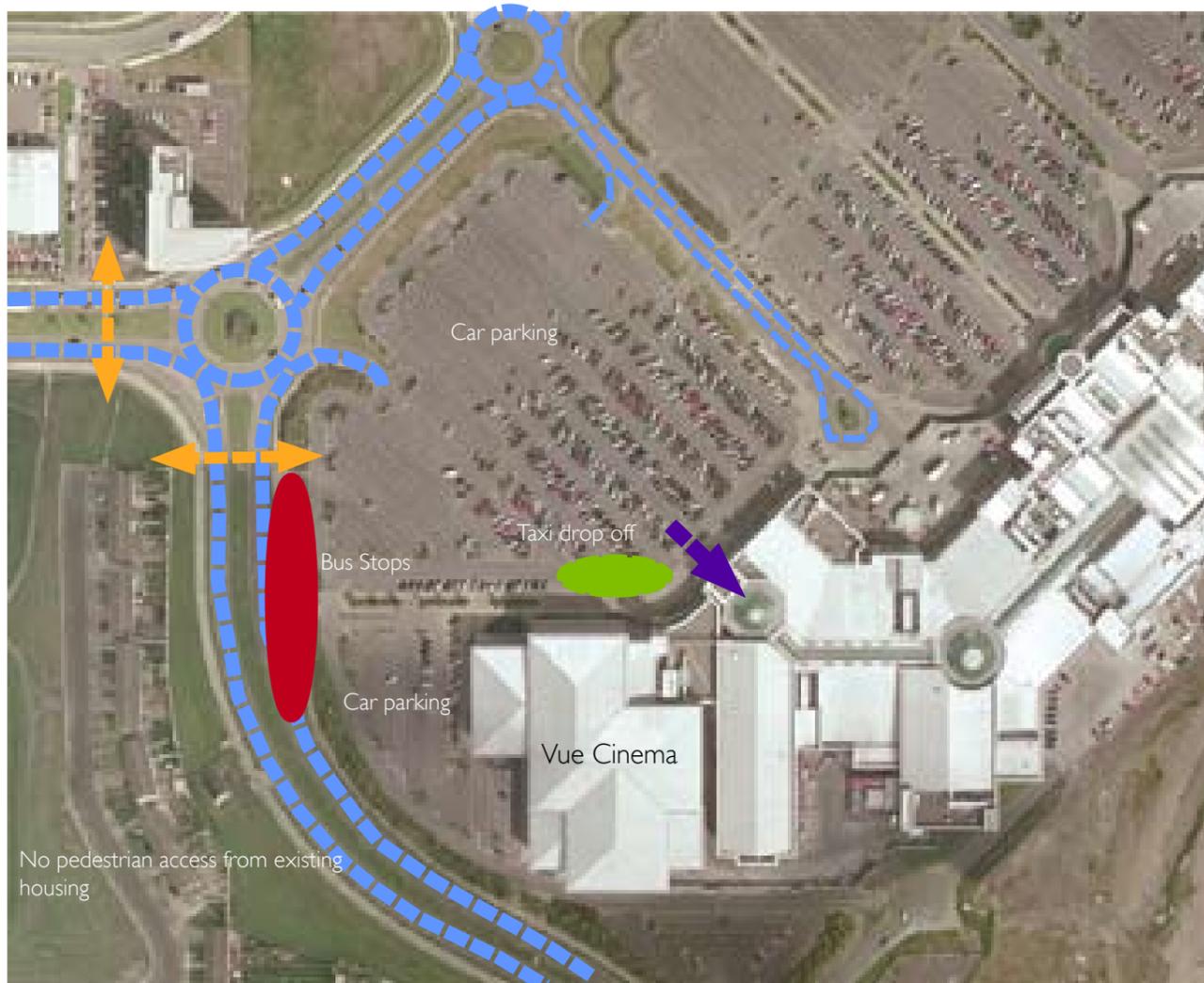
- Existing Surface Car Parking
- Existing Bar, Restaurant, Cafe
- Existing Retail
- Existing Leisure



- Proposed Leisure
- Proposed mixed use - including small scale convenience retail, cafes, bars, restaurants
- Proposed Residential
- Proposed small scale office space and entrepreneurial start up units
- Proposed Civic and Community uses
- Built form - indicative only
- Bus/taxi Interchange - possible future Luas

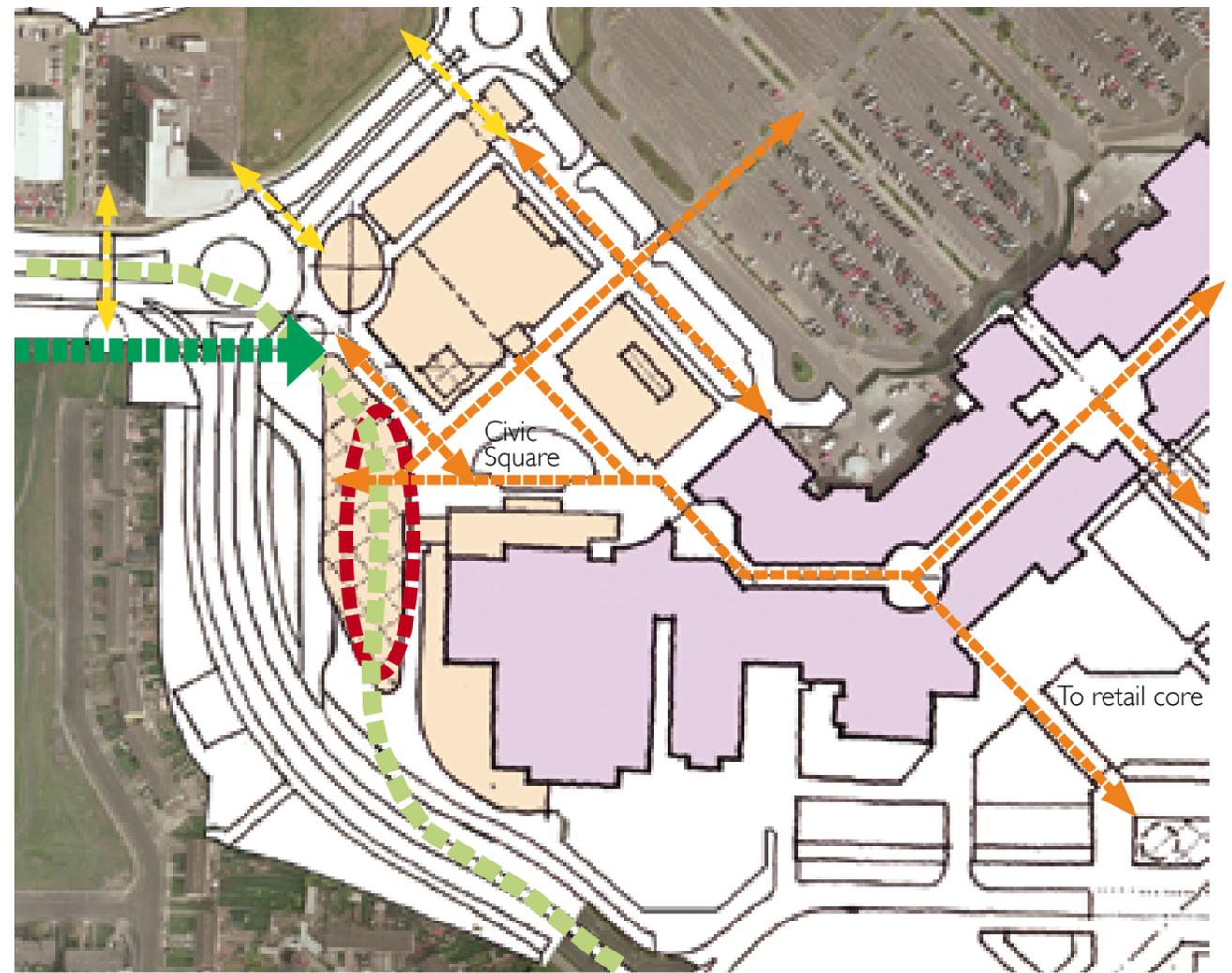
4.2.4 Civic Core - Existing Access and Movement

- The civic core is bounded on western and northwestern edges with an existing four lane perimeter access road.
- At present the area is car dominated with little to encourage pedestrian activity.
- There are few pedestrian crossings making access and circulation difficult on foot.
- The area is dominated by wide expanses of surface car parking.
- Along the western perimeter access road there are a series of bus stops with direct pedestrian access to the existing shopping centre entrance.
- There is a taxi drop off and pick up point in front of the entrance.
- There is little pedestrian permeability between the existing centre and the adjacent community at Quarryvale.



4.2.5 Civic Core - Future Access and Movement

- A new bus/taxi interchange is proposed on the western edge of the Civic Core. In future this may be expanded to include Luas.
- The area will be characterised by a network of pedestrian oriented streets, a central square, and a new east-west pedestrian boulevard. The pedestrian network will include strong links to the new retail core, via the existing mall and to the Residential Core via the existing office quarter.
- The proposed landscape boulevard will link directly into the new square.
- New pedestrian/cycle crossings will be provided to improve access to Quarryvale Park and the existing office quarter.
- Vehicular access for delivery and servicing will primarily be from the access roads with service vehicular access on pedestrian streets at certain times of the day only.
- Surface car parking will be replaced by multi storey car parking.
- All vehicular streets will be pedestrian and cycle friendly



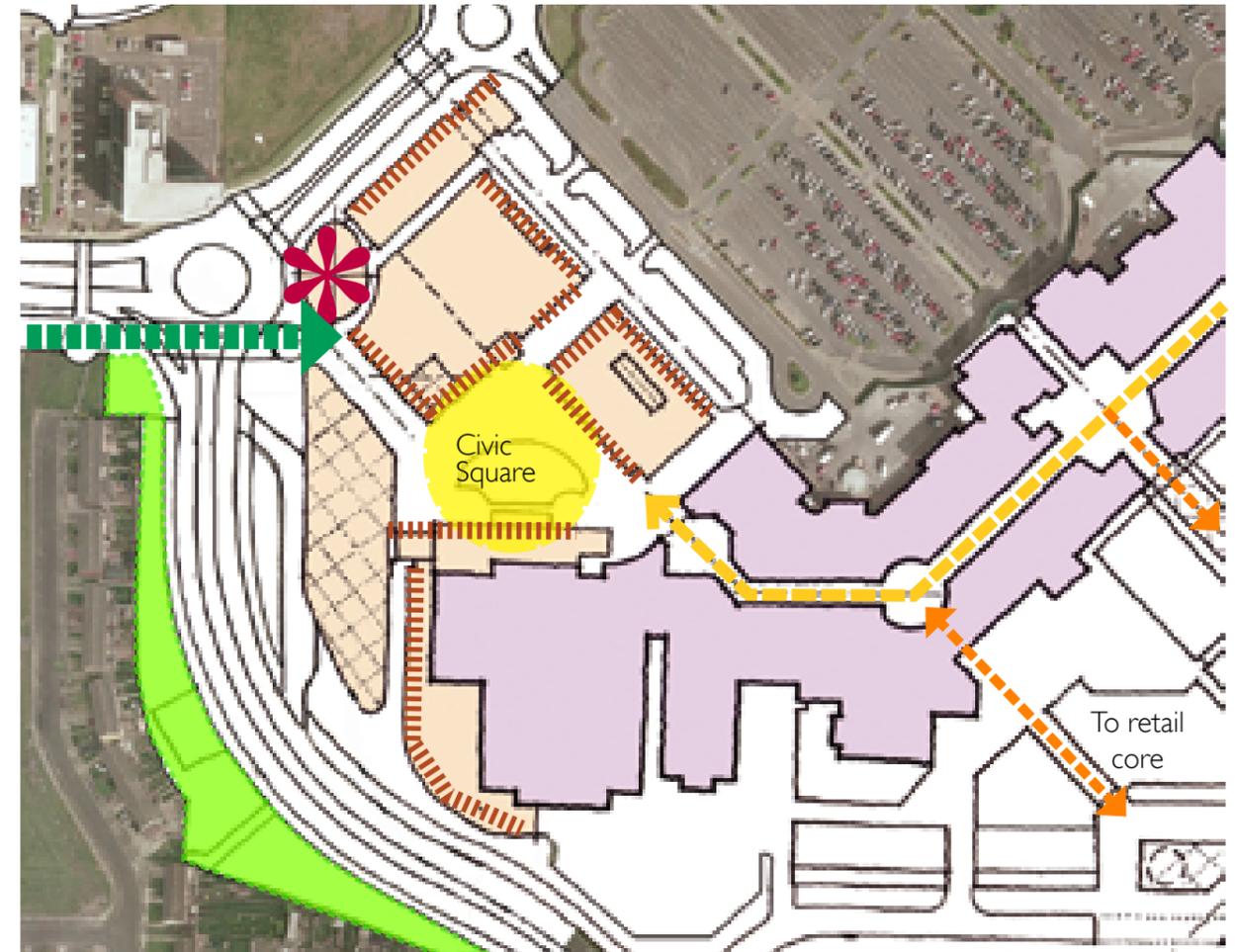
**4.2.6 Civic Core - Existing Built Form and Landscape**

- The area is characterised by a large inward looking mall building - presenting blank walls and service yards to the public realm
- The area is predominantly low rise low density single use buildings.
- The entrance to the existing shopping centre has a landmark tower to identify it.
- Adjacent housing is two storey with back garden fences facing onto the site.
- To the northwest are two 5-6 storey office blocks.
- The area is dominated by surface car parking and access roads.
- There are extensive verges and low shrubs with the occasional specimen tree.

**4.2.7 Civic Core - Future Built Form and Landscape**

- The Civic Core will dominate the built environment with buildings of up to 6 storeys generally, with a taller landmark building permissible.
- New development will be characterised by a network of traditional streets lined with active frontages.
- Buildings will form a hard urban edge to streets and squares with active frontages at ground level.
- A new public square will be the focal point for the Civic Core.
- The proposed landscape boulevard will link directly into the new square.
- At the heart of the civic core will be a multi use civic/community building, with the principle entrance fronting onto the public square. This building to be designed to allow visual and physical interaction between internal and external activity.

- Visual 'corridors' should be maintained along boulevards and key streets to maintain views into the civic square and to the existing shopping centre.
- Service yards shall be separated from the public realm preferably enclosed by built form.
- The existing open grass area will be improved with new planting, paving and street furniture.
- A maximum plot ratio of 2.5:1 will apply to the Civic Core.



	Main Entrance to Existing Shopping Centre		Existing internal Mall		Proposed Landscape improvements		Civic Square		Proposed Key Active Frontages
	Existing Blank Building Facades		Pedestrian Boulevard		Proposed landmark/Gateway building		Link through existing building to retail square		Existing buildings
					Built form - indicative				

4.2.8 Civic Core - Illustrative Masterplan

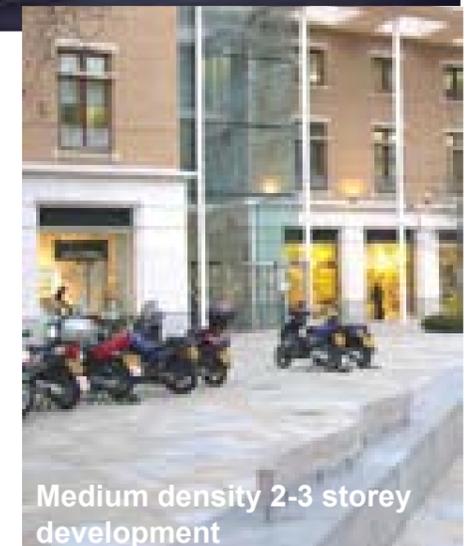
The area will be subject to significant transformation from a large car park to a vibrant mixed use district that will be the civic, community and entertainment heart of the town centre. A network of pedestrian streets and a central square will enliven the streetscape and provide activity through the day and into the evening. Key frontages will be more intensively developed to generate activity particularly along movement corridors and around the square. Activity along the streets will be supplemented with areas of civic and community uses that will spill out onto the public realm. The architecture will be of the

highest quality and contemporary in style, with a variety of building types to add interest to the built form. Access to surrounding development will be significantly improved with a pedestrian focused public realm and new pedestrian crossings.

\* The drawing below is for illustrative purposes only, actual development may differ in form and layout.



Create an opportunity for civic and community uses to spill into public realm



Medium density 2-3 storey development



A central public square



-  Possible future development - uncoloured
-  Possible LAP Development
-  Existing Buildings

### 4.3 RETAIL CORE

#### 4.3.1 Overview

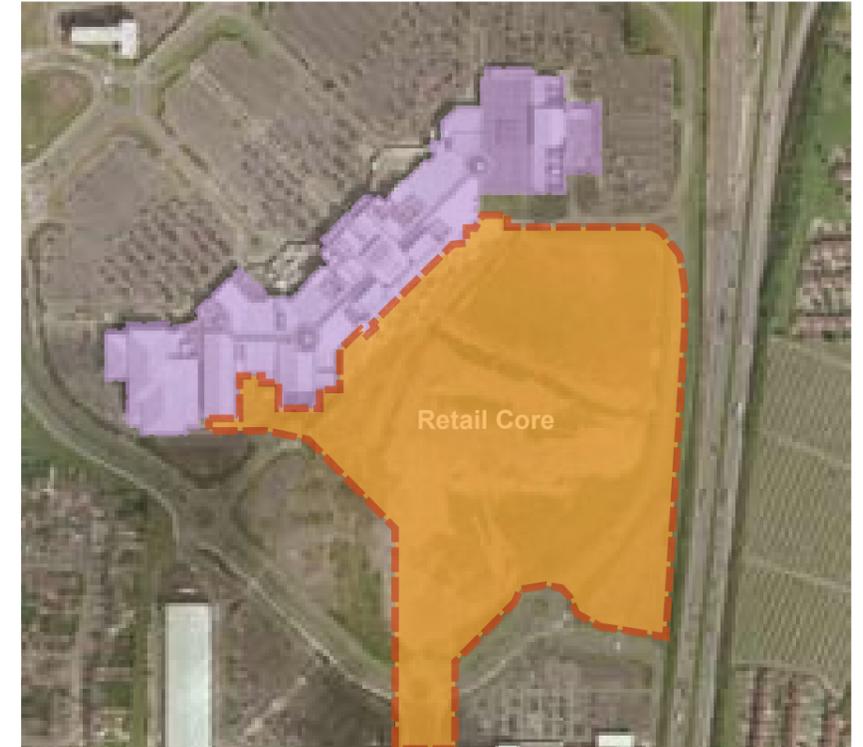
The Retail Core is situated to the south of the existing shopping centre building on undeveloped lands. This designation seeks to establish a retail quarter that is focused around a network of pedestrian streets linking into the existing mall.

The Retail Core will incorporate a public square lined with a variety of retail units. In addition to the main retail element there will be opportunities for non retail services.

-  Liffey Valley Town Centre
-  Civic Core
-  Existing Shopping Centre Building



Location Plan



Aerial view of proposed retail core



View of proposed retail core from east



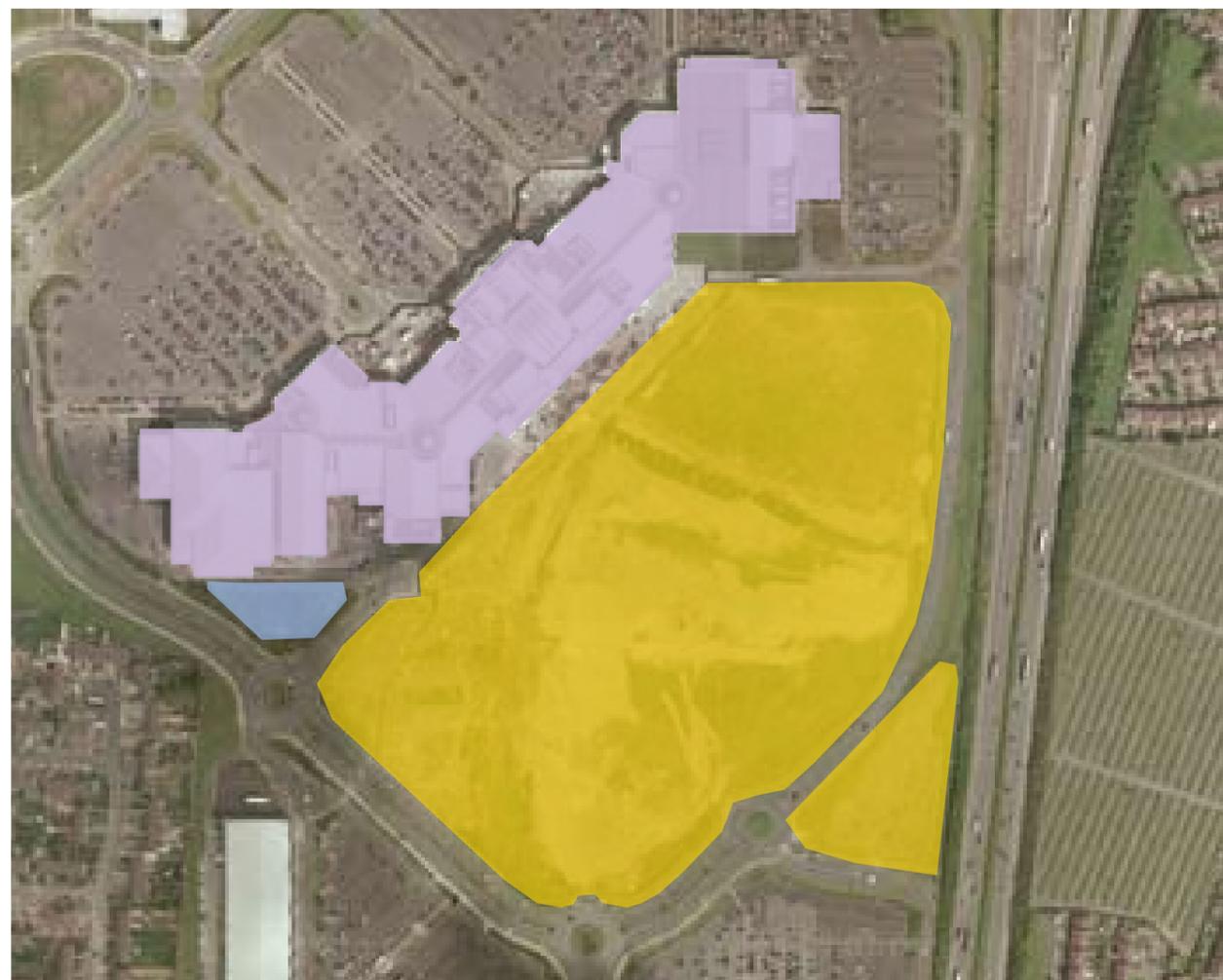
View of proposed retail core from south

**4.3.2 Retail Core - Existing Land Uses**

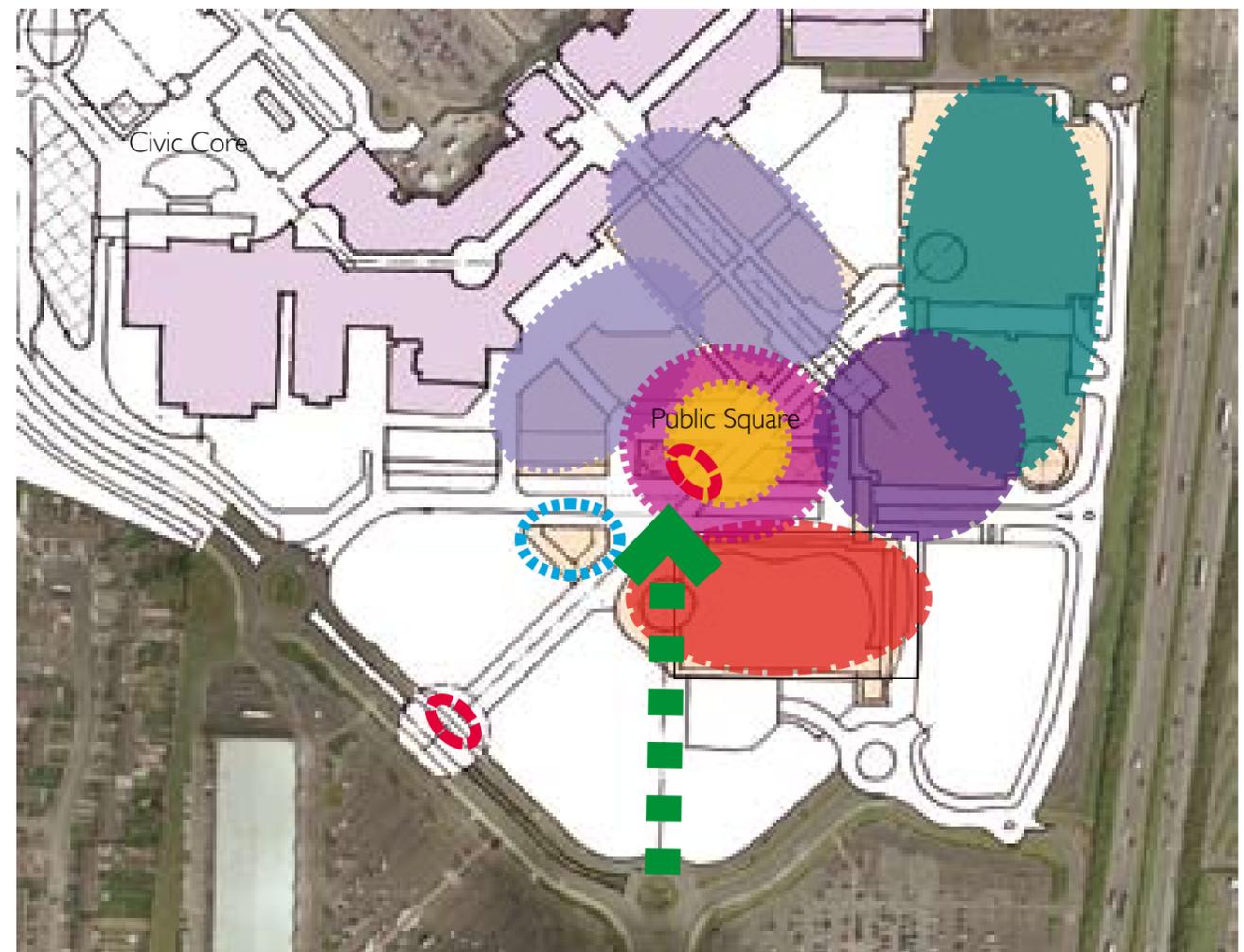
- Predominantly surface car parking and access road.
- Western end of existing shopping centre comprising Vue cinema and food court - internal mall format.
- External service yards for existing shopping centre enclosed with perimeter walls.

**4.3.3 Retail Core - Future Land Uses**

- A vibrant retail area focused on a public square.
- A focus for retail activities – including a foodstore, department store and smaller comparison retail units. Affordable retail floorspace will also be provided.
- Non retail units such as food outlets and cafes will also be required.
- Small scale office space will be permissible to add to the mix of activity.
- The commercial mix will be split 80 percent retail uses and at least 20 percent other mixed uses.



- Unused land
- Existing Surface Car Parking
- Existing Retail



- Proposed comparison retail
- Proposed Foodstore
- Proposed Department store
- Mixed use - including small scale convenience retail, cafes, bars, restaurants
- Proposed small scale office space and retail start up units
- Public Square
- Proposed Mutli-storey Car Parking and servicing
- Bus/taxi stops
- Built form - indicative only
- Pedestrian Boulevard

**4.3.4 Retail Core - Existing Access and Movement**

- The site is surrounded by existing access roads.
- There is a small area of surface car parking to the south of the existing cinema.
- There are three existing service yards to the rear of the existing shopping centre, access to these will need to be retained.

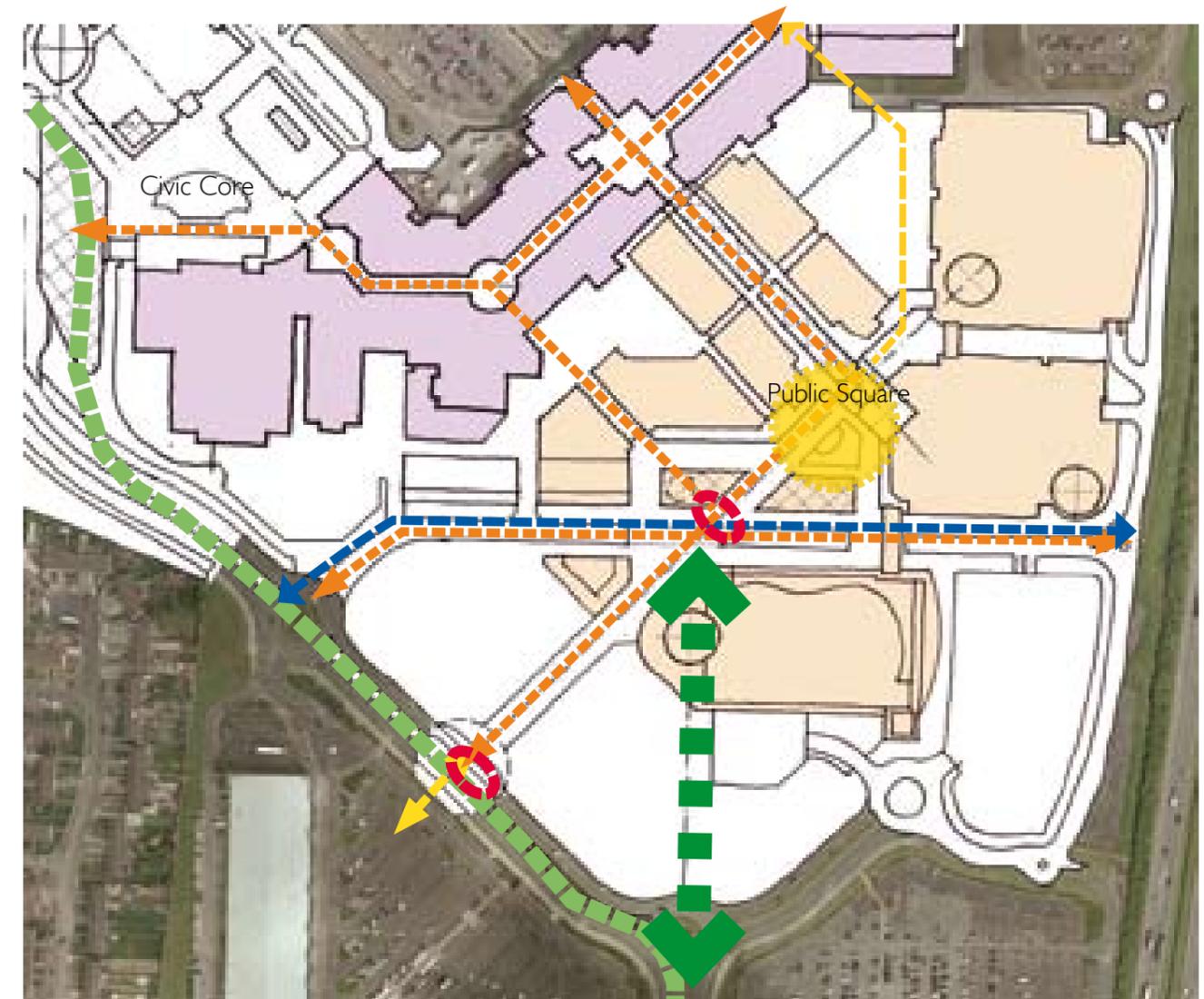
**4.3.5 Retail Core - Future Access and Movement**

- The area will be characterised by a network of pedestrian oriented streets and a central public square.
- The new street network will connect into the existing shopping centre.
- A new pedestrian/cycle friendly east-west access road will run through the centre of the development - where it intersects with the primary pedestrian routes, pedestrians will have priority.
- A taxi drop off and pick-up area will be located adjacent to the main square with the opportunity for smaller shuttle buses to stop in this location.
- New pedestrian crossings will be provided to improve access to adjacent development.
- The existing access road in the southeastern corner will be realigned to provide a more suitable plot.

- Vehicular access for delivery and servicing will primarily be from the service yards to rear of buildings.
- Parking will be provided in multi storey car parks along eastern perimeter.
- The proposed north-south boulevard will link directly into the retail square via the proposed foodstore.



- Existing Roads
- Proposed Roads
- Safeguard future link to northern rotunda



- Bus stops / Taxi stops
- Pedestrian Boulevard
- Proposed Pedestrian Crossings
- Primary Street Network
- Possible future Luas/Metro route
- Public Square
- Existing buildings
- Built form - indicative only

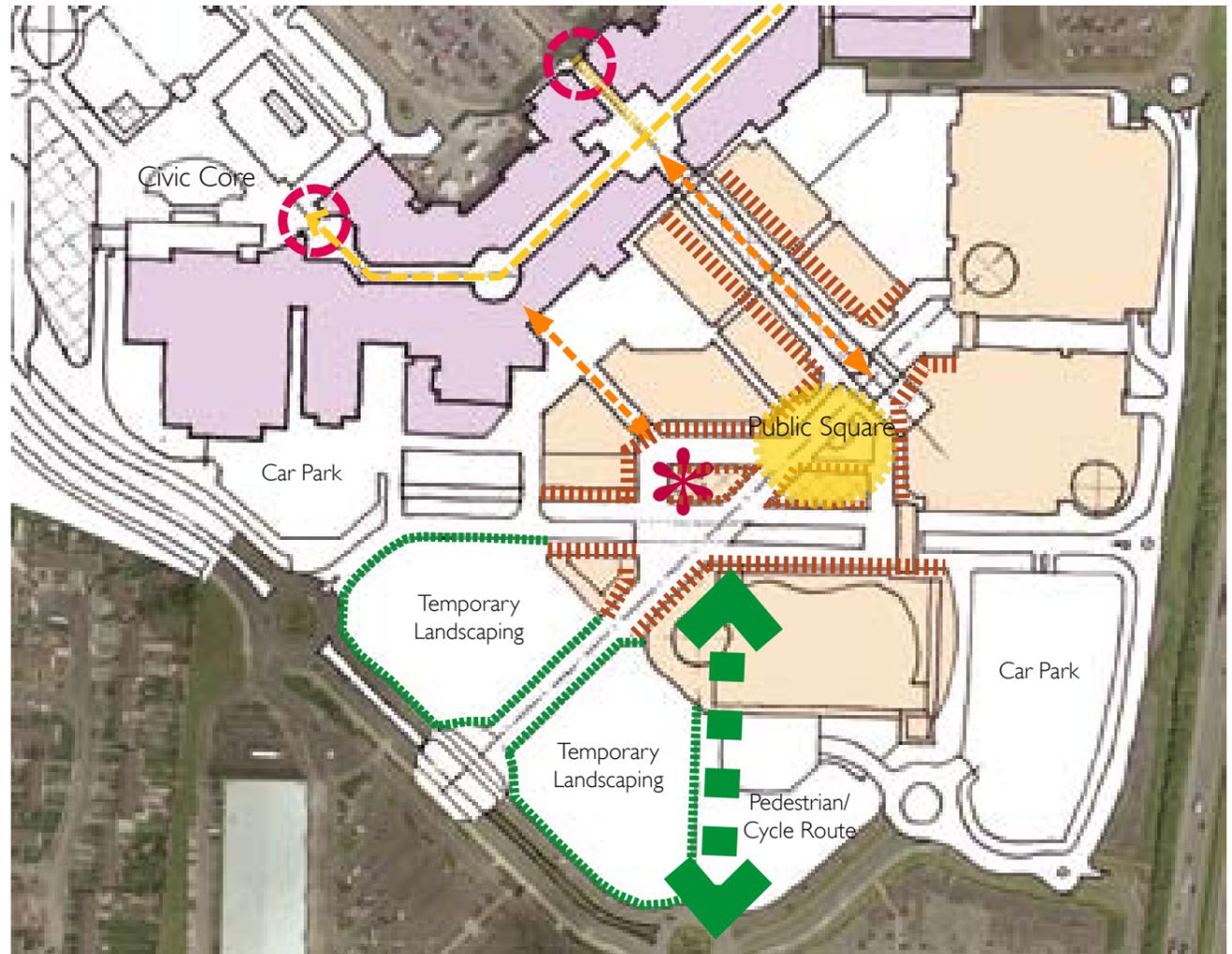
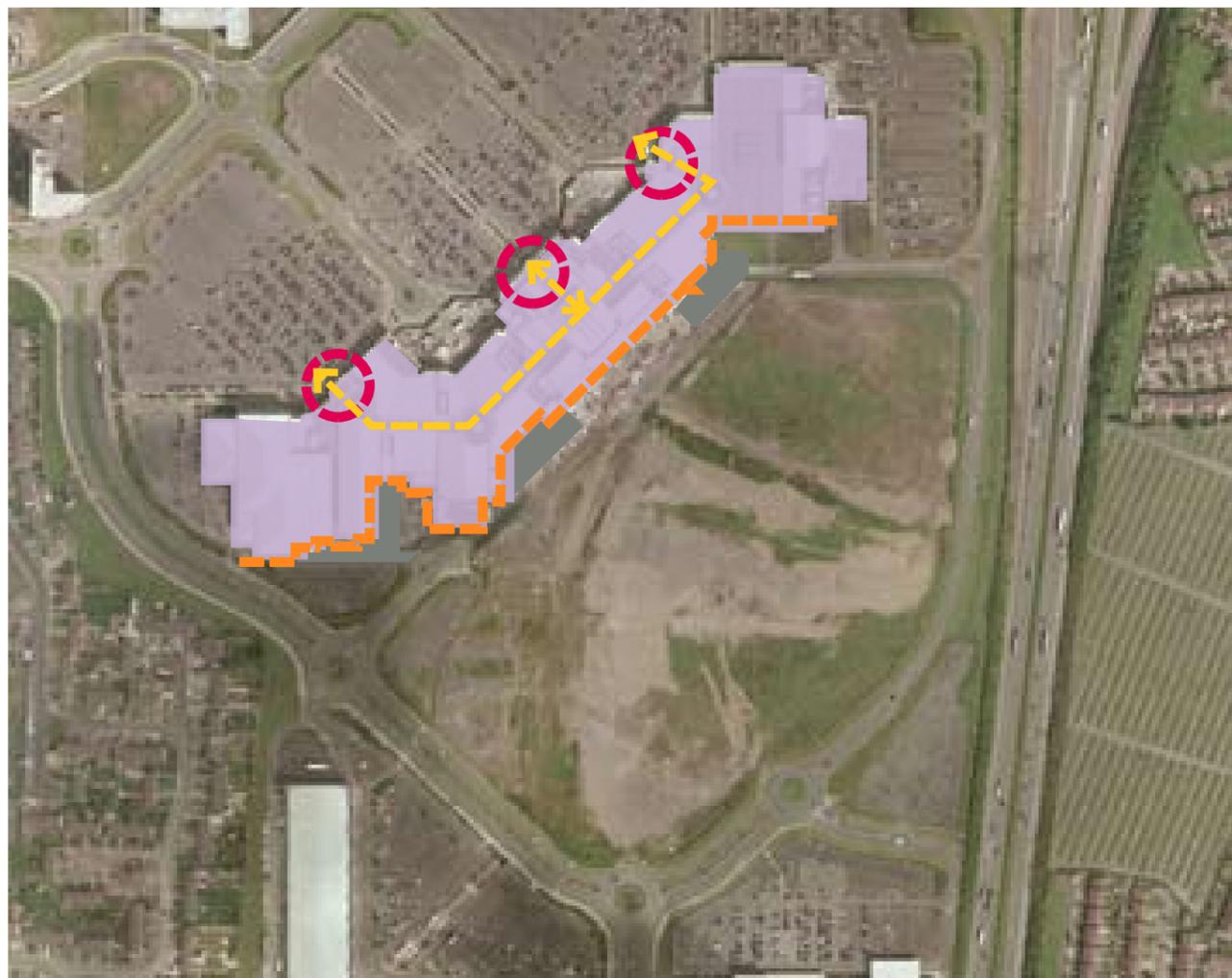
**4.3.6 Retail Core - Existing Built Form and Landscape**

- The built form is denominated by a low density, low rise, single use inward looking mall building comprising 2-3 commercial storey heights.
- The northwest edge of the site is dominated by the rear of the existing shopping centre.
- There are currently no public entrance along this facade
- The existing access roads have substantial grass and scrub verges and there are some specimen trees planted in the central reservations.

**4.3.7 Retail Core - Future Built Form and Landscape**

- New development will be characterised by a network of traditional streets and a central public square.
- The existing mall will be 'wrapped' in new development forming an external public realm of streets and a central square.
- There will be a seamless transition from the existing internal mall via a glass covered street through to an open street and the open public square.
- The Retail Core will be subservient to the Civic Core with buildings generally of a medium scale up to 3-4 storeys with higher intermediate corner feature elements and a taller landmark buildings permissible. A maximum plot ratio of 2.0:1 will apply to this area.

- Buildings will form a hard urban edge to streets and squares with active frontages at ground level.
- Visual corridors should be provided along key streets to afford views to the central square.
- Service yards will be separated from the public realm by built development
- Temporary landscaping will be applied to prominent future development areas
- A strong vista will be preserved from the retail square southward via the foodstore towards the north-south boulevard.



- Main Entrance to Existing Shopping Centre
- Existing Blank Building Facades
- Existing internal Mall

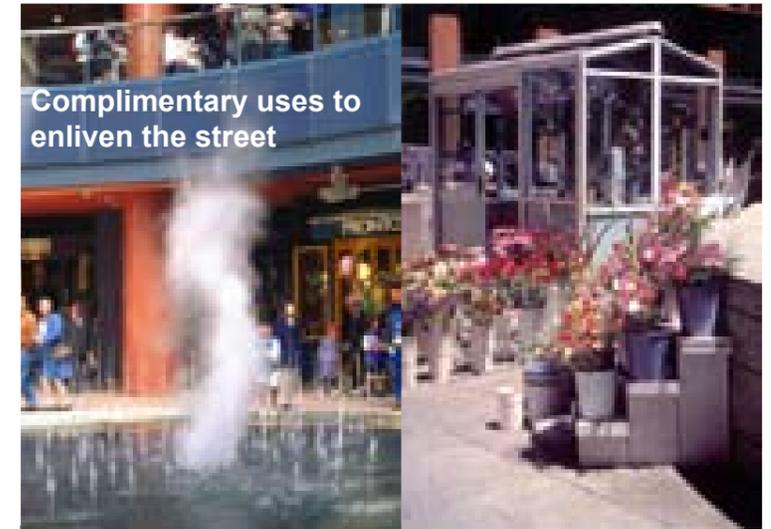
- Pedestrian Boulevard
- Public Square
- Proposed local landmark
- Existing buildings
- Links to existing building
- Built form - indicative only
- Key Active frontages

**4.3.8 Retail Core - Illustrative Masterplan**

The area will be subject to significant transformation from a large disused area of land to a retail destination. The existing building will be 'wrapped' in new mixed use development, enclosing service yards and creating a more urban feel. There will be a variety of retail units of varying sizes creating a traditional streetscape character. There will be a seamless transition from the internal mall environment to open streets and squares with the retail street that connects to the existing mall being designed as a glass covered street to make this transition.

A network of pedestrian streets and a central public square, lined with active uses, will enliven the streetscape and provide activity through the day and into the early evening. Key frontages will be more intensively developed to generate activity at ground level particularly along movement corridors into and around the square, particularly the route from the public transport stop. The architecture will be of the highest quality and contemporary in style, with a variety of building types to add interest to the built form.

Existing Buildings      Possible LAP development      Possible future development - left uncoloured





-  Possible future development - uncoloured
-  Possible LAP Development
-  Existing Buildings

## 4.4 RESIDENTIAL CORE

### 4.4.1 Overview

The Residential Core is situated along the northern perimeter of the town centre, between the Clarion Hotel and the existing office quarter. This will be a focus for high quality town centre living within easy reach of all local amenities and well served by existing and new public transport.

Development will be focused around a series of public streets, squares and more tranquil private garden areas.



View looking east across proposed residential core



View from the N4 towards proposed residential core



Location Plan



Aerial view of proposed retail core

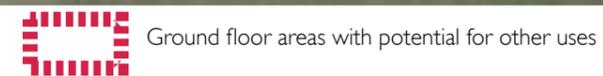
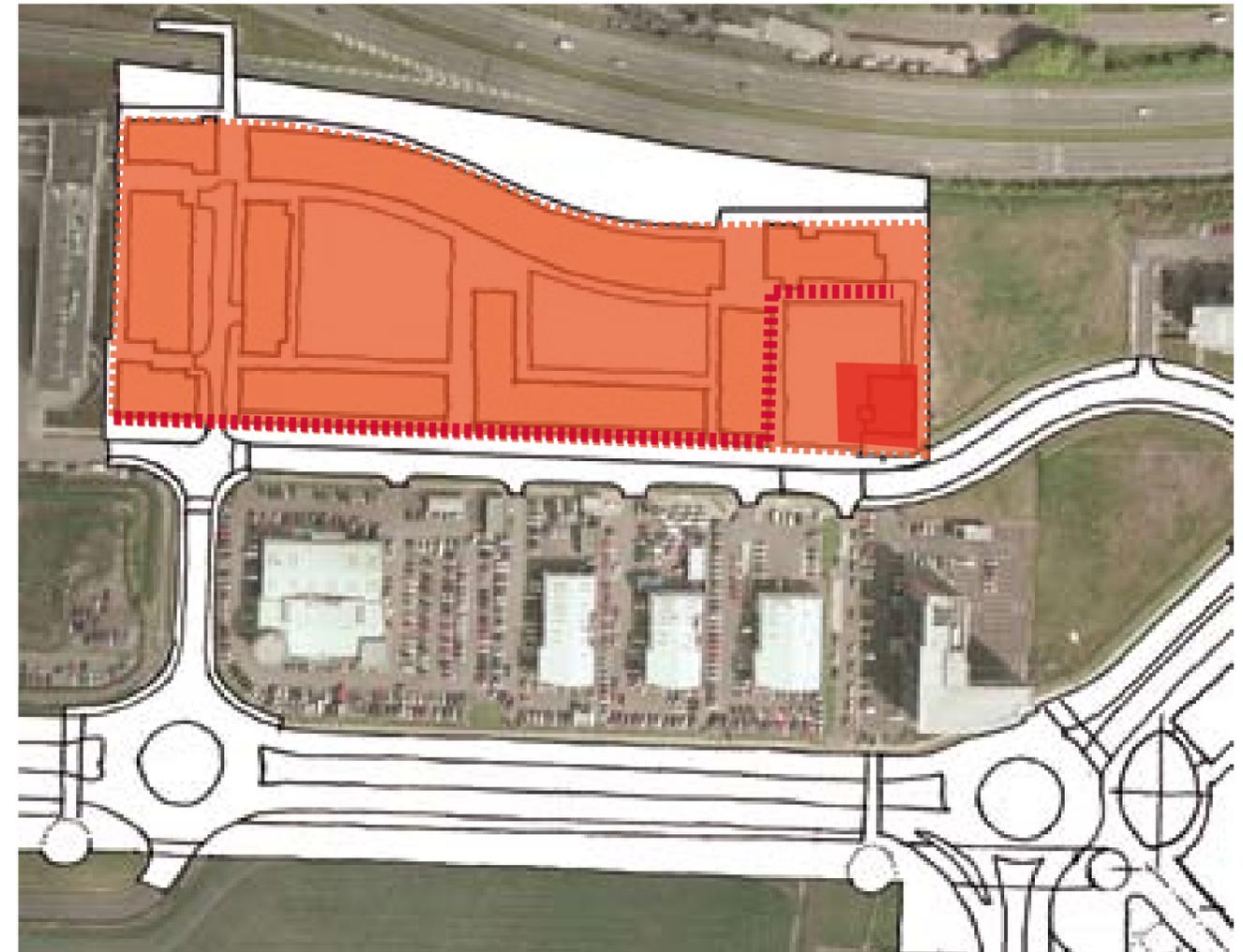
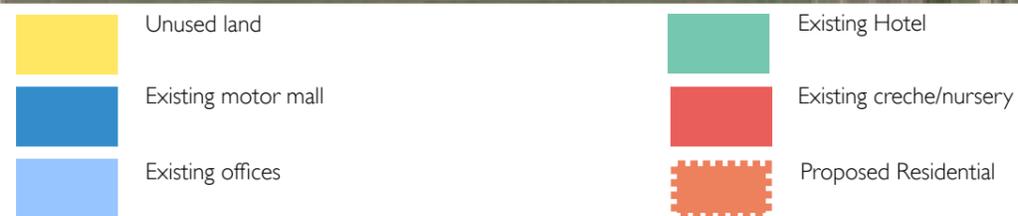
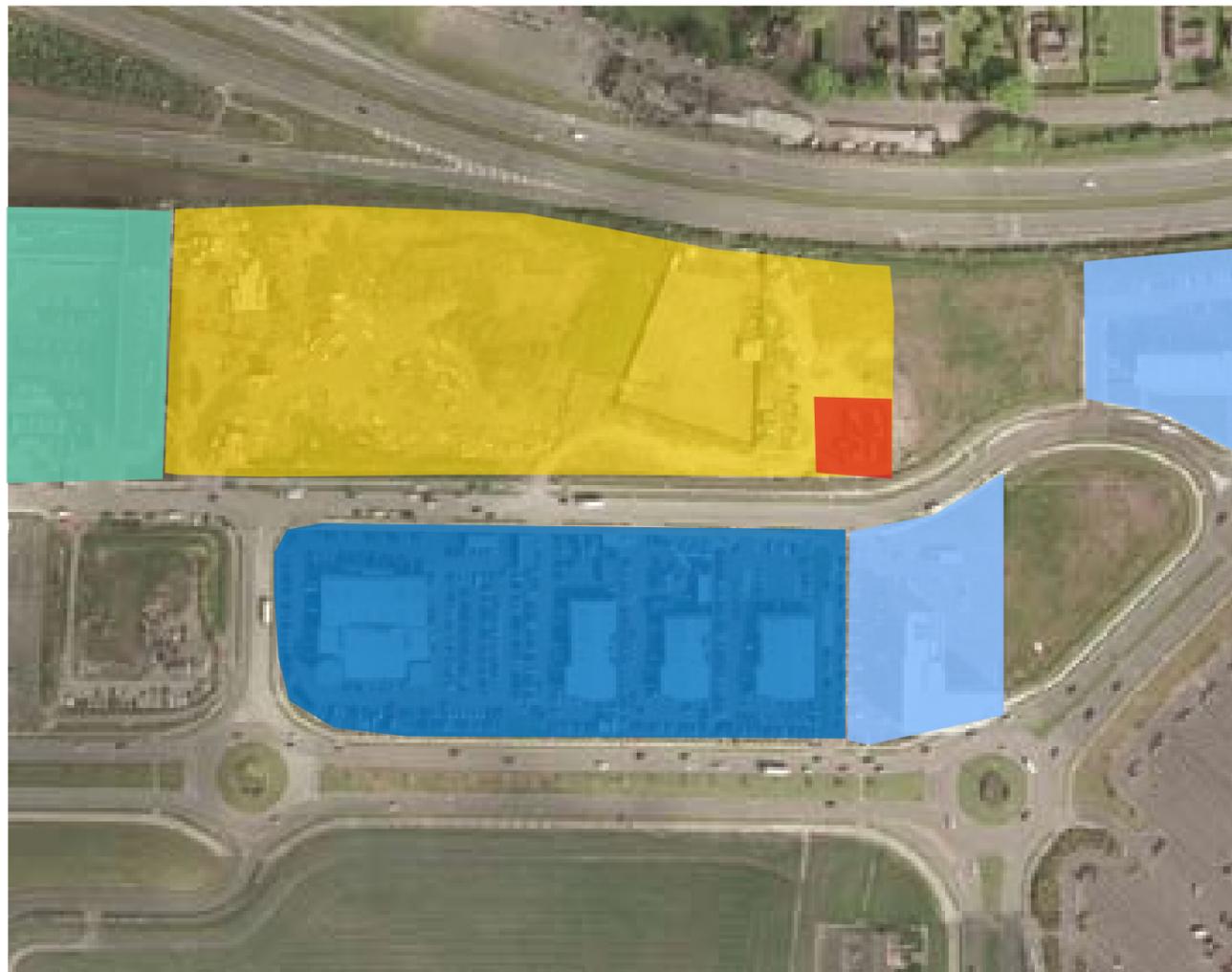
-  Liffey Valley Town Centre
-  Civic Core
-  Existing Shopping Centre Building

**4.4.2 Residential Core - Existing Land Uses**

- The site is currently derelict land.
- Immediately to the south are four commercial motor retail outlets.
- Immediately to the west is the Clarion Hotel and fitness centre and to the south of the hotel is a small restaurant/bar complex.

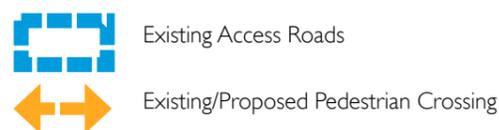
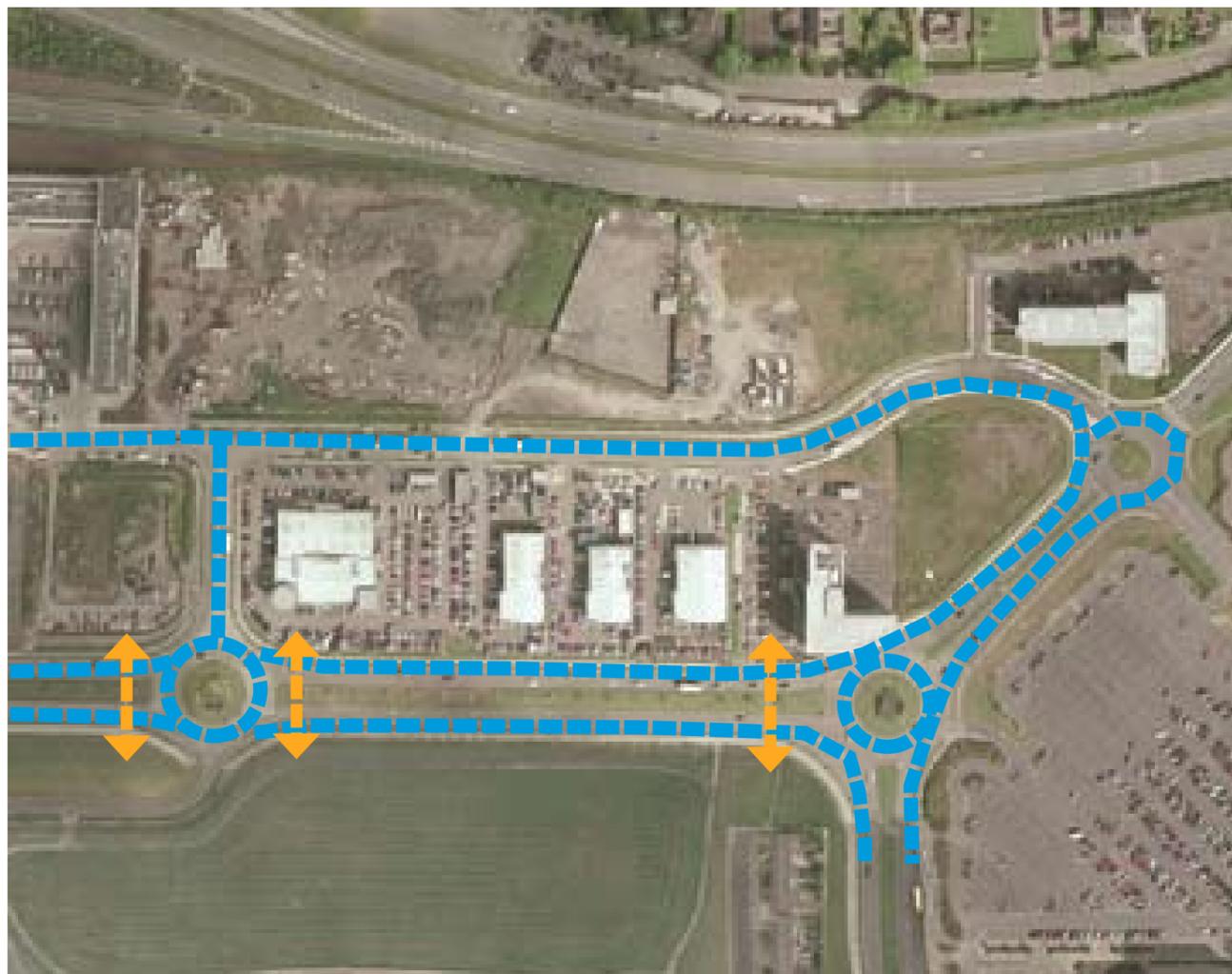
**4.4.3 Residential Core - Future Land Uses**

- Residential development comprising a mix of unit types and ancillary commercial uses.
- Development will focus on a Residential Square.
- Commercial uses, such as local shops and small business/office uses will be permissible at ground floor level along primary pedestrian routes and around the urban square.
- The Residential Core will incorporate children's play facilities.



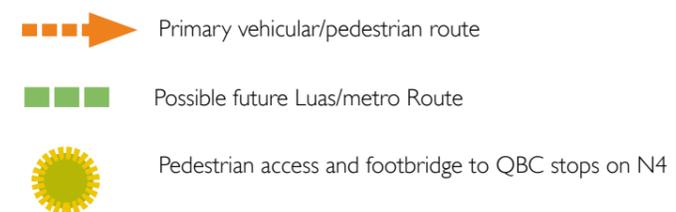
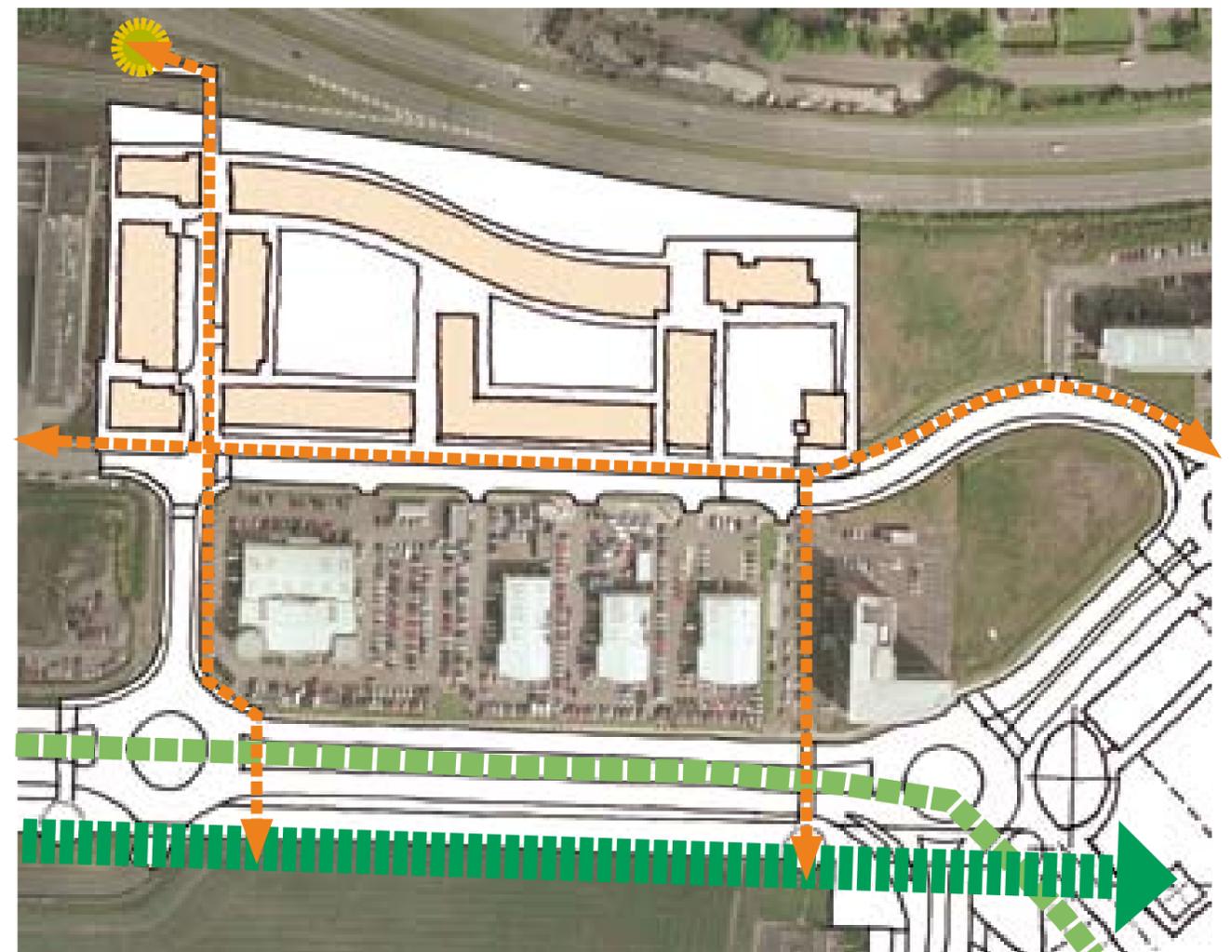
**4.4.4 Residential Core - Existing Access and Movement**

- The Residential Core is bounded on the northern edge by the N4 and on the southern side by a two way access road.
- There is a pedestrian footpath along the southern boundary of the site providing access to adjacent facilities such as the Clarion Hotel,



**4.4.5 Residential Core - Future Access and Movement**

- The Residential Core will be primarily a pedestrian environment.
- Vehicular access will be from the existing southern access road.
- Basement and surface parking will be provided.
- On street car parking is proposed on the new north-south access road and along the existing east-west access road. Parking will be interspersed with trees and lighting.
- The new north-south access street will provide access to the basement car parking, and to a proposed pedestrian footbridge access to bus stops along the N4 QBC.

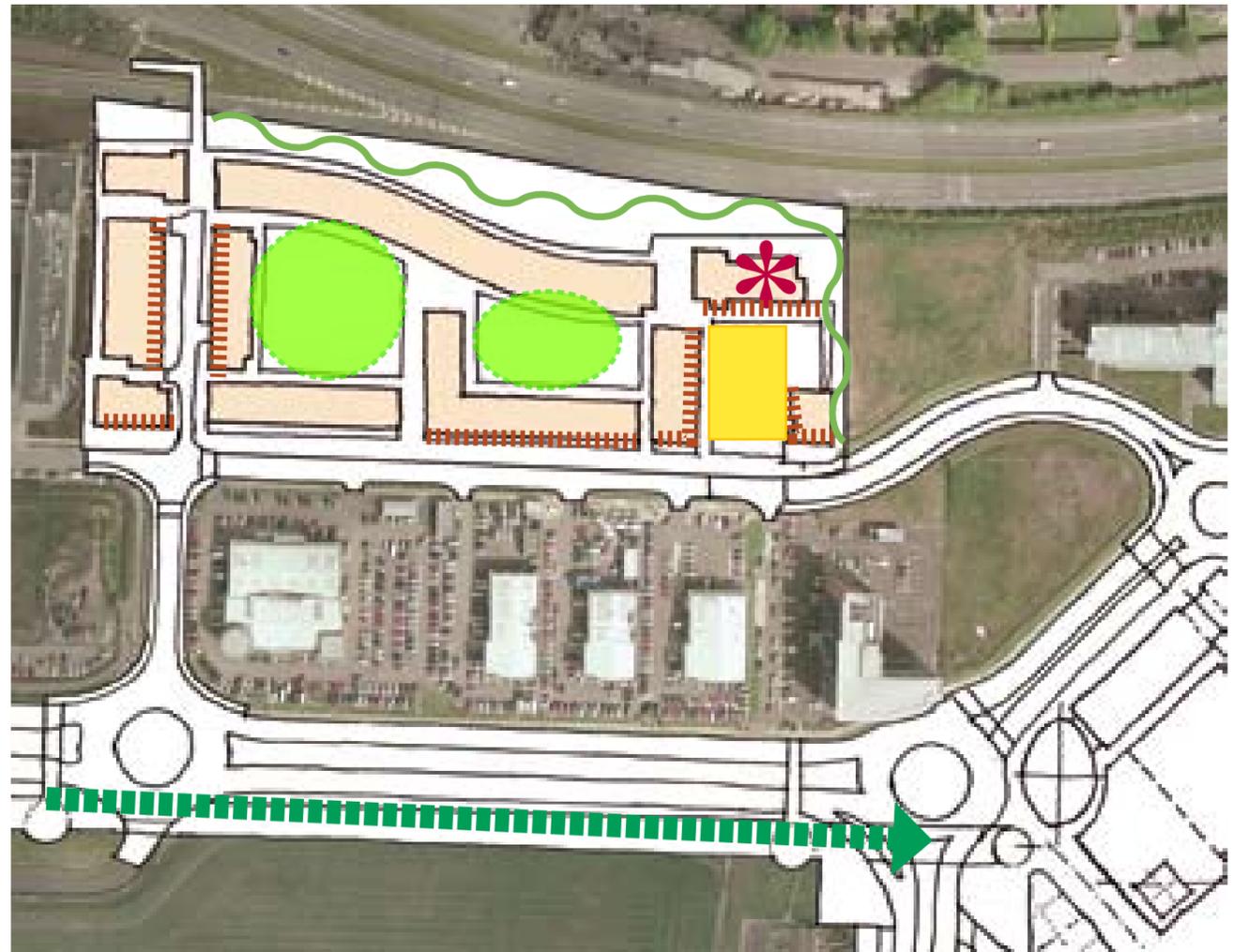


**4.4.6 Residential Core - Existing Built Form and Landscape**

- There are currently no buildings on the site.
- The surrounding area is dominated by pavilion style buildings set in a sea of surface car parking.
- The Clarion Hotel is more urban in scale ranging in height from 3 - 7 storeys arranged around a parking square.
- The motor mall building are 2 storeys.
- The office buildings are 5 storeys.

**4.4.7 Residential Core - Future Built Form and Landscape**

- The Residential Core will be subservient to the Civic Core, with buildings up to 5 storeys generally with higher intermediate corner elements and a taller landmark building permissible.
- Buildings will be arranged around 3 distinct spaces, two private gardens areas and a public urban space.
- Private and communal entrances will line the public street and square to provide activity.
- Landscape treatment will be provided along the boundary with the N4 and along the eastern boundary of the development zone.



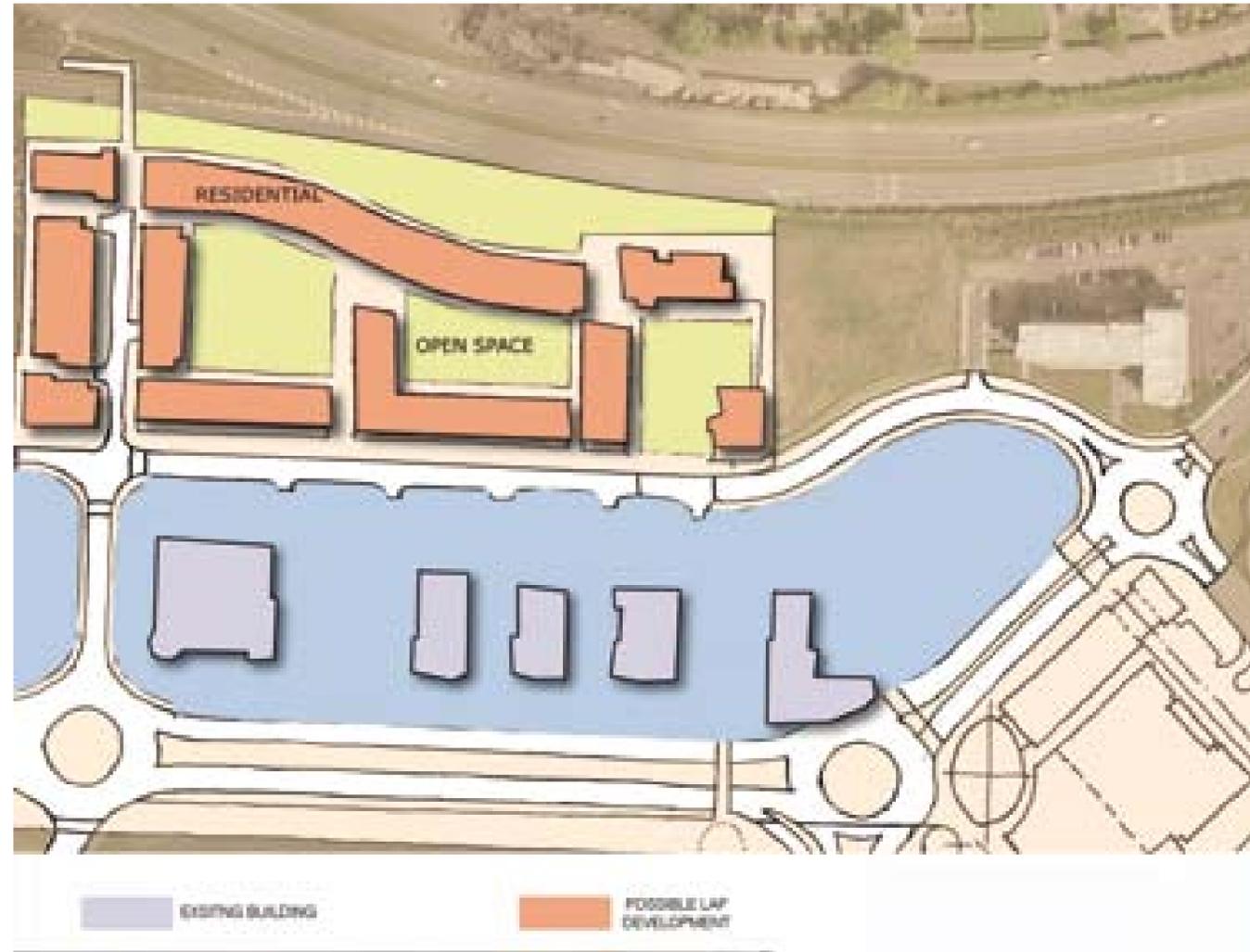
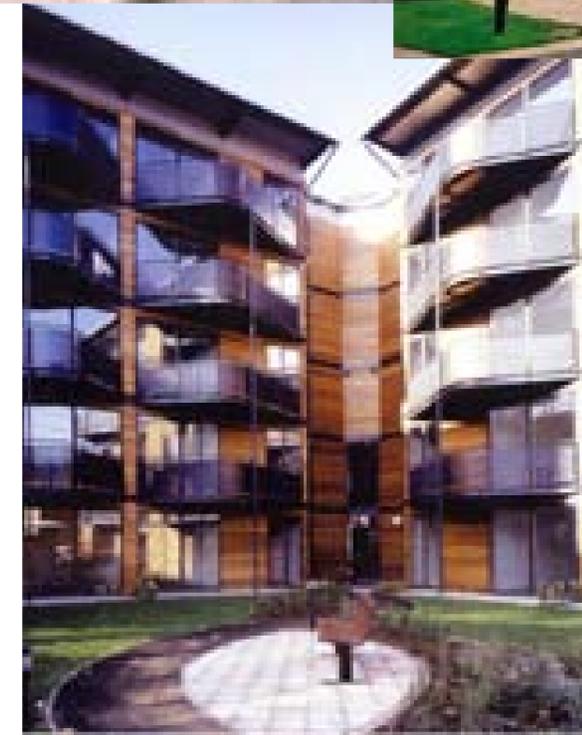
----- Non active frontage  
 \* Existing Landmark

Built Form - indicative only  
 Private gardens  
 Proposed landmark building/structure  
 Urban Square  
 Pedestrian boulevard  
 Primary active frontages  
 Landscape Treatment

**4.8.8 Residential Core - Conclusion**

The area will be subject to significant transformation from a large disused area of land to a high quality town centre residential quarter all with the benefit of being within walking distance of all town centre amenities and a new public transport network.

The architecture will be of the highest quality, with a variety of building heights to give a varied skyline, the area will be identified by a distinctive landmark tower.





## CHAPTER 5

### Policies and Standards



## 5.0 POLICIES AND STANDARDS

### 5.1 INTRODUCTION

#### 5.1.1 Purpose of Development Management

This section of the plan includes development management standards that will be used to guide the detailed design process. They will also be used by the Council's Planning Department to assess planning applications that are received by South Dublin County Council on lands located within the Liffey Valley Town Centre Local Area Plan area. The purpose of these standards is to encourage development that meets the objectives of the Local Area Plan as outlined in chapter 2 and provides clear guidelines on development standards.

#### 5.1.2 Contents

This section of the Local Area Plan is divided into three main sections dealing with the major relevant development management standards. These are as follows:

- **Buildings and their Setting:** This section is concerned with the quality and quantum of new buildings and areas of open space. It provides guidance in relation to the layout of schemes, building heights and intensities, architectural details and the types of open space and how they are landscaped.
- **Quality of Life:** This section is concerned with the amenities of those residing in the Town Centre. It provides guidance in relation to the mix of land uses, the amenity of new dwellings, environmental awareness, safety and security.
- **Access and Movement:** This section is concerned with getting around the Town Centre and the management of traffic. It provides guidance in relation to the form of blocks, streets and car parking. It also provides guidance on the creation of linkages with adjoining communities

#### 5.1.3 How to Use this Guide

Each of the above sections addresses a number of topics that are relevant under that section. These topics relate to the design of new development and the spaces around them. Development standards are provided for each topic area.

##### Introduction to the Topic [Policy Statement]

The development management standard is defined and a rationale for its inclusion provided.

##### Standards

These standards define how the objectives and policies of the Plan can be best achieved in relation to a final outcome and/or design process.

##### Implementation Measures

These address the mechanisms through which policies and standards may be best implemented. Where relevant these implementation measures may include prescriptive standards.

The standards and implementation measures have been developed in accordance with best practice and with regard to the local context of Liffey Valley Town Centre.

#### 5.1.4 Variations to Development Management Standards

Development management standards are necessary to ensure that minimum standards are maintained and to encourage best practice outcomes. They also encourage greater consistency in the decision making process and provide a level of assurance to Elected Representatives, the community and developers. However there is a possibility that innovative or alternative design solutions may be stifled in order to meet standards. Where this is the case and an issue of non-compliance with standards occurs, variations may be acceptable where it is clearly demonstrated that the objectives of the Local Area Plan are met and policy has been complied with.

#### 5.1.5 Supporting Documentation

All planning applications within the Town Centre area, regardless of the need for an Environmental Impact Statement, should be accompanied by documentation which provides a clear rationale for the proposed development, demonstrates consistency with this Local Area Plan and addresses its impact. Section 11.2 of the South Dublin County Development Plan (2004-2010) requires that a Design Statement, addressing key sustainability principles, be submitted with planning applications for non-domestic development. The provisions of this Local Area Plan require a number of additional issues to be addressed as part of the Design Statement. These occur in the form of standards and are set out in this chapter of the Plan. The objective of these standards is to ensure that best practice has been followed throughout the design process.

It is also advised that pre-plan consultation takes place with the County Council Planning Department.

## 5.2 BUILDINGS AND THEIR SETTING

### 5.2.1 Building Layout and Orientation

To ensure high standards of layout, construction and design in all new development

Layout and orientation refers to the placement of buildings and spaces on a site. This will have an important influence on the quality and accessibility of a development and the impact it has on the surrounding area. In order to ensure the highest quality of new buildings, the plan seeks to ensure that the layout and orientation of buildings are guided by factors such as the nature of surrounding development, natural features, accessibility, sunlight patterns and climate.

#### Standards:

The Site Analysis should make reference to the Local Framework Plans contained within Section 4 of this Local Area Plan and address the following:

- Scale of Proximate Buildings: Ensure consistency between existing and proposed development where relevant.
- Land Use: Ensure consistency with the uses identified for the relevant core area.
- Key Frontages: Development should address key frontages, encourage the formation of a street wall and maximise surveillance of the public domain.
- Landmark Opportunities: Mass buildings towards potential landmark buildings to encourage the formation of a legible and interesting built environment.
- Block Pattern: Ensure that the arrangement of streets, buildings and spaces forms a cohesive block pattern.
- Pedestrian Links: Ensure new development is placed around the pedestrian links identified in the framework plans, in order to provide adequate surveillance.
- Open Space Network/Public Squares: Take account of existing and future areas of open space and public squares as identified in the framework plans.
- Public and Private Space: Ensure clear definition of public and private space through the layout of buildings and the use of landscaping.
- Solar Access: Ensure that solar access to open space and internal living areas is maximised, whilst minimising the impact of overshadowing to adjacent sites and the public domain.
- Privacy: Ensure sufficient separation between buildings to maximise privacy levels within internal spaces.
- Significant View Corridors: Ensure that views from the public domain towards significant landscape elements, such as the Dublin Mountains and Liffey Valley SAAO lands, are maintained.
- The Enhancement of the Public Domain: Identify opportunities to enhance the public domain through design solutions.

#### Implementation Measures:

The optimal layout of buildings and spaces is to be achieved for each site. This should be demonstrated through the use of a Site Analysis, to be included in the Design Statement. The process of a Site Analysis involves collecting and collating information on the characteristics of a site and its surrounding context. This information is then used to provide a clear rationale for a Design Concept. A Site Analysis shall be submitted with each application for new development on sites over 500sq.metres.

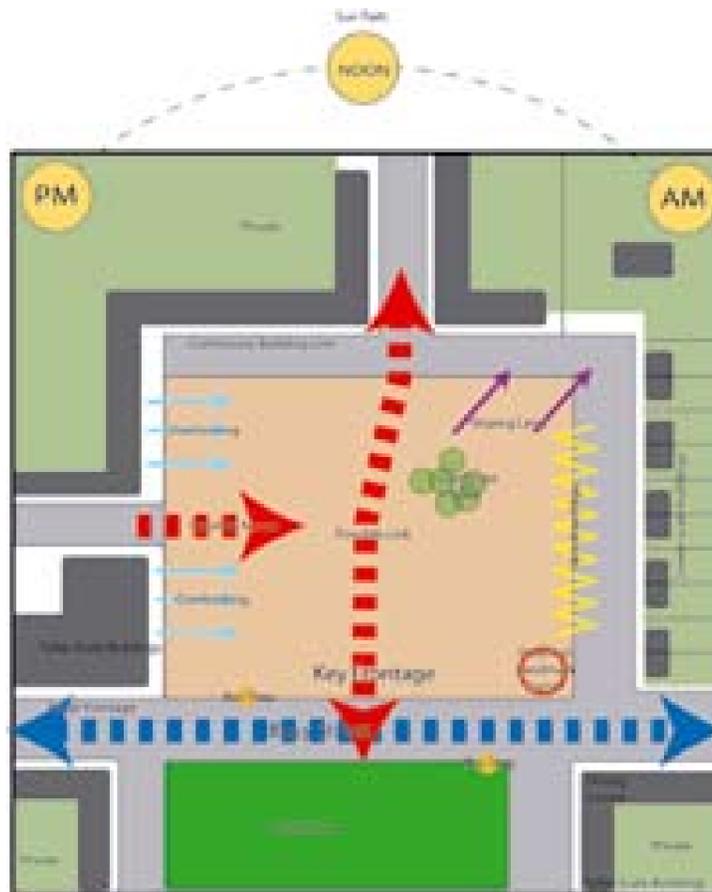


Figure 5.1. An example of a Site Analysis diagram demonstrating some of the issues that need to be considered in determining the layout and orientation of buildings and spaces .

### 5.2.2 Building Language

To encourage design of the highest quality which demonstrates a clear rationale and continuity in design choices in respect of height and scale, materials and finishes, fenestration and roof form.

Building language refers to the architectural details of a building. These include building form, roof shape, materials and finishes, façade details and fenestration. Individual buildings should not be designed in isolation. Notwithstanding this innovation, distinctiveness and originality are encouraged. Each building should be set within a cohesive design context taking into account the group of buildings with which it is associated. To encourage high quality design, a clear rationale for the design choices made must be demonstrated. This can be illustrated via the Design Statement.

#### Standards

The Design Statement should address the following:

- Materials and Finishes: Use of high quality materials which highlight architectural details. They should be durable and require a low level of maintenance. Use of local or indigenous materials that are obtained from a renewable energy source is encouraged
- Scale: Buildings designed to reduce bulk and promote a more legible urban environment. Variations to setbacks (particularly on upper floors) are to be used to reduce the impact of a building's scale and promote greater cohesion between buildings of differing heights.
- Roof Form: Roof forms should be consistent, however more distinctive roof forms may be desirable on landmark buildings.
- Fenestration: This should reflect the buildings function. Commercial buildings should generally contain extensive areas of glazing on all floors. Residential buildings should provide greater balance between glazed and solid surfaces.
- Contemporary Influence: All new design within the Town Centre should be clearly modern and embrace recent construction methods. Use of innovative building forms, lightweight materials and ESD (Environmentally Sustainable Design) principles are encouraged.

#### Implementation Measures

All buildings are to be designed to a high quality. This is to be demonstrated in the Design Statement for new buildings.

### 5.2.3 Building Height / Plot Ratio

To ensure that the height and scale of development is appropriate to an emerging Town Centre location.

Plot ratio is determined by dividing the gross floor area of a building by the site area. Building Height refers to the number of storeys contained within a building above natural ground level. The height of each storey will vary according to land use. For example a typical commercial storey will be up to 3 metres in height (measured from floor level to floor level) and a typical residential storey will be up to 2.7 metres in height.

The intensity, bulk and scale of development should reflect the Intensity and Built Form Strategy outlined in Chapter 3 of this Plan. Plot ratio and building height standards are set out in the Intensity and Built Form Strategy and in the Local Framework Plans for each core area. Fully subterranean storeys containing ancillary uses such as store rooms, refuse rooms and car parks will not be included in height calculations, provided they do not protrude further than 1 metre above natural ground level.

#### NOTE

Plot ratio and building height figures in the Local Area Plan are maxima and are not mandatory. It is accepted that there are a variety of possible storey (floor to ceiling) heights, e.g. a commercial storey may be 4.5m and a residential storey may be 3.3m.

Where the Plan refers to building height in storeys, this shall generally relate to 3m floor to ceiling height above ground floor and up to 4.5m at ground floor, or equivalent.

Where the Plan refers to Plot Ratio, this shall generally relate to net site area, i.e. excludes adjoining streets and public spaces.

#### Standards:

The bulk and scale of a development should be determined by:

- A Site Analysis that demonstrates that the bulk and scale of development can be accommodated on site and that it is consistent with the Intensity and Built Form Strategy outlined in Chapter 3.
- The height and scale of development relative to the width of the street or Open Space onto which it fronts.
- The potential role of the development in creating a significant vista or view.
- Overshadowing and privacy impacts on existing or proposed proximate buildings.

#### Implementation Measures

The height/plot ratio of any proposed development shall be as per the standards set out in the Intensity and Built Form Strategy and in the Framework Plan for each core area.

### 5.2.4 Landmark Opportunities

To facilitate Town Centre style development by encouraging landmark buildings that will promote a distinctive and diverse architectural environment.

Landmark opportunities refer to sites where there is potential for a landmark building to be developed. Landmark Opportunities are identified in the Local Framework Plans in Chapter 4.

These prominent sites need special design consideration to create a sense of place and promote a more legible urban environment. Buildings located on Landmark sites should be designed to the highest architectural standards and enhanced by changes to height, built form, colour and construction materials.

#### Standards

The development of Landmark buildings will be considered where:

- The site is identified within the Local Framework Plan as being an appropriate location for a Landmark Building.
- The building or feature would emphasise a Gateway junction,
- The height would not have a negative impact on the Liffey Valley SAAO or adjoining residential communities.

#### Implementation Measures

Landmark buildings are to be designed to the highest quality. The quality of the design is to be demonstrated via the Design Statement.

Landmark Buildings that exceed the height threshold as set out in Chapters 3 and 4 are permissible.



*Examples of landmark buildings that promote destinations or enhance gateways.*

**5.2.5 Street Interface**

To ensure that there is a strong correlation between any proposed building, the uses within it and the public domain.

The Street Interface refers to the architectural treatments employed along the ground floor of the external perimeter of a building. This includes the arrangement of setbacks, solid and transparent surfaces, entrances/exits, fencing and landscaping. These factors will determine the relationship between a building, the uses within it and the public domain. They will also have a major impact on the sense of openness, activity levels and surveillance of the public domain.

**General Standards**

Street interfaces within the Town centre should seek to maximise street activity levels and passive surveillance of the public domain and should demonstrate the following qualities:

- Setbacks to be minimized at ground floor to provide direct interaction between ground floor and the street.
- Maximise the no. of openings at ground floor by placing smaller retail/commercial units and/or own door residential apartments around the perimeter of buildings.
- Avoid blank walls on street elevations. Avoid grouping of service/vehicular entrances
- Use of landscaping rather than fencing to define division between public and private space.

**Implementation Measures**

There should be no set back between the footpath and the front building line at ground floor level, where the ground floor contains commercial, community or retail uses.

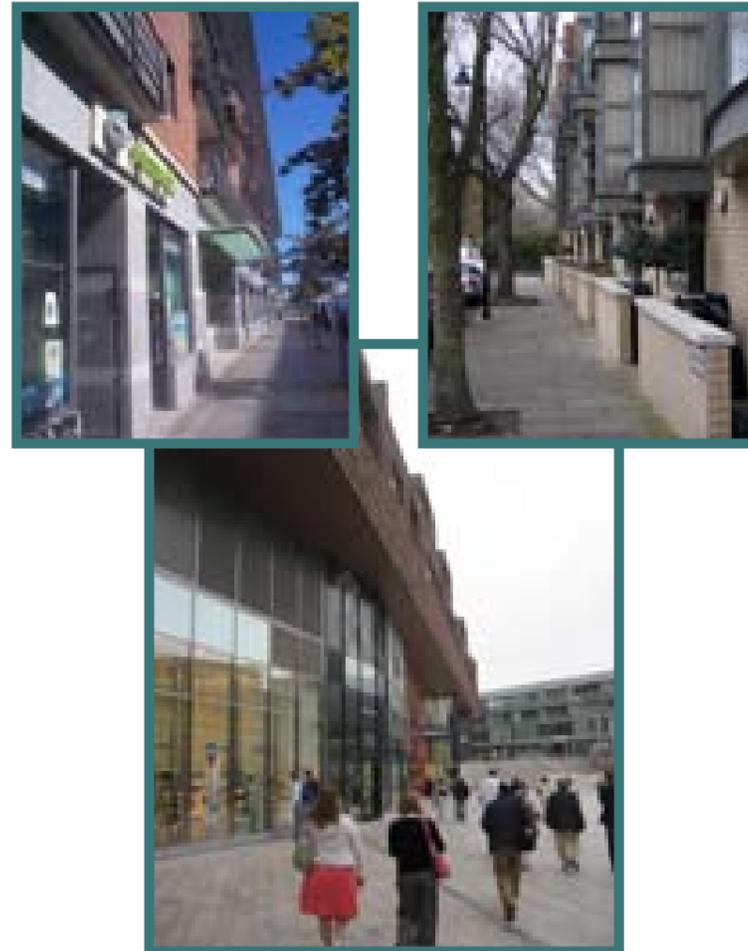
Setbacks of up to 1.5 metres may be provided at ground floor level for residential development. The area between the front building line and the footpath should predominantly consist of soft landscaping.

The external elevations of retail/commercial/community development should contain no less than 50% of transparent glazing. Entrances are to be provided at regular intervals of no greater than 15 m.

Security shutters should be visually permeable, with no more than 50% of the surface area to consist of solid materials.

All ground floor residential units should have a minimum of one window fronting each street front elevation and an individual entrance that is directly accessible from the street.

Floor to ceiling heights on ground floor residential units should be a minimum of 3 metres to facilitate future conversion to retail or commercial uses.



*Examples of development with frequent openings and direct access to the street.*



*Example of over dominant signage*



*Example of proportionate signage*

**5.2.6 Signage**

To ensure that signage contributes to the character of the streetscape and promotes the formation of a legible urban environment.

Signage refers to advertising that is visible from the public domain. It does not include displays located within a premises that may be visible through an opening, provided they are not attached to the opening itself. Signage is an essential component of any commercial or retail area, and also contributes to promoting the formation of a legible urban environment. However left unchecked, signage can lead to visual clutter which can detract from the character of an area. Careful consideration also needs to be given to the materials used within the construction of a sign and any methods used to light it.

The types of signs that will be considered are:

- Flush Walls Signs;
- Freestanding Signs;
- Facia Signs;
- Projecting Walls Signs;
- Pylon Signs; and
- Window Display Signs

**Standards**

Signs should be designed to

- Contribute to the character and legibility of the streetscape and environment.
- Fully integrate with the architecture of the building and not obscure any architectural features.
- Be consistent in terms of form and layout.
- Be proportionate and not dominate the building.
- Avoid visual clutter.
- Include non-intrusive lighting measures such as floodlights or back lighting rather than internal illumination and any flashing lights or moving parts.

**Implementation Measures**

A maximum of 2 no. advertising signs will be permitted per elevation of commercial or retail premises.

Signs should be limited to the ground floor of a building unless located directly over the entrances to major commercial/retail centres or in the form of freestanding or pylon signs in mixed commercial areas.

Signs that advertise goods/services not directly associated with the building to which it is attached are not permitted within the Town Centre Area.

### 5.2.7 Public Spaces

To ensure a clearly defined hierarchy of interlinked and attractive open spaces within the Town Centre based on their location and function.

Open spaces are an important part of people's lives, giving individuals and communities a sense of identity and belonging and bestowing a sense of place on their surroundings. Open Spaces in Liffey Valley Town Centre will be clearly defined by an interconnected network of boulevards, streets and public open spaces. The treatment of open spaces should reflect the Open Spaces Strategy set out in Chapter 3 of this plan.

#### Standards:

Public Spaces should be designed with regard to the following:

- Place in Hierarchy
- Function
- Location
- Character
- Physical Scale
- Movement Capacity
- Activity and Mix of Uses

Public Squares should be designed with regard to the following:

- The size of space relative to the needs of users and scale of surrounding development.
- Levels of solar access.
- Ability to cater for a range of active and passive uses.
- Surveillance from surrounding buildings, and accessibility from multiple directions.
- Permeability of pathways and cycleways to encourage movement and activity.

#### Implementation Measures

Public spaces and civic squares are to be provided at various locations throughout the Town Centre as indicated in the Public Spaces section of chapter 3 of this Plan and in the detailed Framework Plan in chapter 4. Key pedestrian links are to be provided as shown in the Framework Plan in chapter 4.

All significant planning applications should include detailed proposals for the treatment of Public Spaces within the Town Centre.

Detailed plans should address the intended function of the space, opportunities for access and movement, opportunities for active and passive recreation, surface treatments, boundary treatments and opportunities for public art.



*Examples of Public Open Space that could be provided in addition to those shown in the Local Framework Plan: Publicly Accessible Courtyard, Homezone, Pedestrian Street.*

### 5.2.8 Open Space Provision:

#### Communal Open Space

Communal or semi-public open space refers to areas of open space within residential complexes that are accessible to residents and their guests but not to the general public. These areas can be provided in a number of forms such as courtyards, terraces and roof gardens.

#### Standards

Areas of Communal Open Space should be designed to take account of the following:

- The size of the space should relate to the needs of residents and the scale of the development.
- The design should seek to achieve highly amenable and safe environments to provide for active and passive recreation.
- Solar access should be good throughout the day.
- Roof garden areas should incorporate screening devices that provide shelter from the wind and obscure views towards the internal living space of any opposing dwellings.

As all communal and private open spaces need adequate sunlight, it is required that development comply with the requirements of the Building Research Establishment, 1991, 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' and with the requirements as set out in Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities were published in September 2007 by the DoEHLG.

#### Implementation Measures

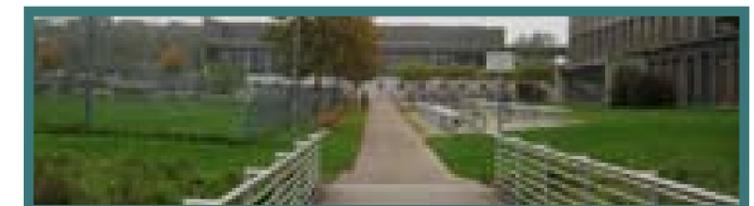
Communal Open Space within residential complexes is to be provided at the following minimum rates:

Type	Square Metres
One Bed	5.0
Two Bed	7.5
Three Bed	10.0
Four Bed	12.5
Five or More Bed	15

*Table 5.1*

No more than 25% of communal open space can be provided in the form of roof gardens.

Provision shall also be made in accordance with Section 3.4 of this Plan regarding children's play facilities.



**Facilities for Children:**

The provision of play facilities for children shall be in accordance with the provisions of the Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities were published in September 2007 by the DoEHLG which require the following:

The play needs of children around apartment buildings should be catered for:

- within the private open space associated with individual apartments;
- within small play spaces (about 85-100 sq metres) for the specific needs of toddlers and children up to the age of six, with suitable play equipment, seating for parents/guardians, and within sight of the apartment building, in a scheme of 25 or more units; and
- within play areas (200-400 sq metres) for older children and young teenagers, in a scheme of 150 or more apartments.

**Private Open Space**

Private open space refers to areas of open space that are for the exclusive use of an individual dwelling, such as balconies, upper level decks or roof terraces and front and rear gardens.

**Standards**

Areas of private open space should be designed to take account of:

- The type of dwelling and number of bed spaces.
- The main area of private open space should be directly accessible from the main internal living space.
- Above ground level private open space should be alternated to overlook the public and semi-private domain.
- Private open space should be designed and located so that it has an open feel and receives good solar access.
- Private open space at ground floor level should be clearly defined from adjacent areas, provide separation between dwellings and include screening devices such as trees to enhance privacy levels between opposing dwellings.

**Implementation Measures**

All residential units should have access to private open space in the form of a balcony, upper level deck or courtyard with a minimum depth of 1.8 metres and a minimum area of:

Type	Square Metres
One Bed	5.0
Two Bed	7.5
Three Bed	10.0
Four Bed	12.5
Five or More Bed	15

Table 5.2

**5.3 QUALITY OF LIFE**

**5.3.1 Land Use Mix**

To facilitate a land use mix that is consistent with an emerging Town Centre and that will achieve a sustainable balance integrating living, working and leisure.

Chapters 3 and 4 provide guidance as to how land uses should be dispersed within the Town Centre Area. The Land Use Strategy in Chapter 3 outlines what specific uses are desirable within each Core Area. The Framework Plans in Chapter 4 further refine this strategy and shows how land uses are to be applied in each Core Area.

**Standards**

The proposed mix of uses within the Town Centre and on any particular site must be consistent with those uses outlined in the Land Use Strategy and Framework Plans for each Core Area and should be determined by:

- A Site Analysis that clearly demonstrates the most desirable land-use mix.
- The scale of the proposed development (parent application covering a large portion of the Town Centre or individual sites) and the ability to sustain a number of differing uses without causing any conflicts in terms of amenity, access and servicing.
- Proximity to existing and envisaged public transport services, existing services and employment, and proximity also to major routes through the Town Centre.

**Implementation Measures**

The mix of land uses proposed must be consistent with those outlined in the Land Use Strategy in Chapter 3 and the relevant Framework Plan in Chapter 4.

**5.3.2 Residential Mix / Unit Size and Layout**

To achieve diversity and variety in the types of residential units provided in the Town Centre and to ensure that all residential units are of a high standard in respect of size, layout, orientation and amenity

Residential development within the Town Centre will predominantly consist of apartments and duplexes. This will promote an intensive, lively and sustainable Town Centre.

To ensure that a minimum level of amenity is enjoyed, it is commonplace to prescribe minimum unit sizes, such as those contained within Table 11.2 of the County Development Plan 2004-2010. Minimum floor area standards, that are greater than those stated in the County Development Plan, and a minimum average unit size is specified in the Local Area Plan. This is to promote the provision of a range of unit types within the Town Centre, to meet the needs of various household types.

**General Standards**

To ensure that a diverse and stable population is established within the Town Centre, new residential schemes should be designed in accordance with the following:

- A range of unit sizes/no. of bedrooms and floor areas should be provided to maximise choice and promote balanced social mix.
- All dwellings within a development and rooms within individual dwellings should be of a sufficient size to cater for the needs of the occupant(s).
- A range of sizes should be provided within each dwelling type classification.
- The layout of units should vary throughout a site and include areas of open plan and multi storey living.
- All units should have dual aspect to enhance solar access and allow for through ventilation.
- Design should be flexible to allow for easy adaptation for persons with special needs.
- Dwellings suitable for older persons wishing to downsize from larger dwellings in Palmerstown, Lucan, North Clondalkin should be provided.



Examples of areas of private open space.

### Implementation Measures

The minimum unit size in all residential developments shall be in accordance with the standards set out in Table 5.3. The average unit size in all significant residential developments shall be a minimum of 75 sq.m. This equates to a large two bedroom unit. When combined with the minimum unit size requirements this will generally result in a larger dwelling unit whilst allowing market flexibility over time. This 75 sq.m. minimum average does not apply to dwellings that are associated with institutional uses such as student housing, nursing homes, etc.

Social and affordable housing is to be provided in accordance with South Dublin County Councils Housing Policy at a rate of 15%.

Units of 2 bedrooms or more shall incorporate a utility room with a min. floor area of 2.9 sq metres to accommodate appliances and drying areas. Drying areas may be internal (adjoining an external wall for ventilation) or external (screened by opaque glass or in a winter garden).

Provide the following in accordance with the Design Standards for New Apartments: Guidelines for Planning Authorities published in September 2007 by the DoEHLG.:

Apartments	Square Metres
One Bed	45
Two Bed	73
Three Bed	90

Table 5.3

### 5.3.3 Residential Tenure

Residential tenure refers to the conditions under which residential units are occupied (owner occupier; private rented, local authority rented etc.). The nature of tenure can strongly influence the social mix of housing areas and the stability of residential populations. Tenure is a valuable mechanism for promoting balanced and stable communities.

#### Standards

The tenure of residential schemes should seek to:

- Achieve social stratification within housing areas, with high owner occupancy rates and a balanced social mix.
- Achieve a balanced distribution of local authority rented accommodation throughout housing areas.
- Facilitate older people wishing to downsize from larger dwellings to either rented or owned accommodation near the facilities and services of the Town Centre.

### 5.3.4 Privacy (Visual and Acoustic)

To ensure that high standards of privacy both visual and acoustic are adhered to

Visual and acoustic privacy refers to the levels of overlooking or noise within a dwelling from external sources, in particular other dwellings and communal areas. The need for visual and acoustic privacy should be taken into account at the Site Analysis stage when determining the optimal layout and orientation of buildings and throughout the detailed design process.

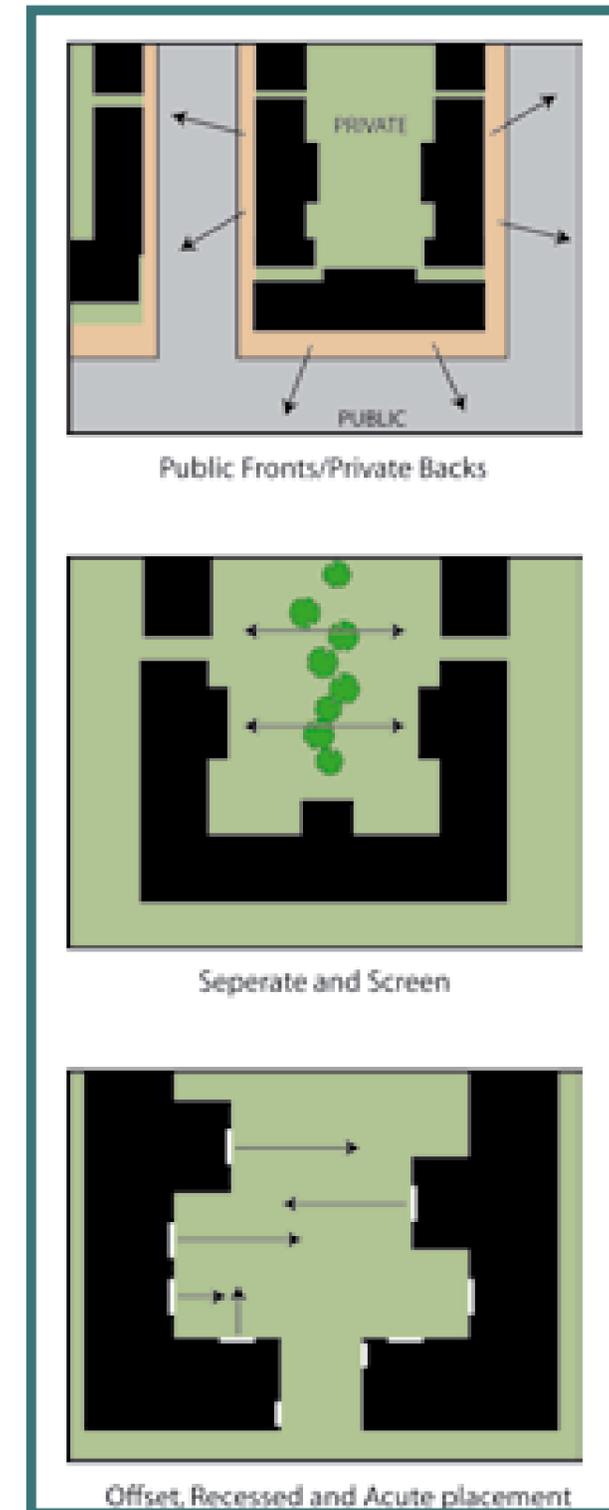
#### Standards

An acceptable level of visual and acoustic privacy should be achieved by:

- Orientation and positioning of residential buildings to avoid direct overlooking of the internal living space from external sources.
- Design of communal and private open space to take into account the need for separation and screening.
- Use of supplementary screening devices and landscaping to enhance privacy, and reduce noise regardless of separation distances.
- Design of individual apartments to avoid direct overlooking of the main habitable rooms (i.e. living rooms and bedrooms) from all external sources and to reduce external noises.

#### Implementation Measures

The minimum separation distance between directly opposing windows, where at least one window is associated with a residential dwelling is 22 metres. A smaller separation distance may be acceptable where windows are off set, screening devices are used and/or the window looks out over a public street.



Examples of layouts that can be used to enhance privacy.

**5.3.5 Energy Efficiency and Passive Solar Design.**

To maximise energy efficiency and use of solar energy in the Plan Area.

All buildings should be designed to be as energy efficient as possible, to reduce the consumption of non-renewable energy resources and reduce greenhouse gas emissions. All schemes should also seek to utilise renewable energy sources and passive solar design techniques. This process is to be documented via the Design Statement. Applications should also be accompanied by Shadow Diagrams that demonstrate solar access levels and the impacts of any overshadowing on surrounding lands.

In line with the provisions of S.I 666, prior to the construction of any new buildings over 1000m<sup>2</sup> in area due consideration must be given to the installation of alternative energy systems.

**Standards**

The Design Statement should address the following:

- Insulation and Orientation: Best practice standards must be used in the design of all buildings.
- Elevation treatment: Maximise glazing on southern elevations of buildings and minimise on northern elevations to maximise sunlight penetration and reduce heat loss.
- Double Glazing: Windows should be double glazed to the highest standard.
- Construction Materials: Where possible materials should be sourced locally, be recyclable and eco-friendly.
- Water Recycling: Landscaping within common areas should be irrigated by rain water.
- Renewable Energy Sources: Solar panels and wind turbines should be placed on the roof of buildings and the energy gained from these sources used to provide electricity for common areas and offices, ie lighting and heating.
- Flexible Design: The layout of apartments and offices should be flexible to provide open plan layouts that maximises the penetration of natural light during the warmer months and to help retain heat during the winter months.
- Additional Measures: All schemes should embrace the latest innovations and technological advances in environmentally sustainable design.
- Recycling Facilities should be accessible to all residential dwellings and commercial premises.

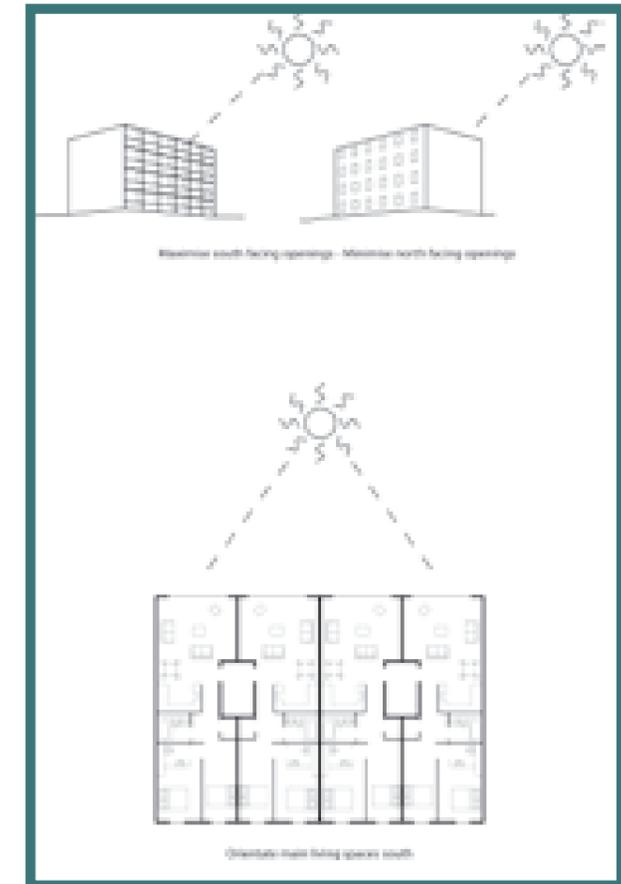
**Implementation Measures**

All applications for significant development shall address the key principles, as indicated above, for passive solar design and other innovations that utilise energy from renewable sources. This is to be addressed as part of the Design Statement.

- Single aspect north facing apartments will not be accepted as a design solution.
- Detailed shadow diagrams should be submitted for all major residential applications demonstrating solar access and the impacts of overshadowing at 9am, 12pm and 3pm on the 21<sup>st</sup> of June and 21<sup>st</sup> of March/September.
- Direct solar access should be provided to windows associated with the main living room of a residential unit and a minimum of 50% of areas of private and communal open space for a minimum of 2 hours between 9am and 3pm on 21<sup>st</sup> of March/September. This standard will also apply to existing development where additional overshadowing occurs as a result of new development.
- Developers will be required to adhere to the Council’s policy on ‘Guidance on the provision of Community Recycling Facilities in New Development’. All developments in excess of 50 units should make provision for one no. type 1 bring centre (2 banks for glass). If no type 2 facility (5 banks for glass, textiles, cans and plastics) is available within 500m of the centre of the development, the type 1 facility should be upgraded to type 2 facility.



Example of recycling facilities



Buildings and internal living spaces should be orientated to maximise solar gain and minimise heat loss.

### 5.3.6 Safety and Security

To seek to ensure the safety of all living and working in the Town Centre, to increase the perception of safety and reduce opportunities for criminal and anti-social behaviour.

For the Town Centre to be a desirable place to live, work and visit, it will need to be perceived as a safe place. People must be able to move freely within the Town Centre without feeling vulnerable. Active measures such as Garda or security patrols and monitoring via CCTV will play an important role in creating a sense of security. However, it is equally crucial that these active security measures are supplemented and supported by passive security measures.

Passive security measures are commonly placed under the heading of Safer-by-Design. These design measures involve applying key design principles to the urban environment which seek to increase the perception of safety and reduce opportunities for criminal or anti-social behaviour. Several guidelines have been produced that detail Safer-By-Design methods, such as *Safer Places: The Planning System and Crime Prevention* (ODPM, Home Office, 2004).

It should be noted that the principles that guide Safer-by-Design measures should not be considered in isolation. Rather they should be applied throughout the design process from Site Analysis and concept to detailed design. These principles can be addressed as part of the Design Statement.

#### Standards

The Design Statement should, as a minimum, address the following key principles of Safer-By-Design:

- **Layout and Orientation:** Buildings should be positioned so that they front onto and overlook the public domain. Buildings should also form a perimeter around areas of communal or private open space.
- **Access and Movement:** Routes and access points should be well defined.
- **Mutual Surveillance:** All areas of the public and communal open space should be overlooked by development. Visually impermeable barriers such as high walls must be avoided within these areas.
- **Visual Permeability:** Any shutters or gates used to secure shop fronts, car parks and other entrances should be at least 50% see-through.
- **Active Interfaces:** The number of openings and transparent surfaces should be maximised at the ground floor level where fronting public or communal areas.
- **Definition of Space:** Public, communal and private spaces should be well defined, preferably by non intrusive measures such as changes in landscaping treatment
- **Management and Maintenance:** All public and communal spaces should be regularly maintained and effectively managed to ensure they are kept in good order.

- **Good Lighting:** All public areas are to be well lit using an effective combination of light sources such as upward-facing reflective lighting, wall mounted lighting, bollard lighting and ground lights. All light sources should transmit 'white light'. Lighting around areas of night time activity should be intensified.
- **Clear lines of vision:** Pedestrians should have clear surveillance of walking routes. Hidden edges, variable setbacks at ground floor level, blind corners, recessed entrances and other enclaves should be designed out of a development. All entrance and exit points should be clearly defined by highlighting architectural details.
- **Mixed Use Development:** Where appropriate, development should contain a range of land uses that promote around the clock activity. Public facilities which may attract vandalism such as play equipment, ATM's etc should be centrally located. The use of CCTV should be considered at these locations.

#### Implementation Measures

Apartment developments of 75 units and over should include dedicated concierge/ caretaker/security apartments (to be subject to legal agreement), adjoining main access lobbies and a CCTV system. Proposals for a permanent concierge/caretaker/security station and a CCTV system should be submitted to the Planning Authority for approval as part of the management proposals for the development. The station should be located at ground level at a readily accessible location adjacent to post boxes and should be available to the Management Company/Managing Agent. The developer will be required to transfer the unit to the Management Company/Agent after occupation of an agreed proportion of units.

All developments should be designed using safer-by-design principles.

CCTV should be provided at isolated locations and locations that may be susceptible to criminal or anti-social behaviour:



### 5.3.7 Management Companies

Management Companies are responsible for the maintenance and up keep of common areas and services within multi-ownership residential and commercial schemes (inclusive of roads, footpaths communal areas and sewers) The Management Company is comprised of all property owners within the complex and is funded through annual service charges from its members. A Managing Agent is generally employed by the Management Company to manage and run the complex. The developer usually establishes the Management Company and hands it over to the members once a proportion of the units are occupied.

#### Standards

Management arrangements should ensure efficient and satisfactory management of common areas and services within residential and commercial complexes. Service charges should be rational and reflect costs reasonably incurred by Management Companies and Managing Agents.

#### Implementation Measures

It shall be a requirement that developers of multi-ownership residential schemes, set up a Management Company for the scheme and hand over the Company once a certain proportion of units are occupied (to be agreed). The developer will be required to specify the projected service charge, which will operate when the Management Company assumes full responsibility for the maintenance and management of the complex, detailing the breakdown of projected costs.

## 5.4 ACCESS AND MOVEMENT

### 5.4.1 Street Layout

To provide for an improved street pattern which improves permeability to and through the Town Centre and promotes cycle and pedestrian movement throughout.

Street layout refers to the number of streets within an area and how they interlink. This will determine the form of blocks and ultimately how people will move through and within the Town Centre. The Liffey Valley Town Centre site is currently characterised by a peripheral road network which effectively cuts the site off from adjoining communities. Linkages within the site and to adjoining communities are poor. The Access and Movement Strategy and Framework Plans in Chapter 3 and 4 provide guidance on how the existing road network should be improved and provides for increased permeability and connectivity throughout the town Centre.

#### Standards

The layout of new streets and the formation of blocks should be determined by the following factors:

- The Existing Street/Road Network: The existing street network should be maintained and enhanced with new streets and through site links that connect destinations, allow for circulation and provide access.
- Continuity: New streets should form a grid like network with clear lines of travel, particularly for pedestrians and cyclists.
- Connectivity: Street and through site links should provide direct connections between destinations. Local access streets should foster pedestrian and cyclist activities.
- Permeability: Permeability levels should be maximised, particularly in medium and higher density areas to foster pedestrian and cyclist activity. However the placement and number of through site links should be carefully considered to ensure that they will maintain sufficient levels of activity.
- Land Use and Intensity: The number of links through a site and the corresponding size of each block should be determined by the scale and intensity of development. In general, the greater the scale and intensity of development, the smaller the block size.

#### Implementation Measures

- All blocks within the Town Centre should be designed in accordance with the Access and Movement Strategy and the Local Framework Plan outlined in Chapters 3 and 4
- The maximum length of a block within Mixed Use or Residential Areas should not exceed 150 m between any streets or through site links.

### 5.4.2 Street Typologies

To provide a network of streets which are safe, attractive and well lit.

A holistic approach needs to be taken in relation to the design of each street in the Town Centre. A balance must be found between the needs of vehicles (both private and public), cyclists and pedestrians. Consideration must also be given to the incorporation elements such as street furniture and landscaping so that the street functions as an area of public open space as well as a transport corridor.

The Public Spaces Strategy and Local Framework Plans outline the street network in hierarchical sequence. The network is focused on the north-south and east-west boulevards, linking local access roads, vehicular and pedestrian roads, pedestrian streets, open spaces and public squares.

#### Standards

The width of streets, vehicle carriageways and footpaths should be determined by:

- The hierarchical function of the street within the Town Centre street network.
- The scale of surrounding buildings and the need to create a sense of enclosure.
- Minimisation of vehicle carriageways to calm traffic, particularly on pedestrianised streets.
- Maximising footpath widths to prioritise pedestrian movement.
- Tree planting and other landscaping elements.
- Interface areas that allow activity from ground floor uses to spill out onto footpaths areas (such as café seating and flower displays).
- The inclusion of street furniture such as street signs, lights, bollards, bus shelters, seating etc.

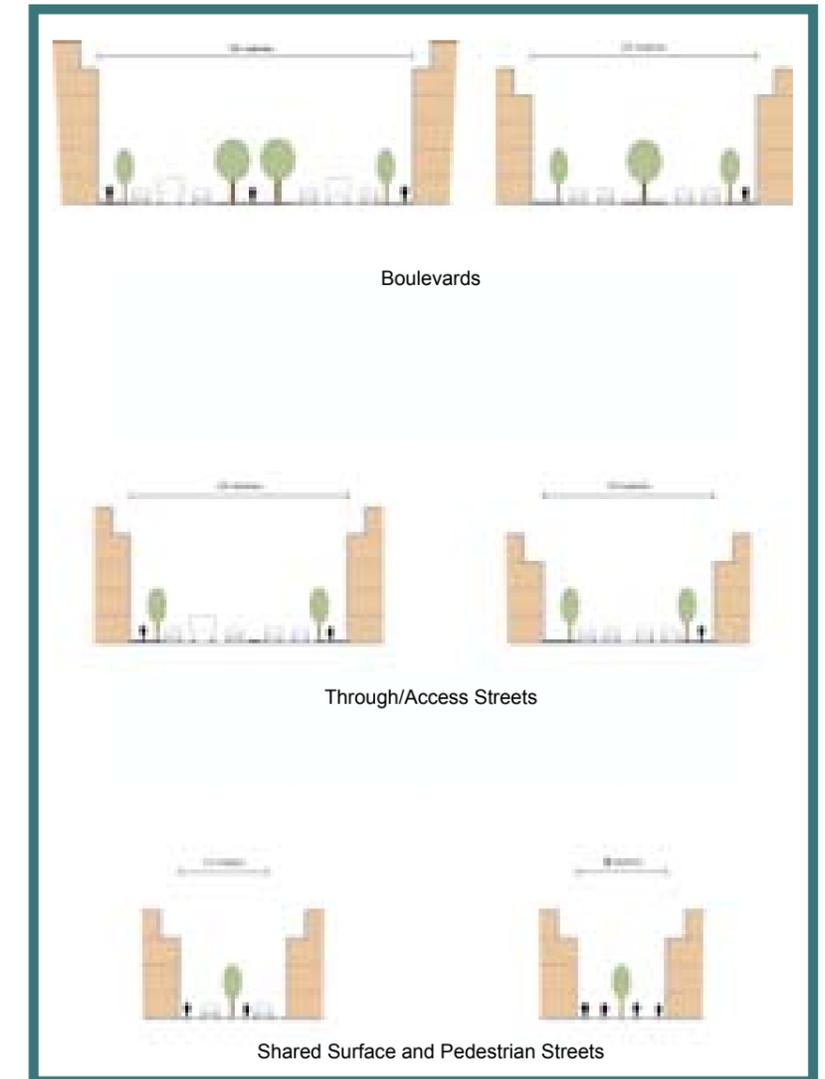
#### Implementation Measure

All public spaces within the Town Centre, including the street network, should be designed in accordance with the Public Spaces Strategy and Local Framework Plans outlined in Chapters 3 and 4.

Street widths should be in accordance with the widths outlined below.

Boulevards	25 m to 39 m
Through/Access Streets	16 m to 24 m
Shared Surface and Pedestrian Streets*	8 m to 12 m

Table 5.4



Diagrams of suggested street layouts

### 5.4.3 Surface Treatments

Surface treatments refer to the types of surfaces laid down on streets in terms of road surfaces, footpaths, crossings and other landscape treatments. These can be used to improve the quality of the public realm, direct people to particular places, calm traffic and restrict entry. As such careful consideration needs to be given to the design and types of treatments chosen and a clear rationale needs to be provided for the choices made. This can be addressed as part of the Landscape Plan and Design Statement.

#### Standards

Street Surfaces should be designed so as to:

- Provide a safe and amenable environment for pedestrians.
- Contain a combination of distinctive and attractive finishes and materials that promote streets as an extension of the public open space network.
- Calm traffic in a practical manner through the use of elements such as kerb bulges and raised thresholds.
- Clearly distinguish the vehicle carriageways from the pedestrian and cyclist environment, except in designated Shared Zones.
- Include attractive barriers, such as bollards and areas of landscaping to prevent vehicles parking on footpaths or driving over restricted areas.
- Be highly durable and easy to maintain.
- Be designed for equal access by disabled, frail and other encumbered users.

#### Implementation

All surface treatments within the Town Centre, should be designed in accordance with the Public Spaces Strategy and Local Framework Plans outlined in Chapters 3 and 4.



Examples of methods used to calm traffic and promote a safer and more amenable pedestrian environment such as; surface changes and narrow carriageway; on-street parking, and integrated landscaping.

### 5.4.4 Car Parking Provision

To provide a car parking system that promotes sustainable travel, while meeting the needs of the Town Centre.

Car parking provision relates to all areas of private and commercial parking within the Town Centre. The South Dublin County Development Plan 2004-2010 provides guidance on the provision of parking in new developments on a County wide basis. Section 2.7 of the County Development Plan allows for reduced car parking standards in Town Centres to reflect the desire for mobility and efficient use of land.

In Liffey Valley Town Centre, the parking strategy will be based on a Mobility Management Plan and Parking Management Plan for the Town Centre. This strategy seeks to promote efficient travel and increased use of public transportation based on:

- Access to public transport services to and from the Town Centre,
- Potential to fulfil multiple needs in a single journey without leaving the Town Centre,
- Proximity of residential communities to shops and services that provide for day to day needs and periodical needs such as banking, doctors or public services.

Restrictions on car parking supply and pricing are an integral part of the Mobility Management Plan for the site.

#### Standards:

The provision of car parking within the Town Centre shall be guided by the standards as set out in Table 5.5. The rate of parking for significant developments shall be determined in consultation with the Planning Authority at Planning Application stage in line with the provisions of the Mobility Management Plan and the Parking Management strategy. The supply strategy shall take account of factors such as:

- The proximity of the site to existing and approved public transportation services and the quality and frequency of services provided.
- The ability of people to fulfil multiple needs in a single journey.
- The levels of car dependency generated by the uses within a development.
- The potential catchment of the development.
- Peak hours of demand and the ability to share spaces between different uses.

#### Implementation

Car Parking provision shall be subject to an approved Car Parking Management Plan for the site and based on the Mobility Management Plan. The Strategy shall include provisions for supply management.

Car parking that is accessible to the general public shall be subject to a pricing strategy and shall include measures that discourage exit during the am and pm peak hours.

Table 5.5

	Number of Car Parking Spaces*	
	Min	Max
Residential	1 per dwelling	1.5 per dwelling (2 bedrooms or less)
Retail	1 per 25sq.m. (convenience) 1 per 35sq.m. (comparison) 1 per 45sq.m. (bulky goods)	1 per 15sq.m. (convenience) 1 per 25sq.m. (comparison) 1 per 35sq.m. (bulky goods)
Employment	1 per 75sq.m. (office) 1 per 100sq.m. (manufacturing) 1 per 150sq.m. (warehousing)	1 per 50sq.m. (office) 1 per 75sq.m. (manufacturing) 1 per 100sq.m. (warehousing)
Leisure	None (Café/restaurant/bar in non residential Cores)	1 per 20sq.m (Café/restaurant/bar) 1.25 per room (hotel)

\*The parking provision standards set out in Table 12.1 of the County Development Plan 2004-2010 shall apply to uses not specified above.

**5.4.5 Types of Car Parking**

Enclosed parking refers to basement, sub-basement and multi-storey car parks. Surface parking includes all areas of parking that are not enclosed by overhead structures such as surface car parks, courtyard parking, on street and perimeter parking.

In the interest of efficient traffic management and good urban design, new car parking provision within the Town Centre shall be predominantly enclosed. Surface parking may be considered in some circumstances where it will have a traffic calming effect, enable drop off, promote more active streets and facilitate small business by way of front door-short stay parking. Limited surface car parking may also be considered in conjunction with a Supermarket.

**Standards**

- Car parking provision within the Town Centre shall be predominantly enclosed within basement or multi-storey car parks. Surface car parking may be considered where it contributes to traffic calming or to the active nature of the Town Centre.
- Enclosed car parking structures that are visible from the public domain (multi storey and basement car parking) shall be designed to the highest architectural standards, to minimise visual impact on the urban townscape.
- Basement and multi-storey car parks shall be fully integrated into the form and architectural detailing of the streetscape. Vents and openings must be integrated into the design of the building or areas of landscaping to minimise their visual impact, or where highly visible dealt with in an artistic or innovative manner. External walls should not give rise to large areas of blank facades, or facades that are only punctuated by vents and other openings.
- Surface car parking should be laid out in small groups in a manner that does not dominate the streetscape or areas of open space.
- All areas of parking should be designed in accordance with Safer-By-Design principles to ensure they are well lit, painted in bright colours, and actively surveyed. Priority should be given to parking for vulnerable or frail users.
- Entry to private car parks should be restricted at all times.



**Implementation Measures**

The design of multi storey and basement car parks shall be addressed as part of the Design Statement.

The internal layout and design of enclosed parking areas is to be addressed in the Design Statement, with reference to Safer-by-Design principles.

On-street parking in mixed use areas should be in the form of short stay or drop off parking (up to 2 hours) and sign posted as such. Longer stay parking shall be open to residents only.



**5.4.6. Cycle Parking Provision**

Cycle Parking refers to on-street and private parking facilities for residents, employees, visitors and the general public. Cycling is an essential component of the Mobility Management Strategy for Liffey Valley Town Centre. Safe and secure bicycle parking is an essential component of any cycle network.

**Performance Criteria:**

- Cycle Parking Facilities need to be safe, secure and accessible.
- Such facilities should be convenient to destinations, such as residential units, employment, shops and services. The County Development Plan, 2004-2010 states that cycle parking facilities should be within 25 metres of a destination for short term parking (shops) and within 50 metres for long term parking (school, college, offices).

**Safeguard**

Significant new residential and commercial schemes shall include provisions for safe and secure cycle parking facilities at appropriate locations.

Proposals for park and ride schemes and public transport interchanges shall include provisions for safe and secure cycle parking facilities at appropriate locations also.



## CHAPTER 6 Phasing and Implementation



## 6.0 PHASING AND IMPLEMENTATION

### 6.1 INTRODUCTION

This chapter addresses the implementation of the Local Area Plan and the timescale over which development will occur.

The Local Area Plan sets out a framework for the development of Liffey Valley Town Centre during the six year lifetime of the plan. The strategy is to facilitate the development of three linked development 'cores' focused on civic and community, retail and residential uses. It is envisaged that the three core areas will be developed during the lifetime of the plan.

Development during the lifetime of the Local Area Plan will be subject to a schedule of phasing. The purpose of phasing is to ensure that services, facilities and amenities are provided in conjunction with commercial development. To ensure flexibility, the proposed phasing schedule is sequential rather than time specific. The sequence of development will be influenced by the need to make provision for enhanced facilities and amenities at an early stage of the Town Centre expansion.

### CIVIC AND RETAIL CORES

The proposed Civic and Retail cores are important components of the emerging Town Centre at Liffey Valley.

The Civic Core will provide a focus for community life within the Town Centre. It incorporates essential community facilities such as a library and community building, FAS training unit and Garda office. The Civic Core is fundamental to the creation of a sustainable Town Centre and key elements are required in conjunction with early phases of development.

It is an objective of the Local Area Plan, in line with the objectives of the County Development Plan 2004-2010, to support within the 6-year timeframe of the Local Plan the provision of Branch/Digital Libraries at Palmerstown and North Clondalkin which shall be supported by and integrated with the proposed Civic Core at Liffey Valley including a Regional Library.

The Retail Core incorporates a range of important retail services such as a foodstore and a department store. The Retail Core is an integral part of the emerging Town Centre and as such, key elements can be provided in tandem with the Civic Core. During consultation local communities indicated a need for a foodstore in the Town Centre. The foodstore can therefore be delivered in advance of other elements subject to the implementation of the required traffic measures.

### RESIDENTIAL CORE

The creation of a residential core is important to the creation of a sustainable town centre. The Residential Core can be delivered independently of the other development.

### PHASING STRATEGY

Section 6.3 sets out a phasing strategy based on the key infrastructure requirements at particular thresholds of development.

The strategy seeks to ensure that key infrastructure requirements are provided in conjunction with particular quanta of development. It does not seek to inhibit comprehensive development proposals for the Civic and Retail Cores. All planning applications should address the issue of phasing. Where the quanta of development proposed in an application exceeds one or more development thresholds, the sequential phasing programme as set out in Section 6.3 will still apply.

Being of a sequential rather than time specific nature the phasing programme does provide for a full build out of the scheme under one application. The phasing does require however that key traffic and community infrastructure elements are provided in tandem with specific quantum of retail floorspace. Therefore if the developer wishes to apply for permission for the build out of the entire scheme in one application this is provided for in the phasing. It is required however that all the elements of infrastructure specified in the full phasing programme must be provided as part of such an application. Whatever quantum of development is applied for, the relevant infrastructure specified in the phase to which that quantum is attached, together with infrastructure attached to earlier phases must be provided in tandem.

### 6.2 IMPLEMENTATION:

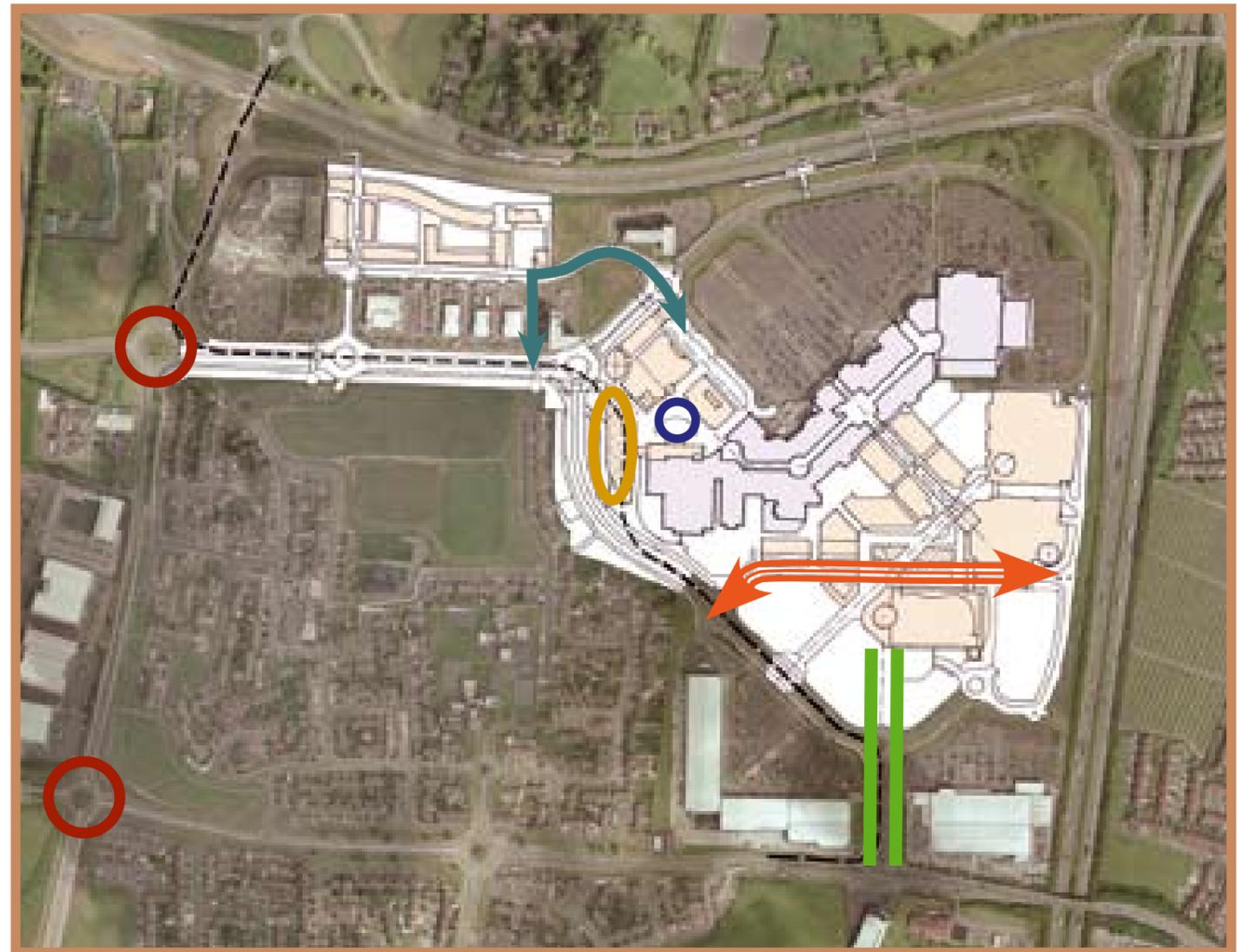
South Dublin County Council has consulted with the primary landowner within the LAP site, Grosvenor/O'Callaghan properties during the Local Area Plan process.

A time lag is expected between adoption of the plan and the submission of planning applications. Following receipt of a grant of Planning Permission from South Dublin County Council or from An Bord Pleanála, on appeal, it is expected that the works would commence on site.

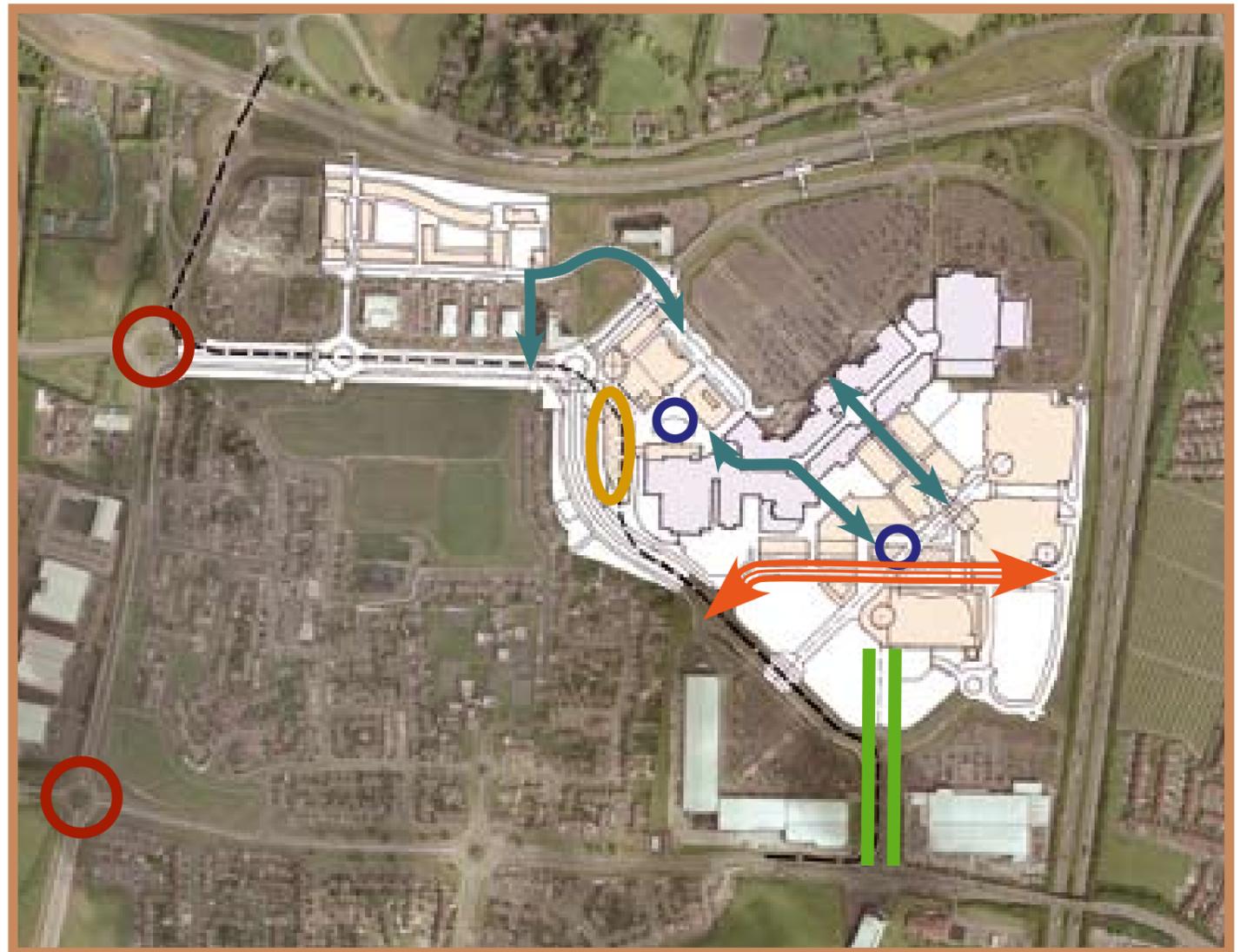
A steering group comprising representatives from the Council, local community groups and the developers will be established in order to monitor the implementation of the Plan.

6.3 PHASING

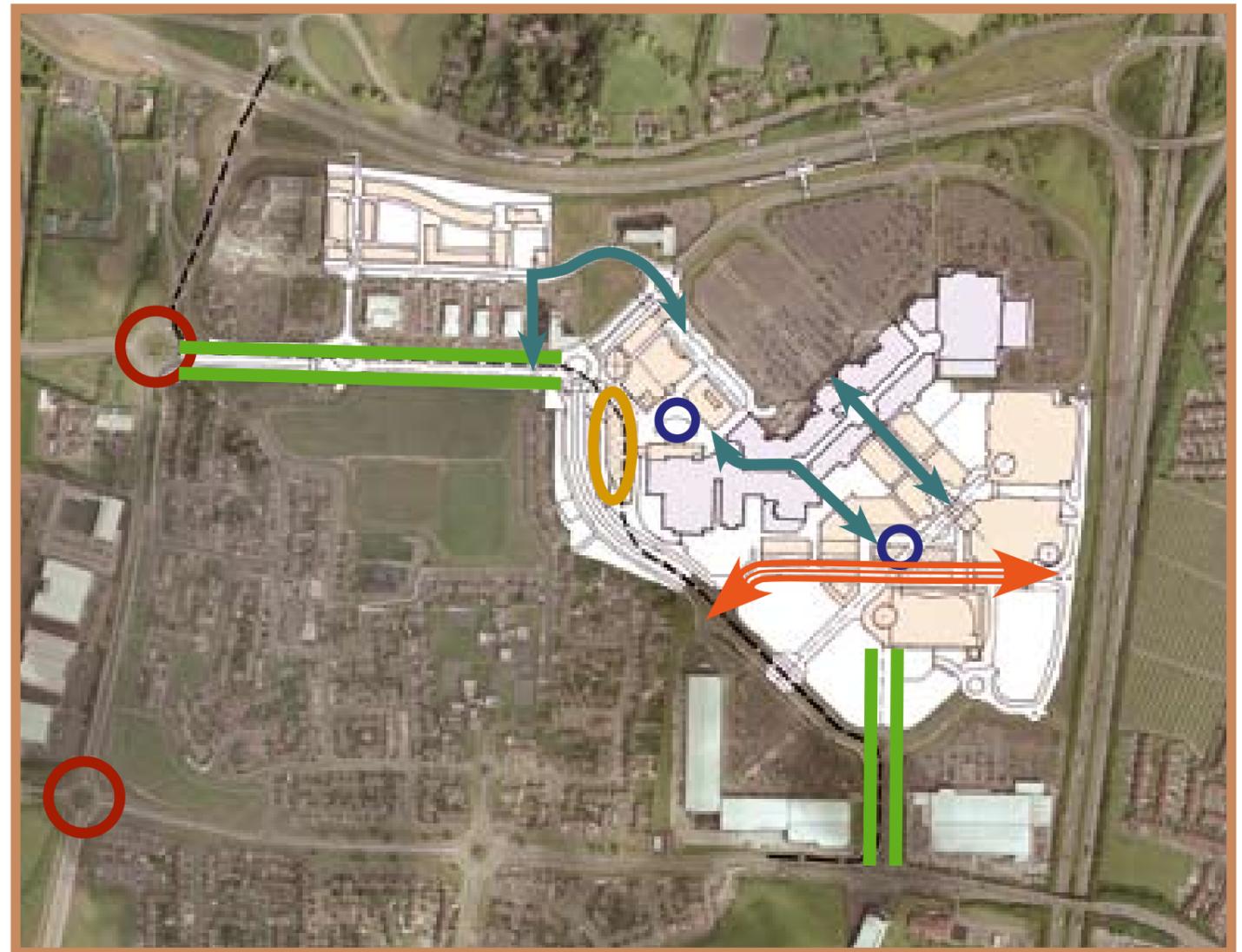
Phase One	
<p><b>0-6,500 SQ.M-RETAIL SUPERMARKET</b></p> <p>(0-6,500m<sup>2</sup> net retail space refers to 3,500m<sup>2</sup> convenience and remainder is comparison goods floorspace)</p>	<p><b>Pedestrian Links:</b></p> <ul style="list-style-type: none"> <li>- Link from Residential to Civic core</li> <li>- Southern Boulevard</li> </ul> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li>- Bus/Taxi Terminus</li> <li>- Bus Service*</li> <li>- Junction Improvements*</li> <li>- Mobility Management Strategy*</li> <li>- East-west route to south of Retail Square</li> </ul>
<p>Rationale: A foodstore is required in the Town Centre to serve the needs of the Local Area. Key pedestrian routes and transportation infrastructure are required in conjunction with the foodstore.</p> <p>* In accordance with the recommendations of the Traffic and Transportation Assessment.</p>	



Phase Two	Key Infrastructure Required
6,500-20,000SQ.M RETAIL/COMMERCIAL (Net Floor Area)	3000sq.m Community-Civic Floorspace: - Library and Community Building
	3000sq.m Leisure
	FAS Office
	Public Spaces - Civic Square - Retail Square
	Pedestrian Links - 2 no. links from Civic to Retail Core
	Improvements to Quarryvale Park tied to the development of the Civic Core or Residential Core whichever is developed first. (Phase 2)
	East-West Boulevard also provided for in phase 2.
Rationale: Phase two development represents a significant addition to the Town Centre. Supporting community and economic infrastructure and public realm improvements will be required in conjunction with significant retail/commercial expansion.	

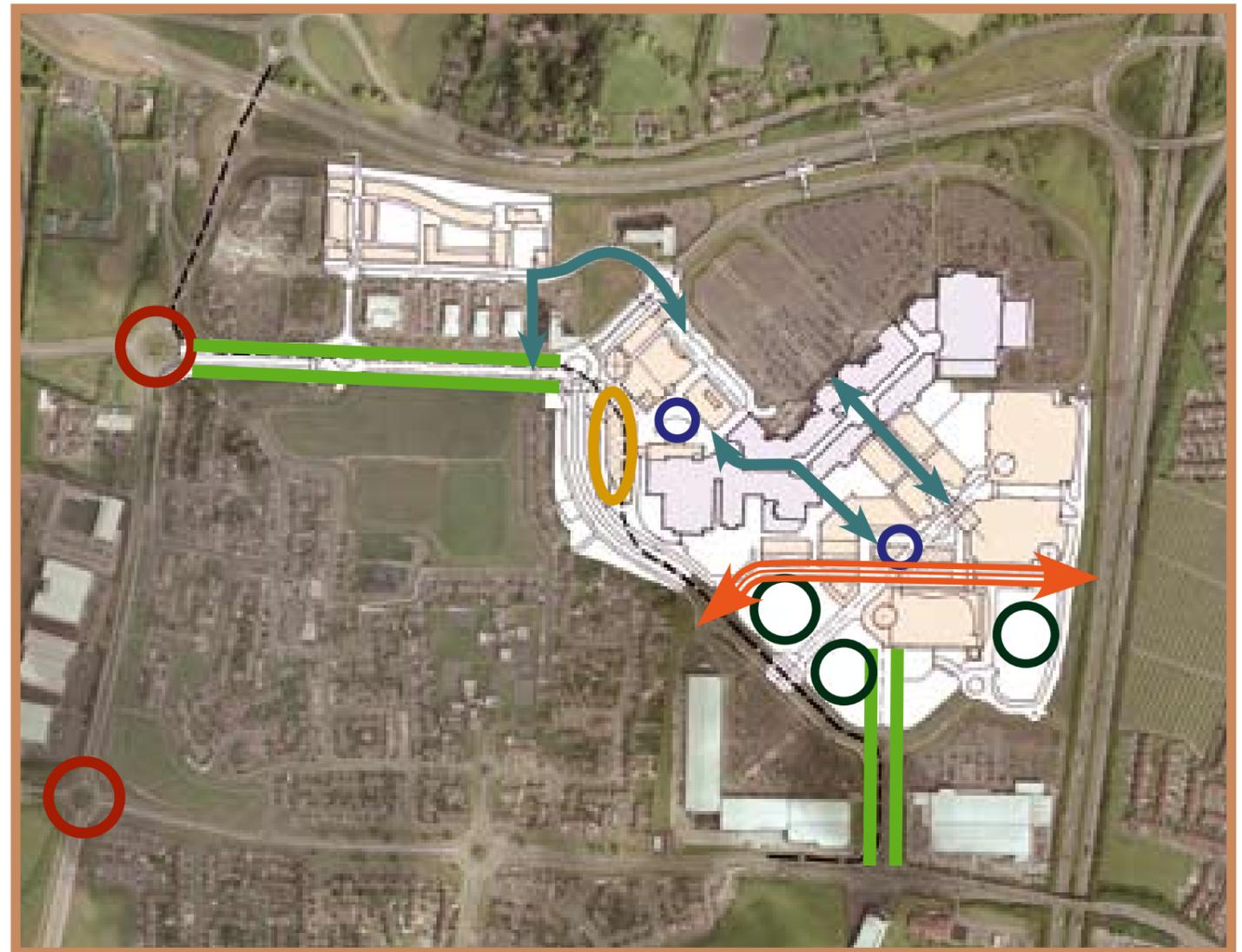


Phase Three	Key Infrastructure Required
20,000-30,000SQ. M+ RETAIL/ COMMERCIAL (Net Floor Area)	Mixed uses in Civic Core Area with significant residential element.  3000sq.m Leisure  Economic Infrastructure - 875sq.m (2.5%) Social and Affordable Retail - Garda Office  Transport/Landscaping - East-west boulevard from Fonthill
Rationale: A residential component is required to support the vitality of the centre. Economic supports, leisure provisions and an enhanced public realm are required in conjunction with further retail/commercial expansion.	



Phase Four	Key Infrastructure Required
35,000SQ.M+ RETAIL/ COMMERCIAL (Net Floor Area)	Transport - Car Park/Park and Ride  Landscaping - Temporary landscape Treatment
Rational: All key services, facilities and amenities are required over 35,000sq.m.	

THRESHOLD	KEY INFRASTRUCTURE REQUIRED
RESIDENTIAL CORE	Residential Square Childcare Facilities Up grading of Quarryvale Park Improved Access to QBC on N4
The Residential Core may be provided at any of the above phases provided the required infrastructure elements are included	







## CHAPTER 7 Strategic Environmental Assessment



# LIFFEY VALLEY LOCAL AREA PLAN

## STRATEGIC ENVIRONMENTAL ASSESSMENT

### NON TECHNICAL SUMMARY OF ENVIRONMENTAL REPORT

#### BACKGROUND

The EU Directive on Strategic Environmental Assessment (SEA) was adopted by the European Parliament and Council in June 2001. The Directive requires all European Union member states to systematically evaluate the likely significant effects of implementing a plan or programme prior to its adoption.

SEA aims to provide for more sustainable development through the methodical appraisal of policy options, considering alternative means of developing an area, by raising awareness of the environmental impacts of plans and the inclusion of quantifiable targets and indicators.

In relation to the Liffey Valley Town Centre, a local area plan was considered the appropriate framework for managing future development.

Having regard to a combination of factors such as its designation as a major town centre and level two retail centre in South Dublin, its strategic location in South Dublin, its location at the M50 and its proximity to the Liffey Valley Special Amenity Area Order it was decided that the preparation of an SEA for the Liffey Valley Local Area Plan was in the interests of the proper planning and sustainable development of the area despite it not being a mandatory requirements in this instance.

#### METHODOLOGY

This document reports on the environmental assessment which was carried out on the Liffey Valley Local Area Plan. The SEA appraisal commenced in June 2006 and involved the relevant statutory agencies. The report describes the existing baseline environment and the scoping exercise. The baseline data collection stage involved research into environmental indicators. This encompassed the following issues: population, floor area analysis, traffic, air quality, noise, climatic factors, soil and water; flora and fauna, material assets and cultural heritage. In some areas the exercise identified a lack of local, county and sometimes national data. Where gaps in information were identified, this is recorded in the report.

The Environmental Report also discusses the relationship between the Local Area Plan and other plans and policies and assesses the impact of its objectives and strategies. The Local Area Plan is compliant with national and regional guidance such as the National Spatial Strategy 2002-2020 and the Regional Planning Guidelines 2004-2016. The SEA exercise required the compilation of sustainable environmental objectives which were devised in accordance with the Department of Environment, Heritage and Local Government Guidelines and the Environmental Protection Agency Guidelines. These objectives were devised in the first stages of assessment in order to fully integrate sustainability objectives into the policy-making process.

#### BASELINE INFORMATION

The SEA Report indicates that there is a reasonably good collection of baseline data for the Study Area. This information has been devised from statutory agencies, internal departments in the Council, the internet, local publications and planning applications. Apart from the traffic model which was based on the Dublin Transportation Office traffic model and the retail assessment carried out by PIEDA PTZ, no additional studies were commissioned by the Council for the purposes of the Plan.

#### CONSIDERATION OF ALTERNATIVES

The identification of detailed options for the future development of the Liffey Valley Town Centre site involved detailed discussions by the project team. As part of this process the role and functions of the Liffey Valley Town Centre site within South Dublin were examined and discussed in detail. In respect of the Liffey Valley Town Centre site three primary potential options for its role within the County emerged from this process. A 'Do Minimum' option was also added in the interests of completeness as this would be a likely scenario in the event of little public transport investment being made.

- (1) **Do Minimum Scenario**  
Minimal growth option providing only for incremental growth of the existing centre arising as a result of minimal investment in public transport in the area
- (2) **Mixed Use Town Centre**  
Emergence of a mixed use Town Centre with Retail/Commercial and a substantial residential element based on the provision of high quality public transport infrastructure for the site.

This option emerged as a direct result of the designation of the site for Town Centre uses in the South Dublin County Development Plan 2004-10.

- (3) **Major sub-regional Shopping and Leisure Park**  
Predominantly retail (all types), leisure & commercial uses;  
Mainly road based access with surface car parking;  
Low density development;  
No residential use.

This option emerges as a result of an analysis which recognises the existing pattern and form of development on the site and which supports the future development of the site on that basis. This option is not in accordance with the provisions of the County Development Plan.

- (4) **Mixed Use Town Centre with Retail focus**  
Medium density sub-regional shopping, civic/community uses with leisure & commercial uses.  
Opportunity for limited residential development adjoining existing communities to be expanded at a later stage with improved public transport.

This option has emerged as a response to both a need to recognise the provisions of the County Development Plan and an acceptance also of the existing role and function of the site.

Each option was considered and assessed against the Sustainable Environmental Objectives to provide an insight into possible impacts.

## ENVIRONMENTAL ASSESSMENT OF SELECTED OPTION

Option 4 presented the most favourable form of managing the future expansion of the Town Centre. This option was then elaborated further and subjected to additional analysis. The range of policies/strategies devised under Option 4 were then assessed against environmental objectives. This exercise illustrated that almost all objectives and strategies identified in the Local Area Plan were found to have either a positive impact or no impact when assessed. This exercise highlighted the requirement for mitigation measures.

## MITIGATION MEASURES

The SEA process indicated that a number of mitigation measures would be required in conjunction with the implementation of the preferred option. These measures range from infrastructural measures to policy changes. These measures include the following:

- (1) Environmental Impact Statements accompanying Town Centre planning applications must include a detailed visual impact assessment of the proposed development.
- (2) Environmental Impact Statements accompanying Town Centre planning applications must include a detailed noise and vibration assessment (including construction impacts) of the development. This will include the following:
  - Selection of appropriate noise level criteria for development based on published guidance documents and European/International Standards.
  - Carrying out of baseline noise monitoring in the vicinity of the site in order to provide a representative sample of the existing noise climate,
  - Prediction of the potential noise levels associated with the construction and operational phases of the development using standard guidance and current best practice methodology. In addition such factors as distance attenuation, barrier screening, ground topography and meteorological conditions will need to be taken into account. The resultant noise levels should then be assessed through reference to the appropriate criteria.
  - Where necessary, specific noise mitigation measures to ameliorate the impact and ensure compliance with the criteria should be specified.
  - In addition the Local Area Plan and any subsequent planning applications will provide for various practices to be adopted during construction in order to protect existing adjoining residential areas, including: limiting the hours of operation, appointing a site representative relating to noise issues, continuous monitoring and siting of noise/vibration generating plant and machinery away from sensitive locations.
  - Any future proposed development of the Town Centre is required to comply with the requirements of S.I No. 140 of 2006 Environmental Noise Regulations.

- (3) The preparation of a detailed EIS in support of any application for development on this site must include an assessment of the impact of any development on air quality in the area. This will require an assessment of air quality in the absence of a scheme and a further assessment taking into account the proposed development (the major air quality impact of the proposed development of the Town Centre will be increases in traffic levels). The significance of the variation in air quality between the do-nothing and do-something scheme will be assessed relative to the ambient air quality standards.

Mitigation measures may include diversion of traffic away from heavily congested areas or ensuring free flowing traffic through good traffic management plans and the use of automatic traffic control systems.

- (4) It will be required that a site specific C&D Waste Management Plan will be implemented at the site during the construction and operational phases of the scheme. This will be addressed as part of the planning application and related EIS.
- (5) Compliance with the provisions of the European Communities Energy Performance of Buildings Regulations 2006 will be a requirement of any proposed Town Centre Scheme. An outline of the requirements of these Regulations are set out in Chapter 3 of this SEA.

## MONITORING

Article 10 of the SEA Directive requires that monitoring be carried out in order to identify at an early stage any unforeseen adverse effects due to the implementation of the Plan, and to allow remedial action to be taken. In this context, the Council proposes to monitor the emerging demographic makeup of the Town Centre population in order to identify any additional facilities that may be needed to cater for the specific needs of the population as part of the Local Area Plan process.

This information will allow the Council to:

Monitor development in the Study Area and whether the provision of social and economic facilities are adequate to serve the resident population.

In addition a robust survey and monitoring regime to inform a regular review of Access and Movement arrangements will also be implemented for the Town Centre Scheme.

It is intended that a monitoring report on the implementation of the Local Area Plan will be prepared 3 years into the plan period to inform the Local Authority, local residents, workers and visitors alike.

## CONCLUSION

The application of the Strategic Environmental Assessment exercise to the Local Area Plan has ensured that the Plan encompasses a strong sustainable thrust and focus which will provide a positive strategic framework for the development of the Liffey Valley Town Centre.