

Mill Road, Saggart - Area Plan



South Dublin County Council
Development Plan
2004-2010

Planning Department
South Dublin County Council
January 2008

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The Mill Road, Saggart - Area Plan has been prepared in accordance with the requirements of the South Dublin County Development Plan 2004-2010. This Area Plan is a development management guidance document which sets out in greater detail the Council's requirements for new development in the locality, including such factors as density, layout and design requirements, community facilities and open space, etc.



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1 INTRODUCTION

1.1 Purpose and Status of the Area Plan

The Mill Road Area Plan is a non statutory planning guidance document for developers and members of the public. The purpose of the Plan is to set out a planning and urban design framework in order to ensure a new high quality residential neighbourhood at the northern end of Saggart Village. The Plan lands are outlined in red on Figure 1.

1.2 Background

The South Dublin County Development Plan 2004-2010 zoned approximately 5.69 hectares of land to the north of Saggart for new residential development. This zoning requires an area plan to be prepared to guide future development.

Saggart is an historic village settlement situated 500m south of the N7 Naas Road. The Plan lands were zoned 'A1' in the South Dublin County Development Plan 2004-2010, the objective for which is 'to provide for new residential communities in accordance with approved area plans.' The Mill Road Area Plan has been prepared to fulfil this objective.

The aim of the Plan is to set out a framework for the development of a high quality new residential environment with good layout and design and within walking distance of public transport, employment and community facilities. The Plan takes into account surrounding residential, commercial and employment development and reflects the current and future infrastructural improvements in the area.

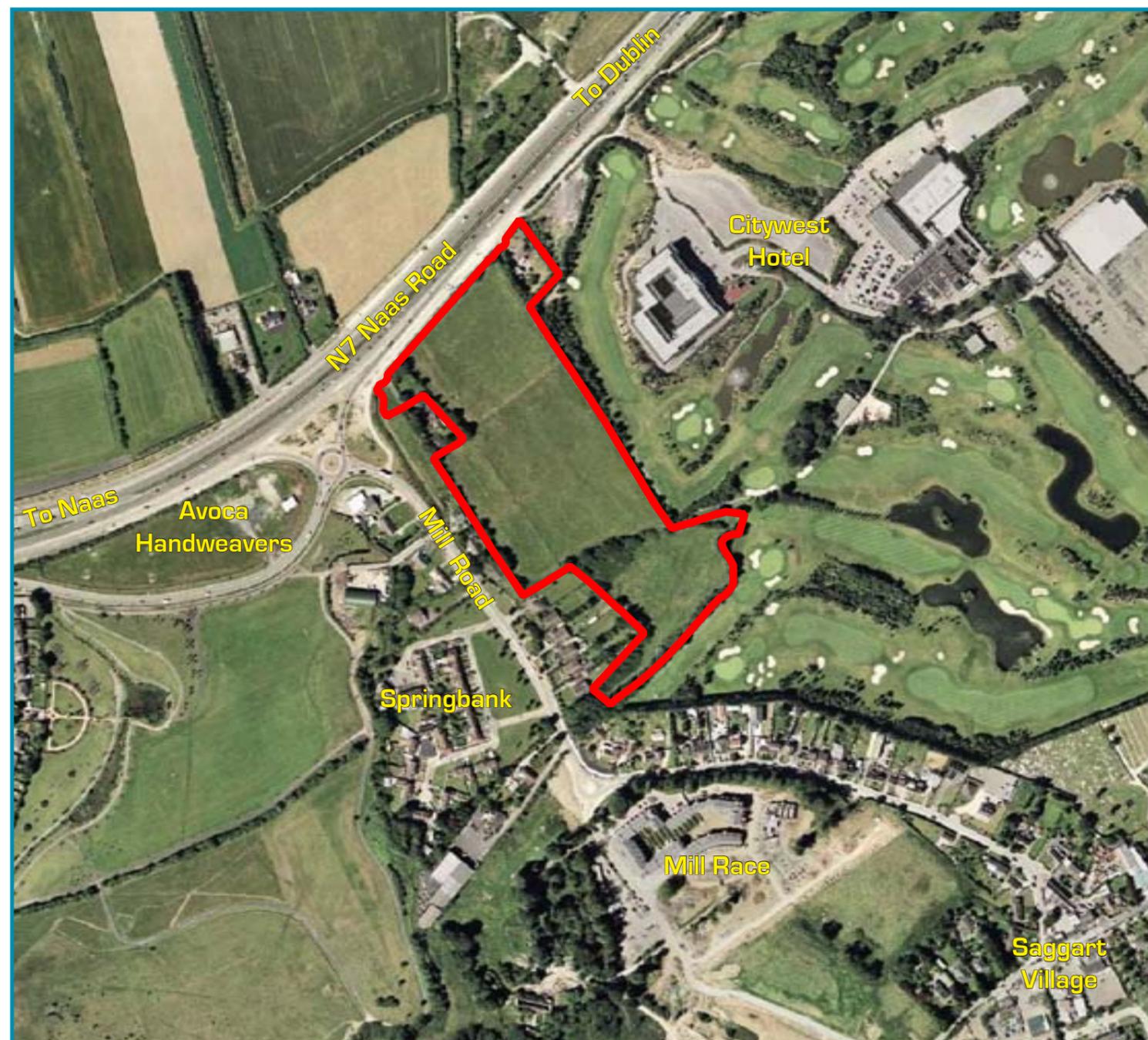


Fig. 1 Plan Lands

1.3 Location and Boundaries of Plan Lands

The boundaries of the Plan lands are dictated by the A1 zoning as set out in the County Development Plan. The lands are bounded to the north by the N7 Naas Road, and an access road adjoining the N7, to the south and east by Citywest Hotel and Golf Course, to the west by houses fronting onto Mill Road.

1.4 Description of Plan Lands

The Plan lands are characterised by grassland and are currently used for grazing. The field boundaries comprise mature trees and hedging. To the south of the lands there are groups of trees which are of high amenity value. The land generally slopes down towards the N7 Naas Road area of the site. The Plan lands comprise approximately 5.69 (14.06 Acres) hectares in area. Established housing developments are located to the south and west of the plan lands.



Plan lands



City West complex to east of Plan lands



Mill Road

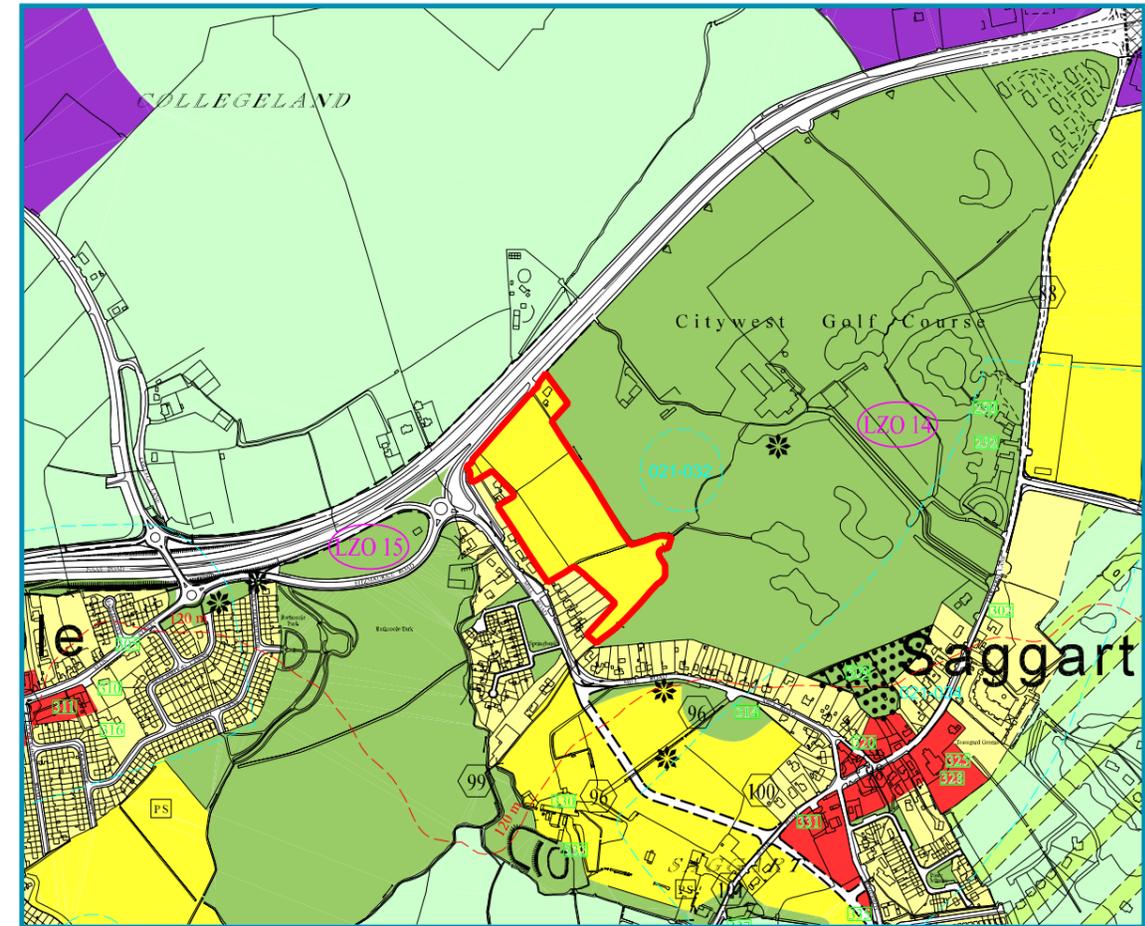


Fig. 2. Extract from South Dublin County Development Plan 2004-2010 zoning map showing Plan Lands outlined in red

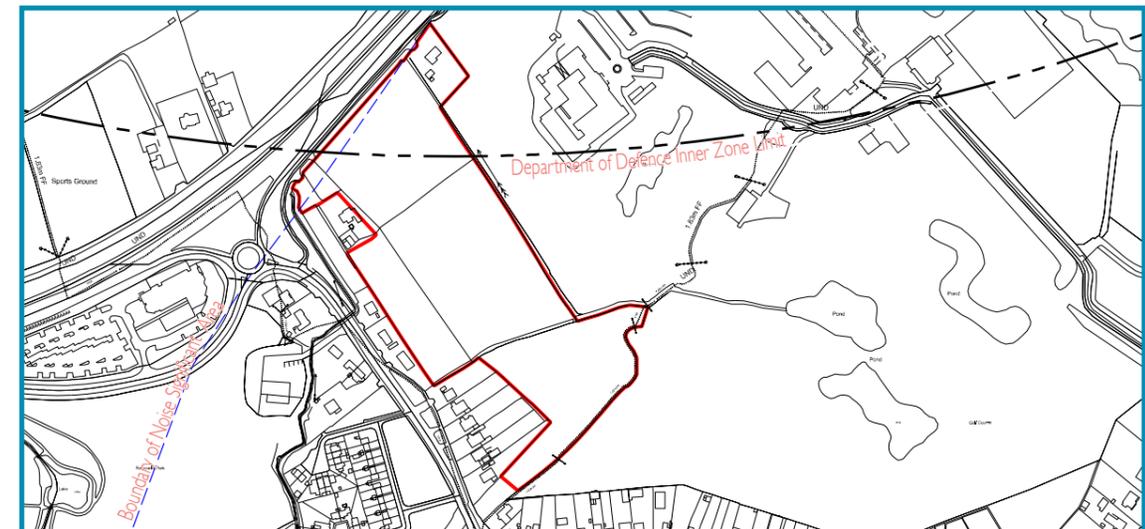


Fig. 3. Extract from South Dublin County Development Plan 2004-2010 (Index map) showing Casement Aerodrome restrictions

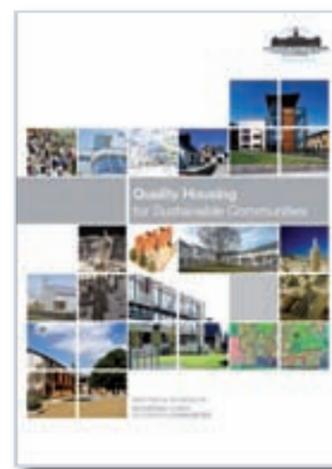
2 PLANNING CONTEXT

A number of documents have been produced to guide new development at national, regional and county level. The following are relevant to the Mill Road Area Plan:

- Quality Housing for Sustainable Communities - Design Guidelines, 2007. Department of Environment, Heritage and Local Government (DoEHLG)
- Guidelines for Planning Authorities on Residential Density, 1999. (DoEHLG)
- Sustainable Urban Housing: Design Standards for Apartments – Guidelines for Planning Authorities, September 2007. (DoEHLG)
- Regional Planning Guidelines for the Greater Dublin Area, 2004 - 2016. (Dublin Regional Authority and Mid-East Regional Authority)
- South Dublin County Development Plan, 2004 – 2010.
- Saggart Action Area Plan, South Dublin County Council, September 2000

2.1 Quality Housing for Sustainable Communities - Design Guidelines 2007

These design guidelines are intended to assist in the implementation of the policies as set out in the DoEHLG *Delivering Homes, Sustaining Communities*, launched in February 2007, the *National Spatial Strategy 2002 - 2020* and the *National Development Plan*. The aim of the Guidelines is to identify principles and criteria that are important in the design of housing and to highlight specific design features, requirements and standards that have been found, from experience, to be particularly relevant in the development of new housing. The principles and guidelines contained in this document are relevant to the Mill Road Area Plan as a document which sets out a planning and urban design framework for a new residential neighbourhood.



2.2 Guidelines for Planning Authorities on Residential Density 1999

2.2.1 The *Guidelines for Planning Authorities on Residential Density* were published by the Department of the Environment and Local Government in 1999. The Guidelines promote increased residential densities in order to –

- ensure the most efficient use of zoned and serviced housing land
- provide a more varied range of dwelling types and sizes
- optimise the use of existing services, facilities and infrastructure
- encourage more sustainable commuting patterns and
- facilitate improved public transport

2.2.2 The Mill Road Plan lands are located in an area that is categorised by the Residential Density Guidelines as an outer suburban/ green field site. In these locations, the Guidelines recommend net densities in the general range of 35-50 dwellings per hectare (14-20 dwellings per acre)

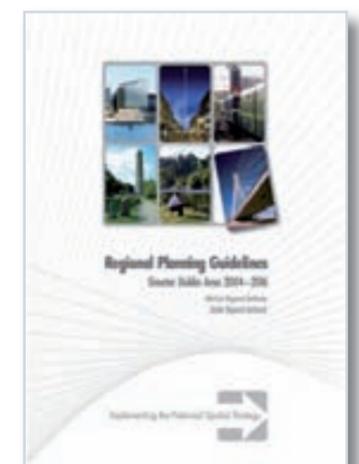
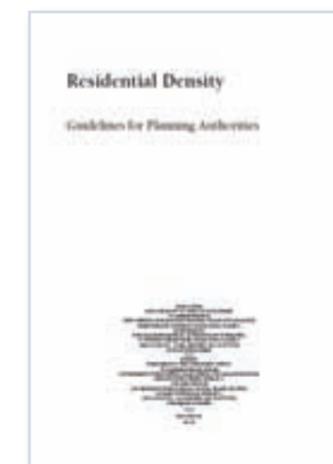
2.3 Sustainable Urban Housing: Design Standards for Apartments (September 2007)

The primary aim of these Guidelines is to promote sustainable urban housing, by ensuring that the design and layout of new apartments will provide satisfactory accommodation for a variety of household types and sizes – including families with children – over the medium to long term. Planning authorities are requested to have regard to the recommended standards for new apartment schemes, when preparing or varying development plans and local area plans, particularly when their current plans incorporate older standards. In general the internal space arrangements for apartments as detailed in the *South Dublin County Development Plan, 2004-2010* closely reflect the standards contained in the Guidelines.

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

2.4.1 *Regional Planning Guidelines* implement the *National Spatial Strategy* at regional level. The *Regional Planning Guidelines* were adopted by the Dublin Regional Authority and the Mid-East Regional Authority in July 2004, (comprising the Greater Dublin Area including Dublin City Council, Fingal, South Dublin, Dun Laoghaire, Meath, Kildare and Wicklow County Councils). The *Regional Planning Guidelines* set out the development strategy for the Greater Dublin Area.

2.4.2 The Mill Road area is located within the Metropolitan boundary area of the Greater Dublin Area. The strategy for the Metropolitan Area is to accommodate population growth through the consolidation of development and increased residential densities.



2.5 South Dublin County Development Plan, 2004 – 2010

2.5.1 Recent Planning Application History

Lands to the south of the site, at the rear of the properties fronting onto Mill Road were subject of a planning application for a single dwelling (S99A/0198). This permission was not implemented. Outline planning permission was granted for two dwellings (SD01A/0089) with entry taken from the access road at Mill Road to the north west of the Plan lands. No application for permission to construct these dwellings has been received and no development has occurred on the site. Lands adjoining the site to the east on the Citywest Hotel lands were subject of an unsuccessful planning application (SD04A/0900) for 88 golf lodges with provision for basement parking for 134 cars. Planning permission was refused on lands fronting onto the N7 Naas Road to the north west of the Plan lands, for an emergency access road from the Citywest complex onto the service road immediately adjacent and accessing Mill Road (SD06A/0521).

2.5.2 Zoning

The entire Plan Lands are zoned A1 in the South Dublin County Development Plan 2004-2010, the objective for which is 'to provide for new residential development communities in accordance with approved area plans'. The Plan lands are bounded by-

- Lands to the east zoned F "To preserve and provide for open space for open space and recreational amenities"
- Lands to the west zoned objective A "To protect and/or improve residential amenity"

2.5.3 Schedule 4 Casement Aerodrome, Baldonnell

The north western section of the site is located within and includes the borderline of the 'Boundary of Noise Significant Area' of Casement Aerodrome as indicated on the County Development Plan Index Map. It is an objective of the County Development Plan – 'to diminish the nuisance caused to the local communities by aircraft noise insofar as this is practicable'. The achievement of this policy will be via a number of measures including the limiting of residential development within the area and in the event of a grant of planning permission advising the occupants that without adequate sound insulation, the level of aircraft noise at the site may be intrusive or annoying. These factors will impact on any proposed residential scheme planned for the Plan lands, that are located within the boundary of the noise significant area. A significant section to the north of the Plan lands are located within the Department of Defence 'Inner Zone'. Elsewhere in the inner zone, no buildings or structures exceeding 20m in height above ground level should be permitted, with further height restrictions related to the

ICAO transitional surfaces (which are not shown on the Development Plan maps) from a distance of around 300m (depending on ground elevation) to the runway centrelines, graded down to zero at the edges of the flight strips. However, in view of the volume of helicopter operations and the level and variety of aircraft training movements and for safety and security reasons, planning applications for structures such as high mast lighting, antennae etc. in the inner zone in close proximity to the aerodrome or the runway approaches will be the subject of a special examination to ensure that their construction would not be undesirable for safety, security or operational reasons.

2.5.4 Urban Design

The Development Plan sets out a 'Sustainable Placemaking Model' (Policy H1, Para 3.3.1, and Chapter 11) which seeks to deliver sustainable communities together with a high quality built environment, through good placemaking. The aim is to reduce as far as possible the need to travel by private car, by encouraging mixed-use development and promoting the efficient use of land and public investment in infrastructure in order to facilitate viable local services, employment and public transport. The Model is based on a traditional urban town and village format, and envisages a lively and interconnecting network of streets and spaces fronted by varied and interesting buildings and a mix of residential, commercial, public and community uses together with quieter, primarily residential areas, all in close proximity. The Model advocates five key sustainable placemaking principles, as follows:



Examples of low to medium density residential development

Intensification:

An increased scale of development and overall activity, at appropriate locations.

Diversity:

A greater mix of land uses and dwelling tenure types.

Accessibility:

Consideration of walking distance to public transport and local services.

Design Quality:

Properly-designed buildings, places and spaces that are attractive, safe and secure.

Integration:

Linking new and existing development to promote inclusion whilst safeguarding the amenities of existing buildings and uses.

The Model also sets out overall design considerations, as follows:

- Development focused on a hierarchy of nodes with opportunities for a mix of activities and uses;
- Greater local variety in residential density and dwelling type;
- Connectivity and permeability in layouts rather than enclosed and gated enclaves and developments in order to facilitate access by foot and bicycle to public transport facilities and local services;
- Road layouts designed with integrated speed restraint and dedicated on-street car parking;
- Integration of buildings and public spaces to ensure overlooking and passive supervision;
- Smaller block sizes and perimeter buildings at key nodes to promote urban legibility and a varied townscape;
- Good modern architecture with a building language that is varied and forward-looking rather than repetitive and retrospective;
- A mix of dwelling types and sizes to cater for different housing needs, including apartments, duplexes, townhouses, semi-detached and detached houses with greater internal floor areas and private amenity space than heretofore.

2.5.4 Roads Objectives

Table 13.6 of the Development Plan sets out a schedule of road objectives to be carried out in South Dublin County over the 6 year life of the Development Plan. These include 6 year road objectives for the Saggart Road as part of the Saggart Local Area Plan and for the Rathcoole Relief Road as part of the Rathcoole Local Area Plan. Both of which will form part of the local road network. The Mill Road Area Plan represents an opportunity to achieve a high quality environment having regard to the fact that it is a greenfield area adjoining the edge of a rural village. In order to avoid unnecessary traffic congestion, the Plan will seek to ensure the availability of a well positioned vehicular access to the wider road network with a further access point for pedestrian and cycle use.

2.6 Saggart Local Area Plan, 2000

An Action Area Plan encompassing 19 hectares of land in Saggart was adopted by the Council in September 2000. These lands had been zoned A1 in the 1998 County Development Plan. The majority of the Action Area Plan lands were agricultural and in private ownership. The overriding concept of the Action Area Plan was that the lands should be developed as an extension of Saggart Village with the intention of developing a sustainable community where all residents would be within walking distance of shops, service outlets and parks as well as the school and church. A considerable amount of the Action Area Plan lands have and are being developed, e.g. the scheme at Mill Race

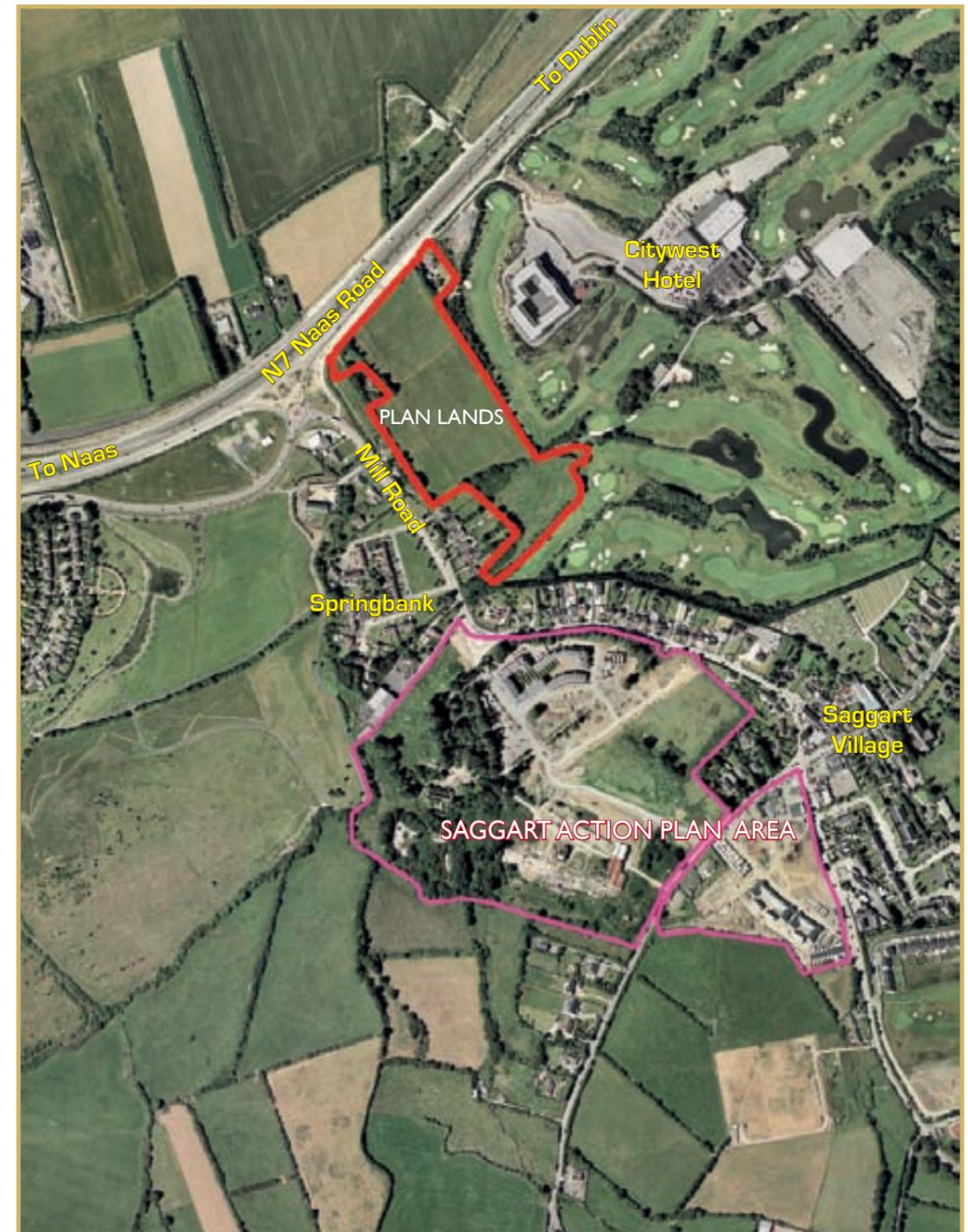


Fig.3 Aerial photograph of Plan lands

3 INFRASTRUCTURE

3.1 Public Transport

Saggart is currently served by one Dublin Bus Route (69/69X) which operates from Dublin City Centre via Saggart and terminating at Rathcoole. There are approximately 20 services per day in each direction. This includes an express bus service to and from the City Centre, which operates during the morning and evening peaks. There is also a private bus company running a daily commuter service between Newcastle and The Square Shopping Centre via Saggart with 14 services per day, as well as a service between Rathcoole and the City Centre via Saggart twice daily. Both service routes run a limited Saturday service.

3.2 Roads

Naas Road Dual Carriageway

The N7 Naas Road, a major transport artery connecting Dublin to the South and West of Ireland runs directly adjacent to the north of the site.

The County Council usually requires a 30 metre building line extending from the edge of the mainline of the N7. The construction of residential units will not normally be permitted forward of this building line.

3.3 Electricity

A 10kv medium voltage powerline passes through the centre of the site.

3.4 Environmental Services

Water Supply

There is a limited supply available from the existing network for the development of these lands until such time as the mains to be put in place as part of the Boherboy Water Supply are commissioned. The main referred to in this case will be located at the turn-off for Rathcoole/Saggart from the N7, adjacent to the roundabout at Avoca Handweavers. This main is expected to be commissioned within the next 18 months – 2 years.

Foul Sewer

The nearest sewer (which is privately owned) to the Plan lands is located in the adjacent City West Hotel lands to the east.

There is also a public sewer in Mill Road, Saggart. There appears to be capacity constraints in this pipeline and the privately owned pipe mentioned above may require investigation regarding possible connection from the Plan lands.

Surface Water

Subject to attenuation, surface water can be disposed of to the adjacent streams or to the existing culvert (1600 * 3000mm) which crosses the N7 at its junction with the Mill Road.

4 OPPORTUNITIES AND CONSTRAINTS

The Plan lands contain a number of constraints which may need to be addressed. Opportunities also exist which should be exploited in order to enhance any new residential area being developed.

4.1 Opportunities

- The Plan lands comprise a largely greenfield site and a vacant bungalow
- There are possibilities for an innovative approach to the design of a new housing layout
- There are a number of mature trees on the site, which could contribute to the amenity of future development
- The site is within close proximity to Saggart village centre.

4.2 Constraints

- The proximity to the Naas Road results in major environmental noise impacts on that part of the Plan lands closest to the road.
- There is a low frequency of public transport in the vicinity
- The lands have poor connections to the road network
- The site is close to Casement Aerodrome, which may become increasingly busy.



Group of mature trees on plan lands

5 URBAN DESIGN FRAMEWORK

5.1 Design Objectives

- To create a neighbourhood with its own defined character.
- To link the new neighbourhood into the Village of Saggart
- To apply the best principles of good urban design as set out in Chapter 11 of the South Dublin County Development Plan.
- To create a 'liveable' new village quarter close to work, community facilities and leisure opportunities.
- To reduce dependence on the private car and to integrate development with public transport.
- To provide an appropriate mix of house types and sizes in order to meet different household needs and to ensure a balanced community.

5.2 Design Strategy

Map 1 on page 10 contains an urban design analysis of the existing situation at Mill Road. Maps 2 and 3 show the existing/proposed movement and green strategy respectively. Map 4A and Map 4B on page 12 set out indicative urban design frameworks for the Plan lands. This chapter should be read in conjunction with these maps.

Design Strategy

The Plan lands are located to the northern edge of Saggart Village, between the Citywest Golf Course, the N7 dual carriageway and behind the existing single storey buildings on Mill Road. The lands are currently in grass. The design strategy seeks to consolidate the existing built environment and to ensure an appropriate transition with the amenity value of the golf course to the east. It will also be important to ensure that possible environmental impacts (noise, air and visual) of the N7 are minimised. The northern section of the site is located within and on the borderline of the 'Boundary of Noise Significant Area' of Baldonnell Aerodrome as indicated on the County Development Plan Maps. This underlines the necessity of ensuring that future residents are adequately protected from the impact of noise. In order to satisfy these objectives it will be necessary to specify lower densities in this area and innovative measures to protect future residents. This may include the development of a use such as an Enterprise Centre acting as a noise buffer or the provision of extensive noise attenuation measures in the new residential development.

Buffer Zone

In order to protect the amenities of future residential development from the noise impact of the N7 and Casement Aerodrome it will be necessary to provide for a sizable buffer zone between any proposed residential uses and the N7. Map 4A illustrates an indicative buffer zone, which may accommodate possible working units or an incubation enterprise centre consisting of office based development. Table 10.3 of the County Development Plan outlines the types of development which would be permitted in principle, open for consideration or not permitted. The proposed employment uses are permitted in principle on A1 zoned lands. The location of an enterprise centre would serve the dual purpose of providing employment potential and creating a buffer to the impact of the N7 and Casement Aerodrome. Map 4B illustrates a buffer which would be composed of a solid sound barrier, substantial earthen berm, planting, screening and an access road. Low rise, 1 or 2 storey development is preferred at this location adjacent to the N7. The buffer zone area will not be regarded as part of the public open space strategy for any residential development.

"TO PROVIDE FOR NEW RESIDENTIAL COMMUNITIES IN ACCORDANCE WITH APPROVED AREA PLANS"	
USE CLASSES RELATED TO ZONING OBJECTIVE	
Permitted in Principle	Betting Office, Caravan Park-Residential, Carpark, Community Centre, Crèche / Nursery School, Cultural Use, Doctor/Dentist etc., Education, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Halting Site / Group Housing, Health Centre, Industry-Light, Nursing Home, Offices less than 100 sq. m, Open Space, Petrol Station, Public House, Public Services, Recreational Buildings (Commercial), Recreational Facility/Sports Club, Residential, Residential Institution, Restaurant, Retirement Home, Service Garage, Shop-Local, Shop-Neighbourhood, Veterinary Surgery.
Open for Consideration	Advertisement and Advertising Structures, Agricultural Buildings, Bed & Breakfast, Caravan Park-Holiday, Cash & Carry / Wholesale Outlet, Cemetery, Church, Dance hall/Discotheque, Heavy Vehicle Park, Home Based Economic Activities, Hospital, Hotel/Motel, Household Fuel Depot, Industry-General, Motor Sales Outlet, Office-Based Industry, Offices 100 sq. m. - 1,000 sq. m., Offices over 1,000sq.m., Refuse Transfer Station, Science and Technology Based Enterprise, Shop-Discount Food Store, Shop-Major Sales Outlet.
Not Permitted	Abattoir, Aerodrome / Airfield, Boarding Kennels, Concrete / Asphalt (etc.) Plant in or adjacent to a Quarry, Industry-Extractive, Industry-Special, Refuse Landfill / Tip, Retail Warehouse, Rural Industry-Cottage, Rural Industry-Food, Scrap Yard, Transport Depot, Warehousing.

Figure 4. Extract from Chapter 10 of South Dublin County Development Plan, 2004 - 2010



Examples of residential and office development in close proximity

5.3 Density Guidance

The net residential density for development in the vicinity of the Plan lands ranges from 7, 17 and 34 units per hectare, at Mill Road, Springbank and Mill Race respectively. This results in an average housing density in the vicinity of approximately 19 units per hectare.

The Residential Density Guidelines 1999 recommend increased densities in the case of serviced lands in towns or villages.

The County Development Plan outlines relevant density considerations in section 11.7, as follows:

“The sustainable placemaking model density range shall operate as the baseline residential density for all development in South Dublin outside designated Town and District Centres. This model requires an average net residential density range of 35 - 50 dwellings per hectare (14 - 20 per acre net)”

The County Development Plan further stated that:

“The Council will not normally permit large scale developments which consist primarily or exclusively of apartments outside the designated Town & District Centres or more than 400m from a railway station.”

Density Proposal for the Plan Lands

Given that the prevailing density of development in the vicinity ranges from 7 - 34 dwellings per hectare and that the Plan Lands are located outside a designated Town or District Centre, it is considered reasonable to seek a net density for the Plan Lands in the region of approximately 40 dwellings per hectare. This is at the lower end of densities provided for in the Development Plan, and is considered appropriate having regard to existing densities, the character of the area and the location of the Plan lands at the edge of Saggart Village.

5.4 Plan lands adjoining the N7

Noise impact from traffic on the N7 has been identified as an issue regarding the residential amenity of future residents, as noted in Section 5.2, and two scenarios have been developed for the Plan Lands adjoining the N7 – (see Maps 4A and 4B).

5.4.1 Enterprise Centre - Map 4A

The area to the north of the Plan lands and adjacent to the N7 has been identified as a possible location for an Enterprise Centre consisting of office type development. Such a use is 'permitted in principle' on lands zoned A1. An Enterprise Centre would fulfil the dual purpose of establishing a buffer to the N7 and providing a location for employment and small businesses.

The Enterprise Centre would be accessed from a separated road (see map 4 & 4A), in order to ensure that the amenity of future residents is preserved,

5.4.2 Residential - Map 4B

If it is proposed to pursue a solely residential scheme on the Plan lands in the vicinity of the N7, the following requirements will apply:

- a) A substantial set back from the N7, in excess of the 30 metres required by South Dublin County Council. The set back zone should include an appropriate berm, dense tree planting and other accepted physical noise attenuation barriers and measures.
- b) 1 to 2 storey development nearest the N7
- c) Proposals for noise attenuation measures on site boundaries and within the proposed residential units themselves e.g. north elevations (facing onto the N7) may be designed to include a reduction in openings and the location of less intensively used rooms, such as utility rooms, bathrooms, halls and stairwells.
- d) The submission of a noise impact analysis with planning applications

5.5 Movement

It is an objective of the County Development Plan to ensure that there is adequate linked access to the wider road network (Section 11.8 Road Design Considerations). It would appear that it may be difficult to develop more than one vehicular entrance to serve the Plan lands due to traffic safety recommendations.

It is likely that the total number of dwelling units (and office units, should this option be pursued) will be determined by two factors; (a) the density opportunities of the site given its edge of village location and the prevailing densities in the vicinity and (b) the site is limited to a single access point.

5.6 Character and Legibility

The Plan lands are located to the north of Saggart Village adjacent to the Citywest Golf Club and the N7. It is an edge of village setting and highly visible from the N7 motorway. Therefore, the design and layout of any residential proposal should reflect its prominent and marginally elevated aspect with views of Rathcoole park and hills in the background. It is likely that the preferred housing type should be a combination of detached, semi-detached and/or terraced houses, and apartments of no more than three storeys. The layout of any housing scheme should also reflect the edge of village character of the area. Therefore, appropriate planting of semi-mature trees, the retention of mature tree stands and imaginative landscaping should be used to accentuate the character of the Plan lands.

5.7 Continuity and Enclosure

Buildings should be laid out along routes and around spaces so as to provide a coherent frontage at appropriate locations and a clear definition of which spaces are private and which are public. Good architecture and the careful design of spaces provide the basis for continuity and enclosure.

5.8 Green Spaces

Quality public open space should be provided in line with the requirements of the County Development Plan. In addition to these standards, it is recommended that the existing topography of the site be exploited and that mature tree groupings are suitably integrated into housing layouts.

The open spaces should be attractive, safe, uncluttered and easily identifiable. Maps 4A and 4B show green spaces as indicative in terms of their location and size. Proposals should comply with Development Plan standards as set out in Chapter 11 which require a minimum provision of 14% of gross site area of the site for open space. Smaller open spaces can facilitate passive recreation, (such as walking through, sitting and relaxation) or can provide an attractive visual setting for buildings. Larger open spaces should perform a more structured active function, including play areas and kick-about space. All open spaces should be passively supervised by surrounding housing.

5.9 Community Facilities

Childcare facilities should be provided in general at a rate of one 20-place facility for every 75 dwelling units, as recommended by the Childcare Guidelines (*'Childcare Facilities – Guidelines for Planning Authorities, 2001'*) and as set out in Chapter 11 of the Development Plan.

5.10 Residential Amenity

Detailed design should take account of issues such as layout, orientation, building height and separation distances in order to maximise residential amenity and avoid overshadowing and loss of privacy. Dwellings should have adequate internal space and private amenity space should be provided in the form of a garden, patio or balcony. Detailed guidance including minimum standards which will apply to the Plan area are set out in Chapter 11 of the South Dublin County Development Plan, 2004-2010. Standards for apartment development should accord with the plan as amended by the Sustainable Urban Housing Design Standards for Apartments published by the Department of Environment, Heritage and Local Government (September 2007).

5.11 Dwelling Mix

Due to the location of the Plan Lands at the edge of Saggart Village, the rural character of the area and the lack of a frequent bus service, dwelling mix should be centred on detached, semi-detached, terraced houses and apartments as appropriate.

5.12 Social and Affordable Housing

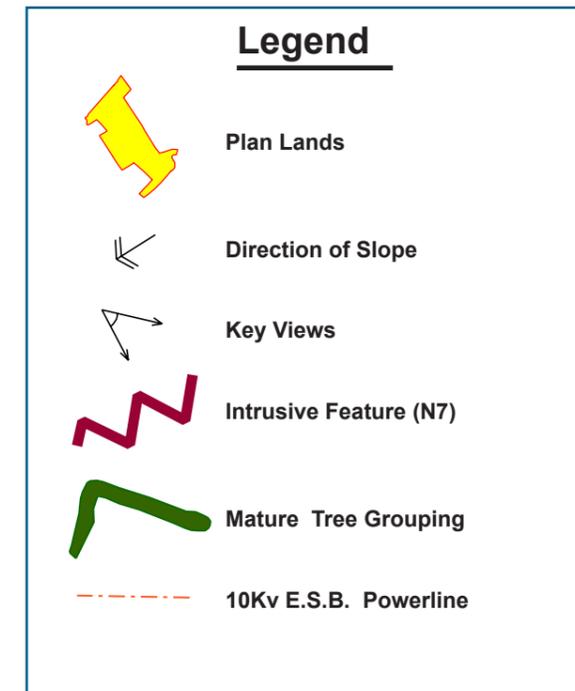
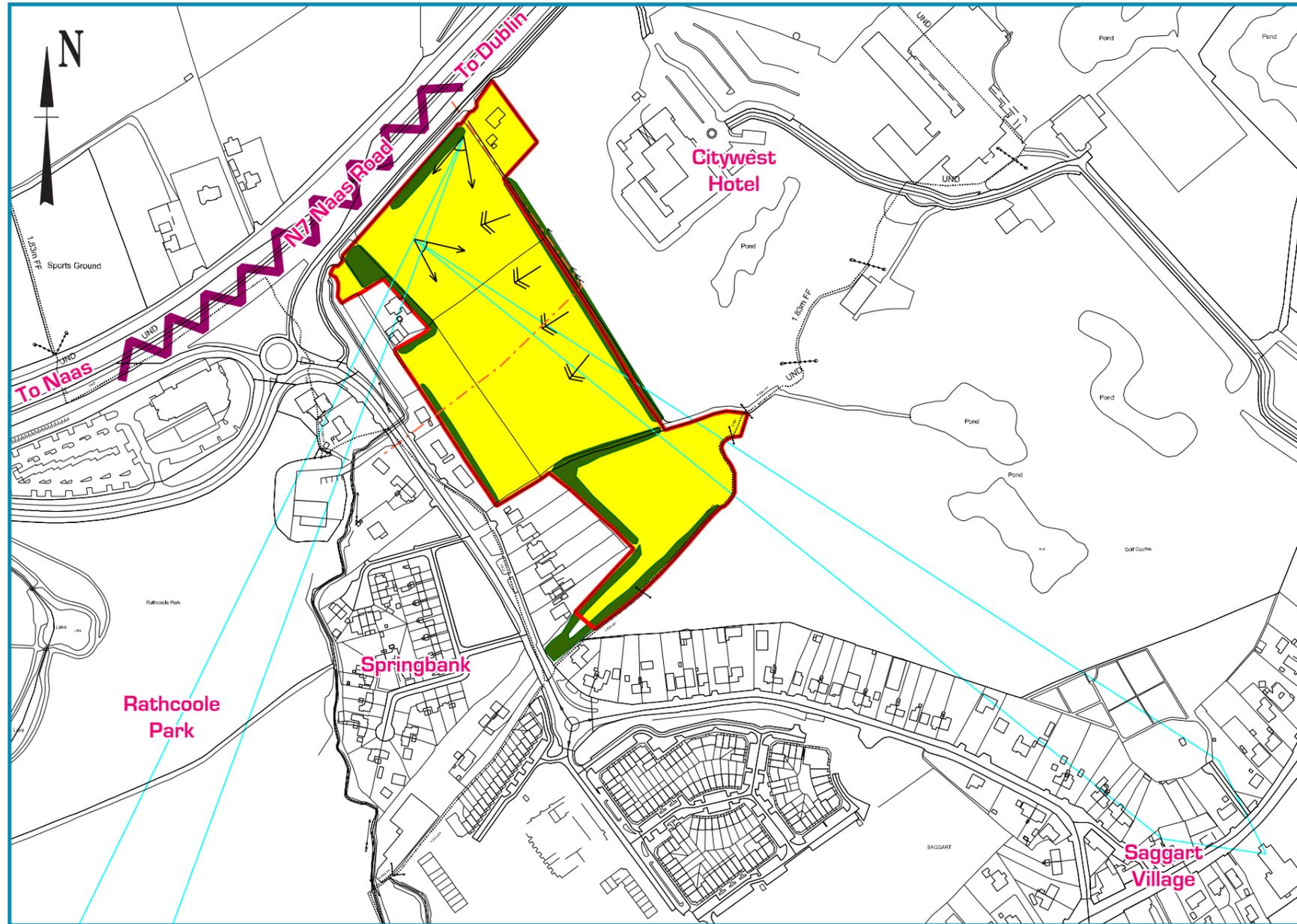
The current South Dublin County Council Housing Strategy is set out in the County Development Plan 2004 - 2010. The strategy seeks to ensure that an appropriate mix of housing tenure, and housing opportunities are provide across the site. The objective of the strategy is to ensure a balanced community comprised of market affordable and social housing choices.

The Plan should aim to provide a minimum of 15% social and affordable housing across the site, in compliance with the South Dublin County Council Housing Strategy as updated or amended.

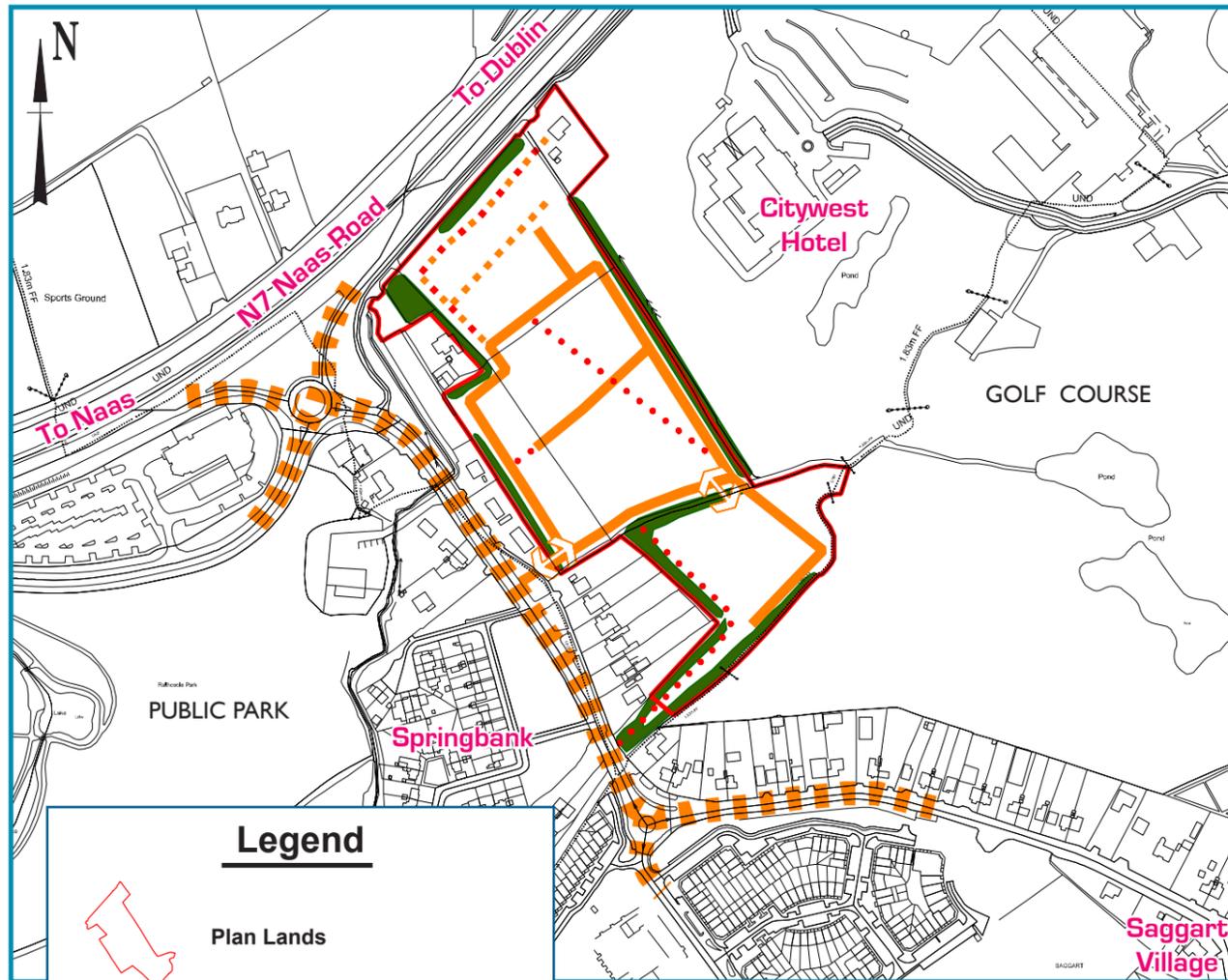
5.13 Car Parking

Section 12.7.2 of the County Development Plan 'Car Parking Provision' shall apply as follows:

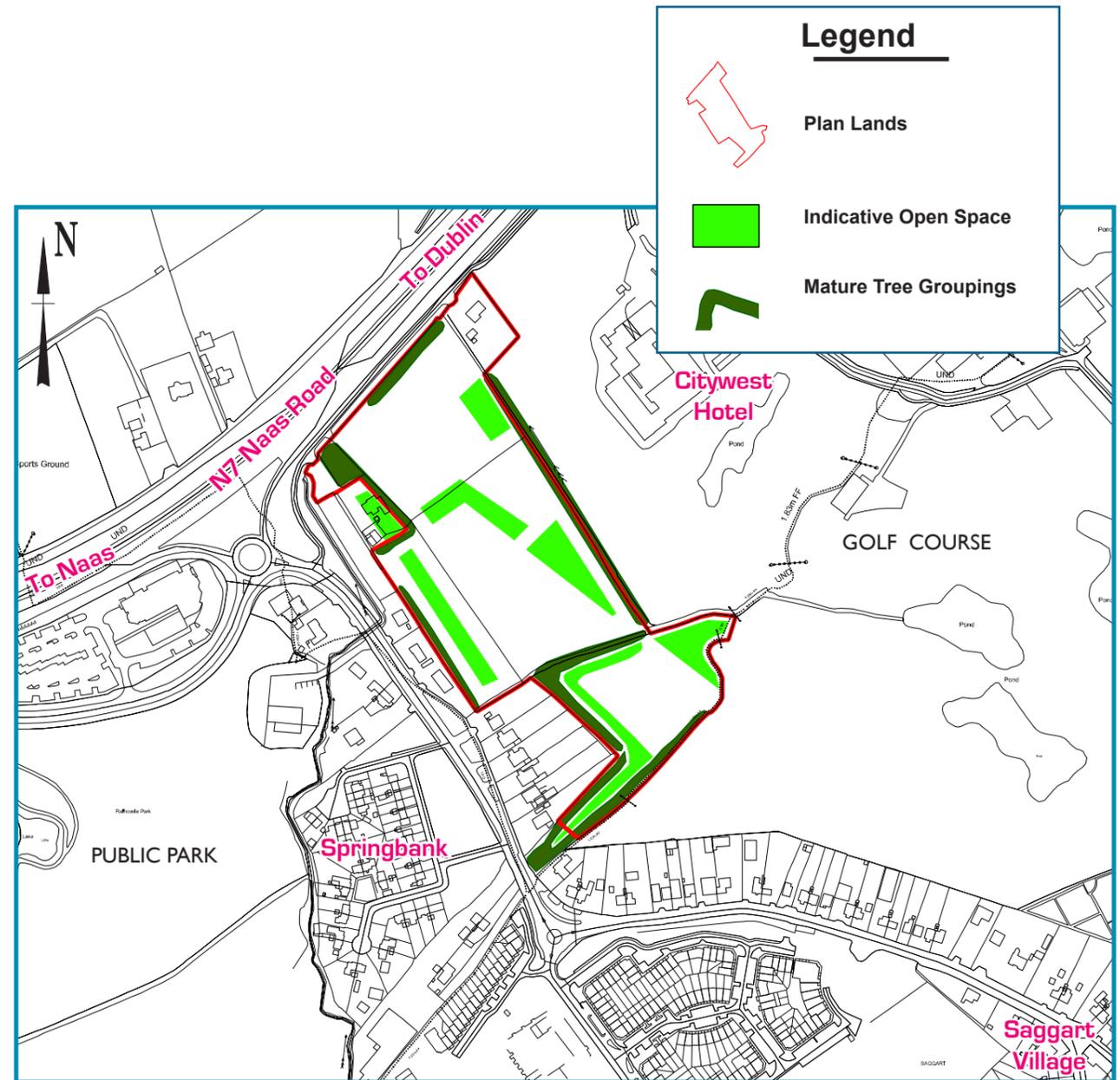
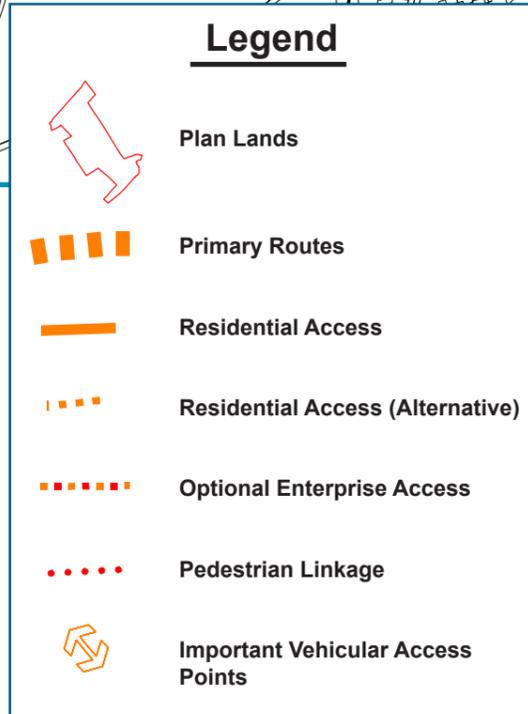
'One or two car parking spaces per dwelling shall generally be provided off the public road or in purpose designed on-street parking bays, depending on design. In the case of shared parking of more than 6 spaces serving dwellings with 1 or 2 bedrooms, the standard shall be one space per dwelling for the use of the residents and in addition 50% of that number for the use of visitors giving a total of 1.5 spaces per unit. Each shared parking area should contain one car parking space for disabled drivers. In the case of sheltered housing there shall be a provision of one space for every two dwellings to include spaces accessible to disabled people.'



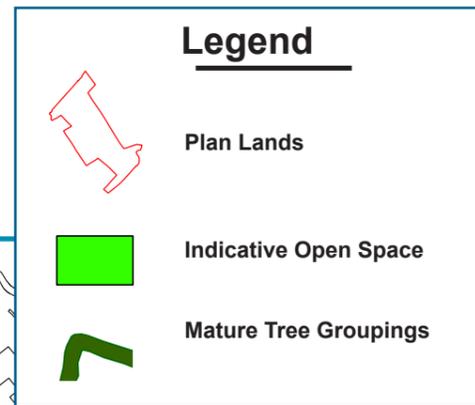
Map 1 - Mill Road, Urban Design Analysis

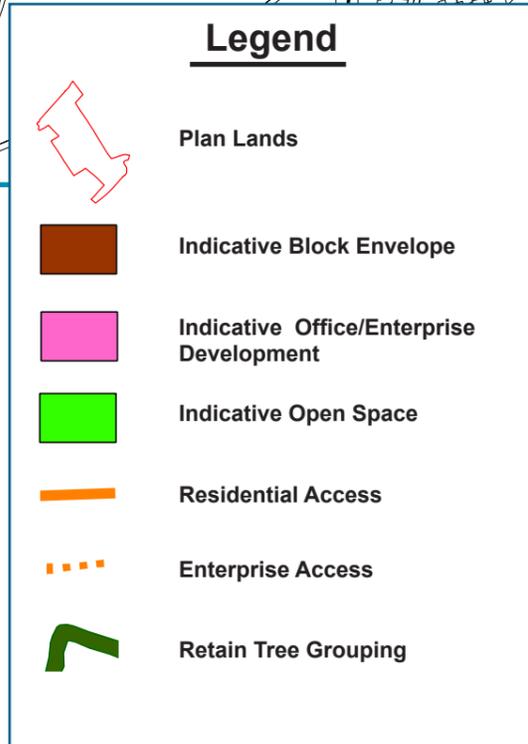
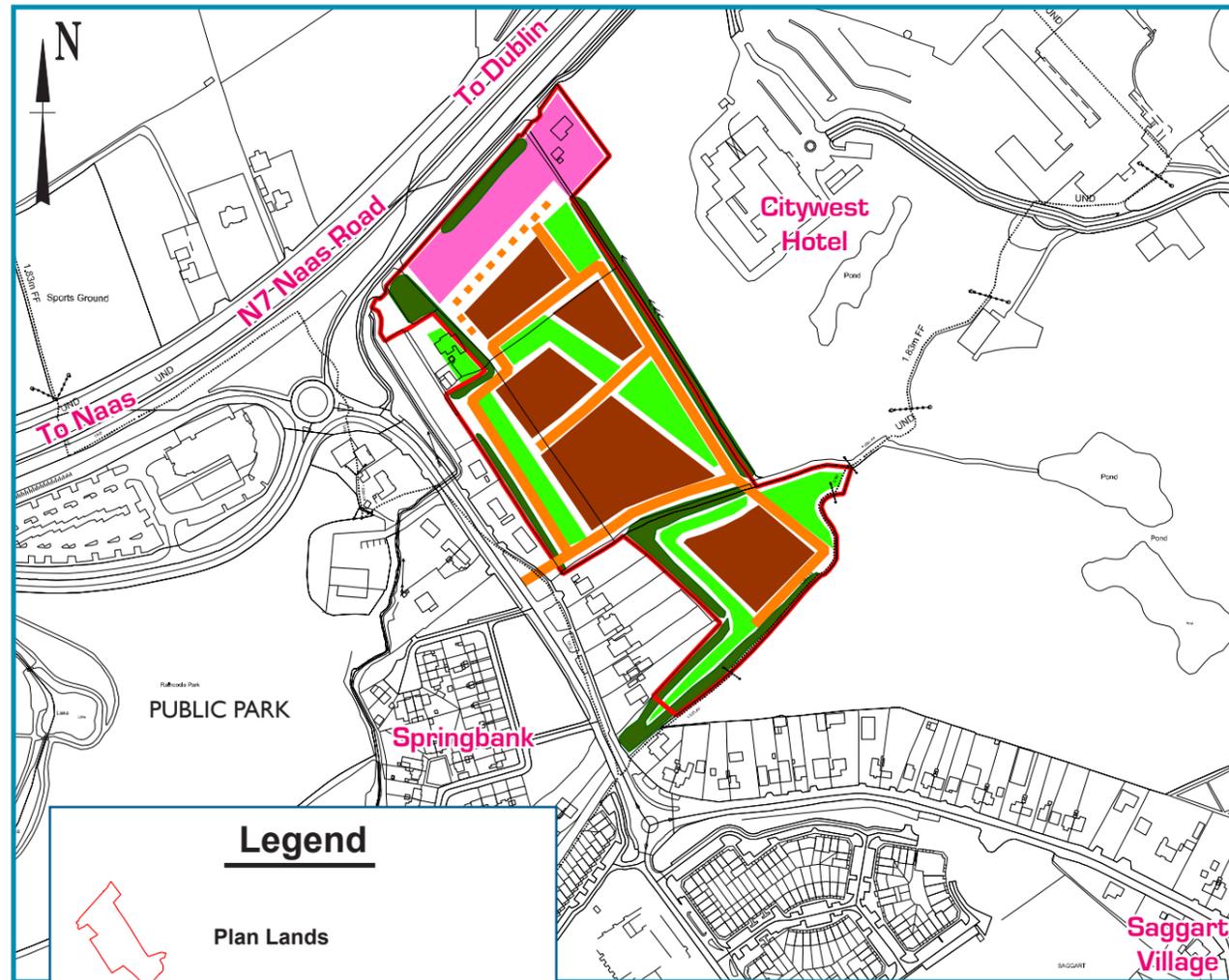


Map 2 - Indicative Movement Strategy

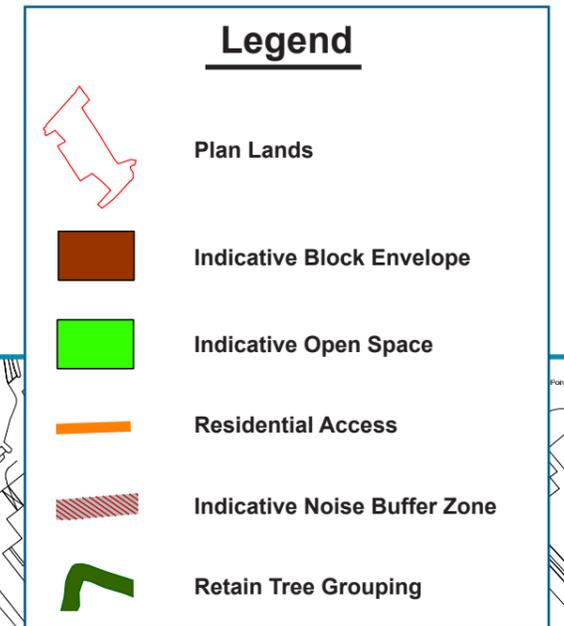
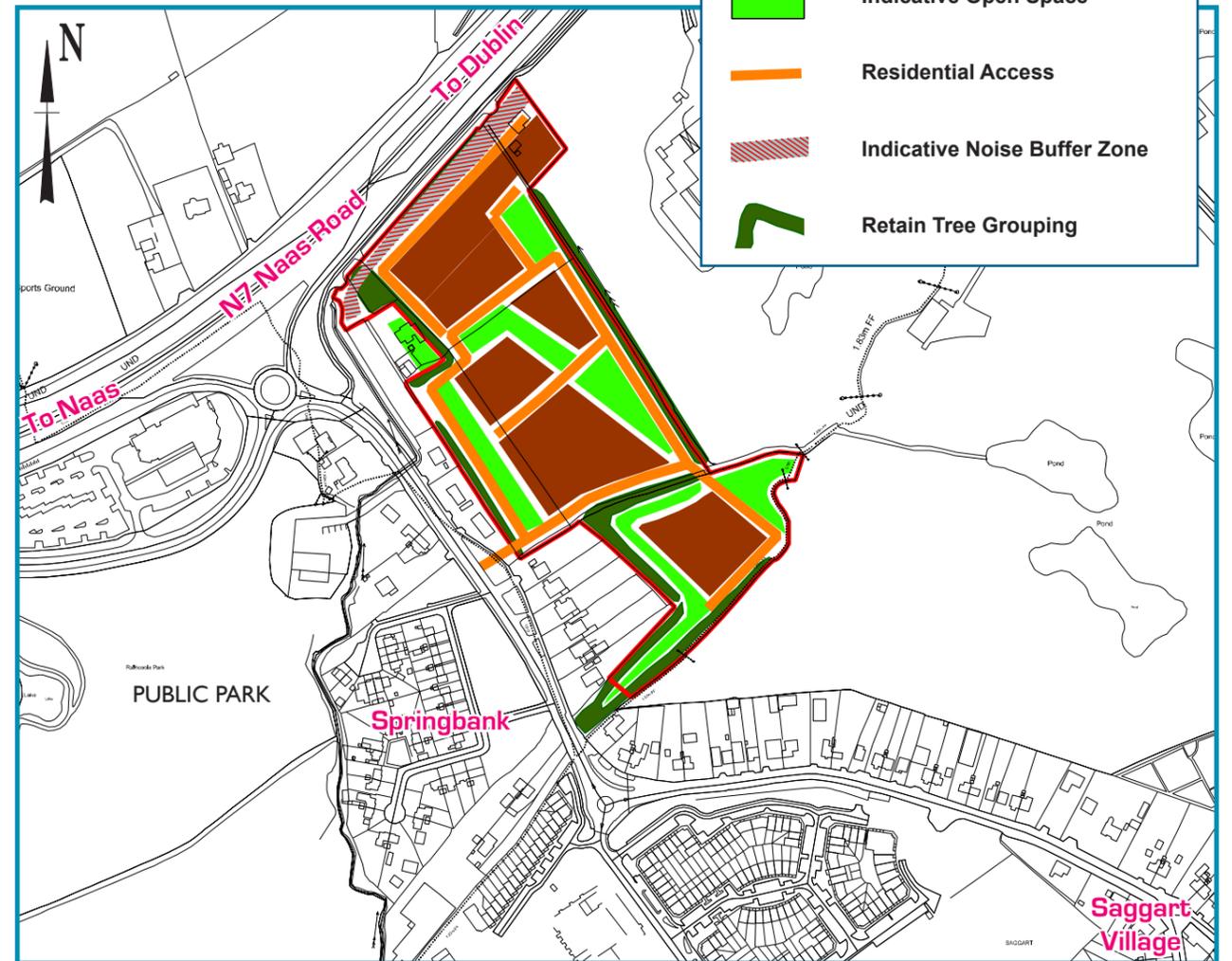


Map 3 - Indicative Green Space Strategy

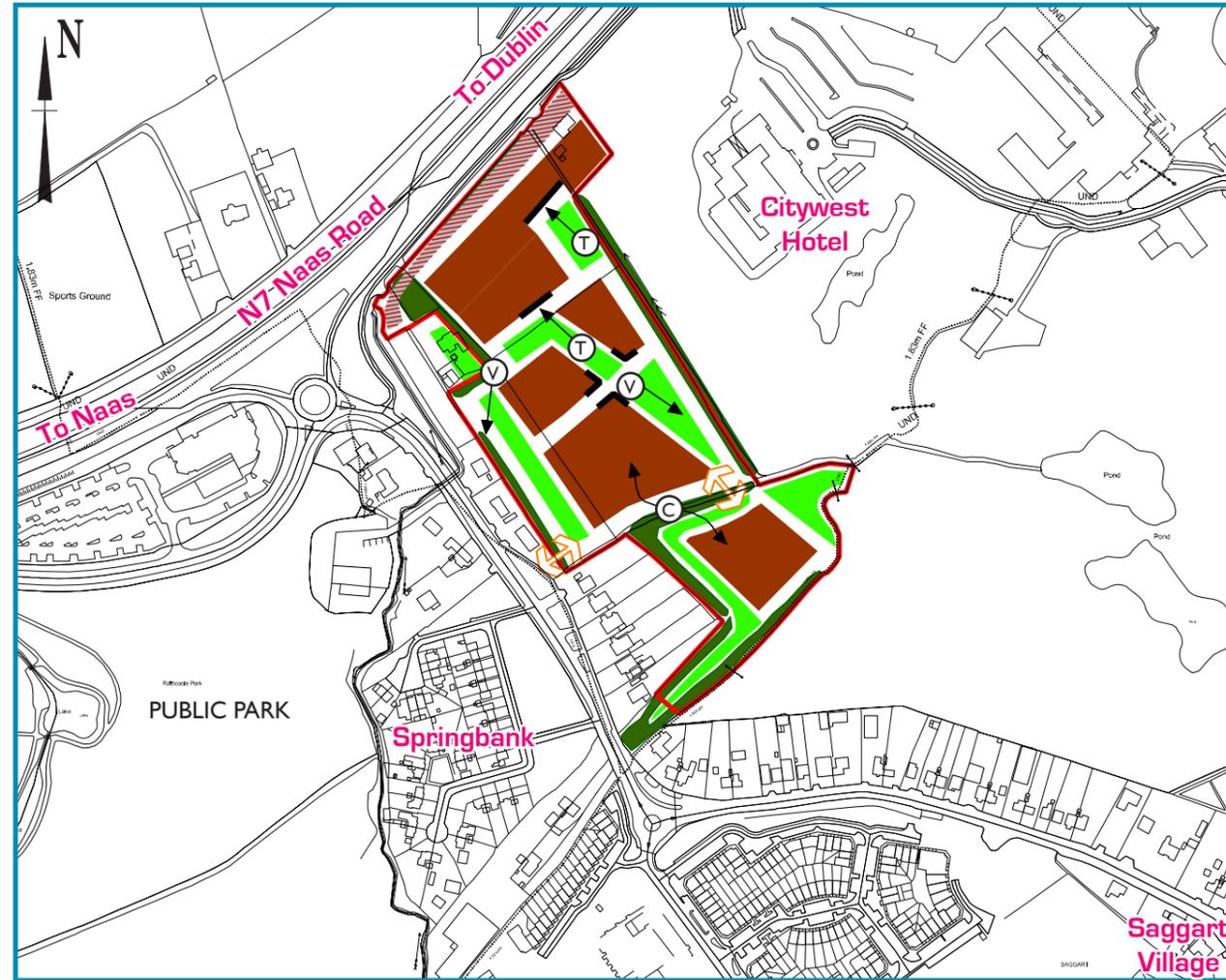




Map 4A - Indicative Block Layout and movement strategy showing office/enterprise centre as a buffer to the Naas Road



Map 4B - Indicative Block Layout and movement strategy showing a noise buffer to the Naas Road



Map 5 - Urban Design - Key Visual Issues

