



Goatstown Local Area Plan

April 2012

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1 Introduction

1.1 Introduction

Goatstown is a suburb located within the metropolitan Dublin area. Situated approximately nine kilometres south of Dublin City Centre, less than two kilometres east of Dundrum Town Centre and two kilometres west of the N11 corridor. Goatstown is an important confluence of a number of major radial and orbital routes that pass through the County of Dún Laoghaire-Rathdown. Section 3.2.8 of the County Development Plan 2004 – 2010 stated that:

‘A Local Area Plan will be prepared for the Goatstown area and development will only be permitted in this area as necessary infrastructure becomes available’.

On foot of this objective, work commenced in late 2008 on a Pre-Draft Public Consultation exercise as a precursor to the preparation of a Local Area Plan for Goatstown.

1.2 What is a Local Area Plan?

A Local Area Plan is a statutory document prepared by the Planning Authority in accordance with the requirements of Sections 18 – 20 of the Planning and Development Act 2000 (as amended). A Local Area Plan must be consistent with the objectives of the County Development Plan.

The Act states *“A Local Area Plan shall be consistent with the objectives of the development plan, its core strategy, and any regional planning guidelines that apply to the area of the Plan and shall consist of a written statement and a plan or plans which may include –*

- a. *Objectives for the zoning of land for the use solely or primarily of particular areas for particular purposes, or*
- b. *Such other objectives in such detail as may be determined by the planning authority for the proper planning and sustainable development of the area to which it applies, including the objective of development of land on a phased basis and detail on community facilities and amenities and on standards for the design of developments and structures’.*

This Plan is consistent with the objectives and provisions of the Dún Laoghaire-Rathdown County Development Plan 2010-2016. Once adopted by the Elected Members of Dún Laoghaire-Rathdown County Council, the Planning Authority and An Bord Pleanála must have regard to the provisions of the Plan when determining any planning applications for sites located within the Plan area. This Plan may be referred to as the Goatstown Local Area Plan 2012-2018. In accordance with Section 18(4) of the Planning and Development Act

2000-2010 it will remain in force for 6 years unless amended or extended by the Council.

1.3 The Purpose of the Plan

The Local Area Plan sets out a strategy for the proper planning and sustainable development of the area. It enables the local authority to carry out a detailed assessment of local planning issues, the results of which can then be used to inform planning policy. The Plan provides guidance for future development thereby ensuring that any change in the area respects and complements the local area.

There are a very limited number of sites within the Plan area that have any significant or realistic development / redevelopment potential. The principle challenge for the Local Area Plan is therefore, to encourage and guide future development that enhances Goatstown and strengthens the area’s overall sense of place whilst at the same time protecting the residential amenity of existing residents.

1.4 The Plan Area

The Plan area originally identified for the initial Pre-Draft Public Consultation in late 2008 focused almost exclusively on the cross roads at ‘The Goat’ public house. However, feedback from the Pre-Draft Public Consultation indicated that Goatstown is perceived by locals and others as being a much broader canvas than the area simply defined by the crossroads. As a result the boundary of the Plan area was significantly expanded.

The revised Plan boundary is defined by Taney Hall, Taney Rise and Mount Carmel Road to the west; Larchfield Road, Friarsland Close and Trimbleston to the north; Goatstown Close, the allotments, Mount Anville and lands at Knockrabo to the east and Lower Kilmacud Road and Eden Park Road to the south (Map 1).

This extended Plan area incorporates the predominantly residential areas of Knocknashee, Taney, Larchfield, Hollywood, Farmhill, Willowfield and Goatstown Close. The Plan area also includes the small neighbourhood centres at Willowfield and Larchfield, the substantial grounds of Mount Anville School, Taney Church and Parish Centre and potential development lands at Knockrabo.

Spatially the crossroads represents an obvious focal point for the established residential communities in the area. While there is a reasonably diverse mix of uses in the immediate environs of the crossroads, there appears to be an overall lack of identity or sense of place associated with the general Goatstown area.

The reservation for the Dublin Eastern Bypass, which is located immediately to the east of the crossroads, has resulted in a significant portion of land in the Goatstown

area being sterilised for over 30 years. This sterilisation has undoubtedly had a negative impact on the wider area. The established road network through the area serves as an important orbital cross-County corridor and also a route from outer suburban areas beyond the M50 towards Dublin city centre. Extraneous traffic also flows through the residential estate roads in the Goatstown area which sometimes function as 'rat runs' to alleviate congestion on the local distributor roads. This manifests itself in a number of problems for the Plan area.

The Plan area is relatively well served by public transport, is highly accessible and has a wide range of educational and community facilities within the immediate locale. However, the area lacks a strong identity and focus and this is partly the result of the high volumes of traffic which pass through the area. There is some potential to partially alleviate these problems through the advancement of various development opportunities – to help upgrade the public realm - and by the delivery of major infrastructural projects such as the Blue Line Bus Rapid Transit (BRT) corridor, which has the potential to act as a major catalyst for change in the area.

1.5 Pre-Draft Public Consultation

Section 20 of the Planning and Development Act 2000 (as amended) states:

'A planning authority shall take whatever steps it considers necessary to consult the Minister and the public before preparing, amending or revoking a local area plan including consultation with local residents, public sector agencies, non governmental agencies, local community groups and commercial and business interests within the area'.

The Pre-Draft Consultation for the Goatstown Local Area Plan that took place in late 2008 included the following:

- An issues paper was prepared and placed on display for a six-week period in the Council's offices and libraries. This paper was also available on www.dlrcoco.ie.
- Public Notices were placed in national newspapers inviting interested parties to make submissions over a six-week period, through November and December 2008.
- A public open day was held in Taney Hall on the 19th November 2008 where Planning Department staff were available to discuss the process with interested parties. Forms were also available to allow people make submissions on the proposed plan.

Attendance at the public open day was high with over 30 people attending the morning session and an estimated 60 people attending the evening session.

A total of 67 submissions were received from local residents and resident associations, local landowners, statutory bodies,

transport providers and community groups in response to the Pre-Draft Consultation exercise. A broad range of issues were raised. The single biggest issue identified related to traffic and transport (traffic, parking, Eastern Bypass, public transport, pedestrian and cyclists). A high number of submissions made reference to open space and community issues and also to issues concerning density, height and urban design. A report summarising the issues raised and setting out a series of responses and recommendations subsequently prepared to help inform the preparation of this Draft Plan is included for completeness as Appendix E.

While over two years has elapsed since the Pre-Draft Consultation process was undertaken, the overall context of the Plan area in the interim has remained almost entirely unaltered and unchanged. This is largely a response to the economic downturn and the consequent slowdown in construction activity. Accordingly the data and responses collated during the previous consultation process continue to remain relevant and valid.

1.6 Strategic Environmental Assessment (SEA)

The EU Directive on Strategic Environmental Assessment (SEA) requires European Union member states to systematically evaluate the likely significant effects of implementing a plan prior to its adoption. Having consulted the prescribed bodies and carried out an SEA screening process the Council considers that the Draft Plan is not likely to have significant effects on the environment (See Appendix A for further details of the SEA screening).

1.7 Appropriate Assessment (AA)

The EU Directive on Habitats requires European member states to assess whether a plan has any significant effect on a Natura 2000 site. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) are Natura 2000 sites. Having carried out an AA screening process the Council considers that the Draft Plan is not likely to have a significant effect on any Natura 2000 sites. (See Appendix B for further details of AA screening).

1.8 Planning Policy Context

The Draft Local Area Plan is informed by a hierarchy of European, National, Regional and Local planning policy documents and guidelines. These are set out more fully in Appendix C.



2 Context

2.1 Introduction

Section 2 provides a description of the overall contextual analysis and an overview of the Plan area’s historical development. Details on the current land use zonings and population characteristics are also provided. These details help provide an understanding of the current status of the area and will assist the framing of a policy base to guide new development.

2.2 Contextual Analysis

Goatstown is a well-established suburb in Dún Laoghaire-Rathdown. The appeal of Goatstown as a place to live is significantly influenced by its location and its proximity to a well established range of facilities, services and transport links. On the ‘downside’, however, high volumes of extraneous through traffic and ongoing uncertainty in relation to the Dublin Eastern Bypass Corridor continue to impact negatively on the Plan area.

In terms of the road network, Goatstown is within easy reach of the N11 and the M50. The LUAS Green Line is also located in relatively close proximity. Dundrum LUAS stop is located

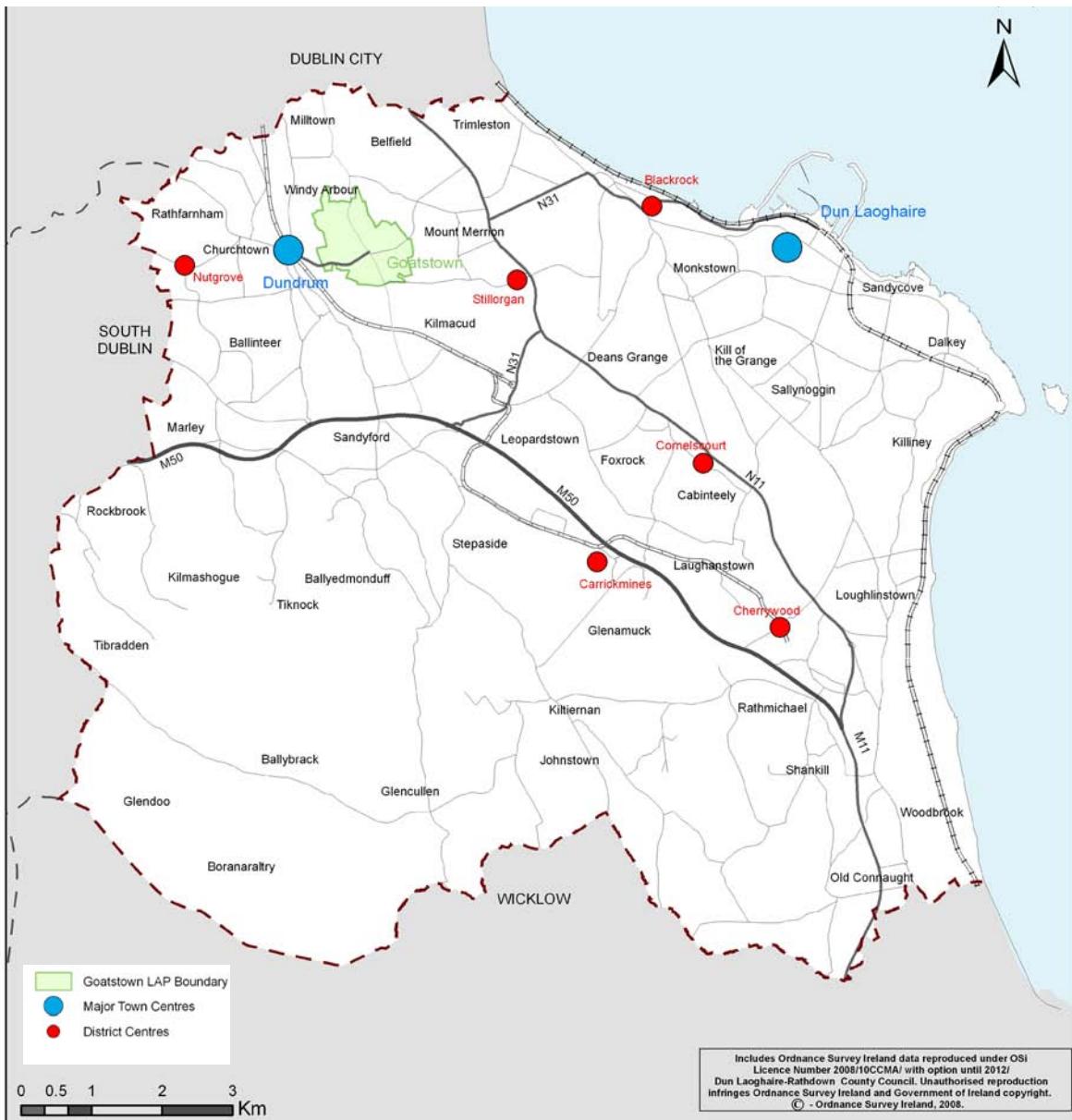


Figure : 1 Context Map

approximately 1.2 km west of Goatstown Cross. Goatstown is also served by the No. 11 Dublin Bus route.

Goatstown benefits from its proximity to a varied range of outdoor and indoor amenities including Deerpark Public Park, Airfield Farm and Gardens and University College Dublin.

Goatstown is located approximately 9 kilometres from Dublin city centre and adjacent to Dundrum Town Centre. Dundrum Town Centre, as one of only two designated Major Town Centres in Dún Laoghaire-Rathdown, provides a comprehensive range of facilities including cinema, theatre, restaurants and a very broad retail offering.

2.3 Historical Development

Goatstown (Bhaile na nGabhair) is located in the Barony of Rathdown and the parish of Taney. Until some 50 years ago the area remained traditionally rural. While the overall context has changed dramatically, in recent decades, the layout of Goatstown Cross remains virtually the same as it did approximately 200 years ago. This is illustrated in the 6" maps dating from 1837. (See Figure 2)

The name Goatstown is derived from the area's special historical excellence in its breed of goats. During the early nineteenth century people travelled to Dundrum and Goatstown to stay and drink the goat's milk, which was believed to have medicinal benefits.¹

A number of great houses remain within the Plan area some of which are now protected structures - including Cedarmount House and the Sacred Heart Convent at Mount Anville.

Many of the modern day suburban residential estates derive their names from the great houses that were located in the area in the 1800's, for example Eden Park, Mount Anville and Drummartin.

Unfortunately, some of the great houses that were located in the Goatstown area did not survive. Campfield House, an attractive late Georgian house, which was sited where the Birchfield estate now stands, was demolished in 1985. Similarly Drommartin Castle, which was located immediately east of Campfield Terrace, was demolished in 1984. Mountanville House, which was located on the Knockrabo lands, was demolished in 1984 to make way for the Bank of Ireland sports facilities. The Gate Lodge, although in a derelict condition, still stands and is a protected structure.

The suburbanisation of Dublin, involving the construction of residential estates characterised predominantly by semi-detached two-storey dwelling houses, radically changed the character and content of the Plan area from the 1960's onwards. The suburban estates constructed in the Plan area during the 1970s and to a lesser extent during the 1980s were almost ubiquitously rows of two-storey semi-detached dwelling houses. The absence of any variety in the residential

mix has resulted in a uniform building form. The estates lack any real identity and add little to the Plan area's overall sense of place.

The character and context of the area has been evolving, as evidenced by the recent construction of residential developments including Trimbleston and Goatstown Close. These developments, which cater for a variety of dwelling types and introduce a greater diversity in building form, have enhanced the built environment, added some vibrancy and generally made a positive contribution to the local area.

¹ Nolan, J. (1982) 'Changing Faces'.

2.4 Land Use – County Development Plan 2010 – 2016

The recently adopted County Development Plan 2010-2016 sets out the overall strategy for the future development of the County along with policies and objectives to guide that development.

The Vision for the County as set out in the County Development Plan 2010-2016 states :

'To plan for and facilitate appropriate levels of sustainable development in Dún Laoghaire-Rathdown based on high quality residential, employment and recreational environments allied to the delivery of enhanced sustainable transportation patterns. To create a high-quality physical environment that meets the growing needs of those living, working or visiting the County in an inclusive, balanced and integrated way to ensure communities can thrive in a socially, economically and environmentally sustainable manner – all within the parameters of the strategic framework laid down by the Regional Planning Guidelines for the Greater Dublin Area'.

Specifically in relation to the Goatstown LAP, Section 3.3.6 of the County Development Plan 2010-2016 states, *'The LAP will seek to introduce policies and initiatives to mitigate at least some of the negative factors impacting on the area, and to maintain and enhance Goatstown as a vibrant and sustainable urban village'.*

The land use zonings in the proposed Local Area Plan are fully consistent with those contained in the County Development Plan 2010-2016.

Lands in the Plan area are primarily zoned 'A' with a stated objective *'To protect and/or improve residential amenity'.* This zoning objective covers all long established and new residential areas including the, as yet, undeveloped sites at Knockrabo, Victor Motors, Trimbleston and lands located southwest of 'The Goat'. The zoning also includes the substantial site of Mount Anville School, the lands of which are also subject to an additional specific objective - *'To protect and/or provide for Institutional Use in open lands'.*



Figure : 2 Extract of Goatstown 6 Inch - 1837

There are three parcels of land within the Plan area which are zoned 'NC' with a stated objective 'To protect, provide for and/or improve mixed-use neighbourhood centre facilities'. The largest 'NC' zoning is located at Goatstown crossroads and includes 'The Goat' public house and associated surface car park, some neighbouring buildings and the lands located opposite and north of 'The Goat' on which the Topaz garage and some ancillary retail units are currently sited. The remaining two neighbourhood centre areas include the small terrace of shops at the entrance to Willowfield Park from the Goatstown Road and the terrace of shops located at the junction of Larchfield Road and Farmhill Road.

The Plan area also contains a number of open space areas, which are zoned 'F' with a stated objective 'To preserve and provide for open space with ancillary active recreational amenities'. These include the open space areas within the Trimbleston, Knocknashee, Birchfield and Taney estates and the site of the former Irish Glass Bottles recreational grounds located approximately 250 metres north of Goatstown Crossroads.

The road reservation for the proposed Dublin Eastern Bypass, which passes through the Plan area, effectively sterilises a large portion of land within the Goatstown environs. The lack of certainty as to the future development of this road

and its final layout has hampered prospective development opportunities on land neighbouring the corridor. The National Transport Authority's Draft 2030 Vision for the GDA indicates that the Eastern Bypass proposal is not recommended for development during the lifetime of the strategy but the retention of a route is recommended to facilitate the possible future use of the corridor for transport provision. This continuing uncertainty in relation to the corridor imposes a significant negative impact on the Plan area.

Other objectives contained in the County Development Plan and relevant to the Plan area include:

- Specific Local Objective 2 on Map 1 – To prepare a Local Area Plan for Goatstown to guide the future development of the area.
- Specific Local Objective 6 on Map 1 – To consider potential additional future uses of the Dublin Eastern Bypass reservation corridor, including public transport provision generally and Bus Rapid Transit services specifically, pending a decision from the National Roads Authority/ Central Government in relation to the future status of the Bypass.
- 6 Year Motorway Proposal.
- Proposed Quality Bus / Bus Priority Route along Goatstown Road, Lower Kilmacud Road, Taney Road and Mount Anville Road.
- To protect and preserve trees and woodlands (various locations).

2.5 Population / Demographics

The Plan area incorporates parts of five separate District Electoral Divisions (DEDs) – Clonskeagh-Roebuck, Dundrum-Taney, Dundrum-Kilmacud, Stillorgan-Deerpark and a very small portion of Clonskeagh-Windy Arbour. The total population for these five areas as recorded in the 2006 Census is circa 12,900.

However, the collective boundaries of these District Electoral Divisions extend well beyond the Plan area boundary itself and include substantial residential estates – Rosemount, Ardilea, Mount Anville and Mount Merrion etc which are not covered by this Plan. The current population of the Plan area is approximately 4,400 persons, estimated using housing counts (carried out by the Planning Department June 2008) and using an average household size of 2.8 (according to 2006 Census for this area).

The 2006 Census results for the 5 DEDs displayed an overall population increase of 5%. However, two of the DEDs – Dundrum / Taney and Stillorgan / Deerpark – experienced an overall decrease in population. The Central Statistics Office Commentary on the 2006 Census noted that low population

increases or population decreases were due to low levels of new housing and an ageing population. The majority of the DEDs comprise of built up areas and therefore there is limited scope for new residential development. The population statistics that collectively apply to the 5 DEDs are likely to be replicated in the Plan area.

3 Development Policy

3.1 Introduction

Goatstown is a well-established community and as a consequence the overall urban form and layout of the area is substantially in place. Opportunities to amend and/or improve the urban form and enhance the area's identity are relatively limited due to the small number of sites that have any realistic development / redevelopment potential. Any new development to be introduced to the Plan area should seek to address obvious deficiencies and incorporate uses and design that enhances the overall environment.

Undoubtedly, the Eastern Bypass reservation corridor, has constrained the evolution and development of Goatstown over the last three decades. While this Plan provides a vision for the area and sets out policy to encourage and guide new development, the reservation corridor will continue to be a major obstacle in the overall development of Goatstown.

The purpose of this section is to set out development guidance for particular uses. Policy objectives for each of the particular uses are outlined followed by a brief description of the relevant issues for each development category. The categories addressed in this section include Residential Development, Neighbourhood Centres, Community & Social Infrastructure, Open Space & Biodiversity and Architectural Heritage & Conservation.

3.2 Vision

In planning terms the overall vision for the area is to create a distinctive and vibrant urban village that is an attractive place to live and socialise underpinned by a high standard of urban design, smarter public transport and a range of community, social and local retail facilities. New development should seek to enhance the local built environment, provide for a greater mix and variety of residential accommodation and, where possible, should be designed to create defined streetscapes and a stronger identity and sense of place.

3.3 Residential Development

RD1: *It is an objective of the Plan that all new residential development within the Plan area shall provide for a mix of household types, sizes and tenures that both complements and enhances the existing residential mix.*

The Plan area is predominantly residential. With the exception of some limited new higher density development constructed within the last 5 – 6 years, the area is characterised by low-density, low-rise housing largely developed throughout the sixties, seventies and eighties.

The suburban residential estates including Birchfield, Knocknashee, Hollywood, Willowfield, Larchfield, Farmhill and Taney comprise predominantly 'standard' detached and semi-detached two-storey dwelling houses. The majority of the dwelling houses are served by front and rear gardens and both benefit from on-street and off-street parking. The only exceptions to this type of ubiquitous development are at Roebuck Park and Friarsland Road.

Newer residential development at Trimbleston and Goatstown Close, completed in the last 5-6 years, have introduced a greater mix and variety of dwelling types and sizes including apartments and terraced units. This introduction of diversity and variety has generally enhanced the built environment and created opportunities to broaden the social and demographic mix in the Plan area.

Successful and sustainable communities are generally considered to include a mix of household types and sizes to cater for people from a mix of cultural and socio-economic backgrounds. New residential schemes in Goatstown should seek to cater for a greater mix of dwelling types, sizes and tenures in order to encourage the development of sustainable communities.

Larger residential developments, which may be possible on the Knockrabo sites, should include a residential mix that can support a variety of households and cater for the needs of different stages of the lifecycle. By providing greater choice, people could, over time, have the opportunity to access suitable accommodation for their changing needs while continuing to live in the area.

New residential developments should be based on inclusive design, to ensure that all persons, regardless of any mobility impairments, will be able to use space on equal terms. Smaller infill schemes should include housing types that complement those that already exist in the Plan area thereby creating a better mix of units overall.



Photo : 1 Knocknashee

RD2: *It is an objective of the Plan that new residential development shall comply with the Guidelines for Sustainable Residential Development in Urban Areas and accompanying Urban Design Manual (May 2009).*

In accordance with the provisions set out in the 'Guidelines for Sustainable Residential Development in Urban Areas' and accompanying Urban Design Manual, (see table 7C.1) all new residential development should provide a high quality residential environment for future occupants while respecting the residential amenity of neighbouring properties.

In response to strategic policy objectives aimed at densifying and intensifying land use within the Greater Dublin Metropolitan area, infill development, including houses on side / rear gardens, should be facilitated and encouraged but only where such development positively contributes and integrates with the built environment, respects the residential amenity of neighbouring properties and provides for a high standard of residential amenity for future occupants.



Photo : 2 Development at Trimbleston, Goatstown

3.4 Neighbourhood Centres

NC1: *It is an objective of the Plan that new development located within neighbourhood centres shall incorporate a range of uses that contribute towards the creation of a sustainable community and a vibrant urban village. Redevelopment of the neighbourhood centres should provide for improved pedestrian access between the neighbourhood centres and the residential hinterland.*

There are three established neighbourhood centres within the Plan area. These centres generally cater for a range of lower order local retail and retail services, albeit there are a few smaller more specialist retail outlets. In addition to the primary provision of retail facilities, these centres function as de facto focal points for the local community.

In terms of size, the principle neighbourhood centre is located at Goatstown Crossroads and includes lands at 'The Goat' and the Topaz garage opposite. Apart from 'The Goat' public house, which undoubtedly acts as a local focal point, there is an overall lack of identity and sense of place associated



Photo : 3 Larchfield / Farmhill Neighbourhood Centre

with this centre. This is largely due to the dominance of the road network in the area and the absence of any defined or discernible streetscape, either within or on the edges of the site. The lack of identity is possibly also influenced by the limited retailing offer which, in turn, is probably a consequence of the Plan area's proximity to the major shopping centres at Dundrum and Stillorgan.

Goatstown Crossroads provides a low quality urban environment with through traffic taking precedence over the 'sense of place' function of streets. Road access and vehicular movements continue to have priority over pedestrians and cyclists. There is a notable lack of active street frontage at the Crossroads.

'The Goat' is the only public house in the local area. It is undoubtedly important in terms of its social function and its contribution to the character of the area and local identity. Historic photographs of the area indicate that a commercial use at this location is long established. It is considered that a public house function should continue to form part of any future development / redevelopment proposals for this area.

Opposite the Goat, a filling station, two commercial units and a garden centre occupy the lands on the northern side of Taney Road. These units are well set back from the road and as a result fail to establish any discernible or defined streetscape. This further weakens and dilutes the Crossroad's character and sense of place.

The potential to create any form of identity and enhancement of sense of place in the wider Plan area will be strongly influenced by any coherent redevelopment proposals for the lands at 'The Goat' and at the Topaz garage and its adjoining retail units. New development at these sites should include a variety and mix of uses to properly reflect the neighbourhood centre status of the site and incorporate a layout and design that creates a distinctive urban village centre. Detailed design guidance in this regard is set out in the Site Framework Strategies (Section 6).

The two smaller neighbourhood centres Willowfield Park and

Farmhill / Larchfield, while relatively limited in floorspace terms, nevertheless represent important nodes of activity for the surrounding residential communities.



Photo : 4 The Goat Public House

NC2: *New signage shall be proportionate to the scale of the building and shopfront and should not dominate its appearance. New commercial development comprising of three units or more shall include a coherent signage strategy detailing the dimensions of all signage and a common palette of materials to be used. Signage at landmark locations and opposite or in proximity to residential developments should be minimised.*

In all three of the centres, the quality of the shopfront and signage characterises the local streetscape. Accordingly, any development proposals within the centres should include signage that is appropriate in terms of size, design and materials and which, individually and collectively, makes a positive contribution to the streetscape.

3.5 Community & Social Infrastructure

The provision of a proportionate level of community and social facilities is a prerequisite to the promotion and development of any sustainable community. A comprehensive audit of such facilities in the Goatstown area confirms that there is a reasonable range and mix of facilities and amenities both within, and immediately adjacent to, the Plan area.

3.5.1 Education

CS1: *It is an objective of the Plan that all planning applications for large residential developments within the Plan area shall include a report setting out the demand for school places likely to be generated by the proposed development and the capacity of existing schools in the vicinity to cater for such demand.*

While there is only one school located within the Plan area there are a number of other schools within close proximity to the Plan boundary. Mount Anville, which includes Montessori, Junior and Secondary fee-paying schools, occupies a

substantial landholding in the south-eastern quadrant of the Plan area. With the exception of the Montessori component, the school caters exclusively for girls.

There are five primary schools within 500 metres of the Plan boundary. Our Lady's Grove Garrán Mhuire Primary School on Goatstown Road, Taney School at Sydenham Villas and the Muslim National School on Roebuck Road are all non-fee paying co-educational schools. Mount Anville Primary School on the Lower Kilmacud Road is a non-fee paying girls primary school. St. Killian's Primary German School located in the Eurocampus on Roebuck Road is a co-educational fee paying school.

The nearest secondary school to the Plan area is the Jesus and Mary College on Goatstown Road, a non-fee paying girls school. The nearest boys secondary schools are located in Stillorgan and include St. Benildus College on the Upper Kilmacud Road and Oatlands College on the Old Dublin Road. The Lycée Français d'Irlande secondary school and St. Killian's German school, both fee paying co-educational schools, share a campus on Roebuck Road within 500 metres of the Plan boundary.

In terms of third level education, University College Dublin is located on the largest campus in the State only one kilometre north of the Plan area. Prospect Hall, in Willowfield Park, accommodates the Open Training College, a division of St. Michael's House providing training for staff throughout Ireland working in the field of disability. Stillorgan College of Further Education provides a range of full-time and evening courses including PLC courses, further education and adult education programmes while the College of Further Education Dundrum also offers a variety of courses including PLC courses and further learning programmes.

3.5.2 Childcare

CS2: *It is an objective of the Plan that all planning applications for larger residential developments shall be required to provide one childcare facility (equivalent to a minimum of 20 child places) for every 75 dwelling units unless it is satisfactorily demonstrated that there is already adequate childcare provision in the area.*

Having regard to the predominantly residential nature of the Plan area and the prevalence of family size dwellings, the provision of adequate childcare facilities represents a crucial component of the social infrastructure. The audit of community facilities identified a number of privately run childcare facilities within and surrounding the Plan area. In addition, two childcare facilities have been granted planning permission in conjunction with the recent Trimbleston residential development and a further childcare facility has been permitted as part of the residential development at Our Lady's Grove. Two of these facilities, however, have yet to be constructed.

3.5.3 Healthcare

CS3: It is an objective of the Plan to facilitate healthcare facilities at appropriate locations within the Plan area where there is a justified need for such facilities

Primary healthcare provision for the Plan area is centred on the Balally Primary Care Centre (based in the Rockfield Medical Campus Dundrum) and the Stillorgan Primary Care Centre, at St. Brigid's Road, Stillorgan. In addition to public health services there are a number of private GP and dental practices and alternative medicine practitioners both within and in the general environs of the Plan area.

3.5.4 Care for the Elderly

CS4: It is an objective of the Plan to facilitate purpose built accommodation for older people within the Plan area that provides for a high quality residential environment to include an appropriate level of useable and passive public open space.

With regard to residential care for older persons there is one private nursing home located within the Plan area – Cedar House Nursing Home in Mount Anville Park – albeit there is an additional facility in close proximity to the Plan area – the Little Sisters of the Poor Holy Family Residence on Roebuck Road. The County's ageing demographic will almost certainly result in increased demand for accommodation for older persons – including nursing homes and independent living options. Any proposals for nursing homes within the Plan area shall be required to demonstrate compliance with Section 6 of the National Quality Standards for Residential Care Settings for Older People in Ireland.

3.5.5 Community Facilities

CS5: It is an objective of the Plan to facilitate and encourage additional community facilities where it is considered that they will enhance the local area.

Community facilities incorporate a range of uses which are open to all members of the community and which generally seek to enhance the overall quality of life within a given area. In addition to educational facilities, community facilities also normally include such uses as libraries, swimming pools and community centres.

Taney Parish Centre, located on Taney Road, is a valuable, well-used community asset providing a range of facilities and activities for all sectors of the community – both young and old. In addition to providing a range of formal / structured classes the centre caters for more informal meetings, training sessions and celebratory events.

A resource centre was approved as part of the Goatstown Close local authority residential development. However, at the request of the local community the centre was not



Photo : 5 Taney Parish Church

constructed. While there is no library specifically within the Plan area there are Council libraries located close by in Dundrum and Stillorgan. Similarly, while there is no swimming pool within the Plan area, access to public swimming pools is readily available both at Glenalbyn, Stillorgan and at the Dundrum Family Recreation Centre, Meadowbrook.

3.6 Open Space & Biodiversity

OS1: It is an objective of the Plan to ensure that existing public open space areas are maintained to a high standard and enhanced where resources permit.



Photo : 6 Deer Park

The provision of adequate, quality open space is a fundamental element in the promotion and development of high quality residential environments and should be integral to the character of any area. Open space can play an important role in the establishment of a sense of place and identity. Open space provides for both passive and active amenity. The 'Guidelines for Sustainable Residential Development in Urban Areas' (DoEHLG 2009) recognise that 'public open space can have a positive impact on physical and mental well being as it provides spaces to meet, interact, exercise and relax'. (See Appendix C)

The principle areas of public open space in the Plan area are focussed at Taney, Birchfield, Knocknashee and Trimbleston. It is a key objective of the Plan to conserve and to ensure the integrity of these existing public open spaces and to enhance them where circumstances and / or resources allow.

The Plan area, however, also benefits from its close proximity to Deer Park Public Park and the established sports ground only 150 metres east of the Plan boundary and accessible from Mount Anville Road. The Park comprises of 18 hectares formal and informal open space and includes playing pitches, tennis courts and a playground. The Plan area also adjoins Rosemount Park, which is accessible via a pedestrian entrance on Larchfield Road. Rosemount Park is a relatively large area of open space and includes a playing pitch.

Mount Anville allotments are located within the Plan area and are accessed from Mount Anville Road. The allotments are owned and managed by the council



Photo : 8 Open Space at Taney



Photo : 7 Deer Park Public Park



Photo : 9 Example of Playground

OS2: *It is an objective of the Plan to provide or facilitate a children's playground and / or multi-use games area on the established open space area bounded by Taney Crescent and Taney Avenue.*

There is currently a deficit of active recreation space in the Plan area, particularly recreation facilities for use by sports and recreation clubs. The Irish Glass Bottle site located just off the Goatstown Road is zoned 'F' with a stated objective 'to preserve and provide for open space with ancillary active recreational amenities'. While this privately owned site was formerly occupied by recreational facilities it is currently unused and not maintained. The site would be an eminently suitable option for active recreation space having regard to its existing use and zoning.

There is no formal children's playground within the Plan area – the nearest is located in Deer Park. The area would benefit from additional playground provision given the predominance of family-size dwelling houses. The established open space area at Taney Crescent has been identified for such a facility.

OS3: *It is an objective of the Plan to protect and enhance biodiversity within the Plan area in accordance with the Green City Guidelines.¹*

The Green City Guidelines stress the need to effectively incorporate biodiversity into new development. The integration of biodiversity within new development provides an opportunity to create attractive residential environments and possibly add value to residential developments. Biodiversity should be considered at the outset of the design process for new development.

Basic habitat assessment to identify biodiversity features should be carried out and used to inform the design and layout of any new medium to high-density developments. New planting schemes should include predominantly native species. Water features that can significantly increase biodiversity value should be considered in the design of new developments where site characteristics / topography allow.

¹ *Green City Guidelines produced by UCD Urban Institute Ireland, Dún Laoghaire-Rathdown County Council and Fingal County Council were published in 2008*

OS4: *It is an objective of the Plan to protect and preserve mature trees / groupings of trees that add to the character and visual amenities of the area.*

Trees enhance the visual amenities and character of an area. In relative terms the Goatstown area has relatively good mature tree coverage and this helps contribute to the overall appeal of the local environment. There are a number of trees and tree groups within the Plan area, which are specifically identified and protected in the County Development Plan 2010-2016. These trees, in addition to other attractive tree groupings, are identified on Map 2.

OS5: *It is an objective of the Plan to retain the mature trees located along Mount Anville Road, between Goatstown Crossroads and the entrance to Mount Anville Park.*

There are a number of mature trees located on Mount Anville Road, between Goatstown Crossroads and the entrance to Mount Anville Park, which contribute significantly to the character of the area and provide an attractive approach to Goatstown neighbourhood centre. These trees shall be retained and protected.



Photo : 10 Trees on Mount Anville Road

OS6: *It is an objective of the Plan to plant additional trees along the perimeter of the established open space area bounded by Taney Crescent and Taney Avenue.*

The existing open space located in the Taney Estate, bounded by Taney Crescent and Taney Avenue, would benefit from additional planting particularly along the northern and western boundary of the open space. Such planting would enhance the visual amenities of the area generally and improve the setting for the open space.

OS7: *It is an objective of the Plan that proposals for new development should include measures to retain existing trees and incorporate them into the overall landscaping plan.*

The mature trees located on the open space at Trimbleston demonstrate the value of retaining trees in new developments as they undoubtedly add to the attractiveness of the

residential environment. New developments should include proposals to retain existing mature trees where appropriate and provide for planting of new trees. In large residential developments where it is required to provide public open space, existing trees should be incorporated into the overall landscape scheme and used to enhance public open space.



Photo : 11 Trees incorporated into Trimbleston Development, Goatstown

3.7 Architectural Heritage and Conservation

AH1: *It is an objective of the Plan to protect the architectural heritage of the area including Protected Structures within the Plan area in accordance with the relevant legislation and best practice procedures.*

Goatstown has an impressive architectural heritage as is evident in the number of Protected Structures within the Plan area (Appendix D). Historic buildings and structures provide a reminder of the area's history and enrich the character of the area.

AH2: *It is an objective of the Plan to facilitate the reuse of older buildings while maintaining their character and special interest.*

Sympathetic maintenance, re-use and adaptation ensure that old buildings create environmental and economic benefits while enhancing the area's character and identity.

In addition to Protected Structures, there are a number of historic buildings within the Plan area that contribute to the area's character and local identity. While these buildings do not warrant inclusion in the Record of Protected Structures they are highly valued by the community for their local historic interest and contribution to the area's sense of place. Examples of such buildings include Drummartin Terrace, the terrace of cottages located northeast of Goatstown Crossroads and the vernacular two-storey structure that forms part of 'The Goat' public house.



Photo : 12 Retail Units, Goatstown



Photo : 13 The Goat, Original Vernacular Building, Goatstown

AH3: *It is an objective of the Plan that any proposal for development within the curtilage of a Protected Structure shall be designed to protect the setting and character of the protected structure.*

There are number of Protected Structures within the Plan, located on relatively large sites, which may have potential to accommodate additional infill development. Any proposals for infill development within the curtilage of a Protected Structure should be of a high quality design that respects and complements the setting and character of the Protected Structure. Photomontages which illustrate the relationship between the proposed development and the Protected Structure should be included as part of any planning application. With regard to any works along Mount Anville Road including the proposed Quality Bus Corridor, any proposals should seek to retain and (where necessary) minimise any impact on the boundary walls of the Protected Structures located on this corridor including Hollywood House, Cedarmount, The Garth, Theandra and Knockrabo Gate Lodge

AH4: *It is an objective of the Plan to investigate the designation of Drummartin Terrace as an Architectural Conservation Area (ACA).*

Drummartin Terrace is an attractive collection of single-storey vernacular cottages. Their character is created by a combination of the plot widths, height, window size, slate roofs, red brick chimneys and iron railings along the front boundary. A number of the cottages have been extended and modified and in some cases their original character has been damaged or lost. While the cottages may need to be extended and renovated to bring them up to modern day standards, any future development should respect and enhance their collective character. Refurbishment of the cottages shall incorporate the retention of the features that contribute to the character of the buildings. Any extension shall be designed to respect the existing cottage, in terms of scale, mass and design. Extensions may be contemporary in terms of design but should not be visible above the ridge line of the original cottage.



Photo 14: Drummartin Terrace, Goatstown

3.8 Water & Drainage Infrastructure

WD1: *It is an objective of the Plan that no significant development shall be permitted in the Goatstown Environs (upstream of the Goatstown Road/Roebuck Road junction) until the necessary foul sewer upgrade work is provided for on Goatstown Road from the environs of the Goatstown Road/Roebuck Road junction to the environs of Larchfield Road*

It is critical that the adequacy of water and drainage infrastructure is considered and addressed at the earliest stages of any proposals for new development within the area presented above. Consultation with the Water and Drainage Section of the Council is encouraged as early as possible in the overall planning process.

WD2: It is an objective of the Plan to ensure that all development proposals incorporate appropriate Sustainable Drainage Systems (SuDS)

All new development should comply with the Greater Dublin Strategic Drainage Study in terms of sustainable drainage systems. The Council is committed to the use of Sustainable Drainage Systems for dealing with run off from new developments.

SUDS installations include permeable pavements, ponds, wetlands, green roofs and other landscaping elements. These features may also provide amenities to local communities and enhance biodiversity.

WD3: It is an objective of the Plan to augment and rehabilitate the local water distribution network to ensure that existing and future populations shall have an adequate high quality water supply

Existing and future populations within the Plan area should continue to have access to adequate high quality clean drinking water. The water network in the area is adequate for current needs and modest new infill development. In order to cater for any significant new development generating a high water demand, the existing local water distribution network may have to be augmented and rehabilitated.

WD4: It is an objective of the Plan that where there is potential for flood risk, a flood risk assessment shall be carried out in accordance with the Planning System and Flood Risk Management Guidelines for Planning Authorities (DoEHLG & OPW 2009).

The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) introduce mechanisms for the incorporation of flood risk identification, assessment and management into the planning process. Planning applications for development in areas where flood risk may be present will be assessed in accordance with the provisions of these Guidelines. Where flood risk is potentially considered to be an issue, a flood risk assessment should be carried out. There is a localised area of flooding from the combined sewer system on Larchfield Road due to capacity issues on the downstream network.

4 Urban Design

4.1 Introduction

Good urban design can help contribute towards the character and distinctiveness of an area and can assist in creating places where people would want to live, work and socialise.

It is acknowledged that there are only a limited number of opportunities for new development and/or redevelopment in the Plan area. Nonetheless, any new development (or redevelopment), if based on the principles of good urban design, has the potential to significantly improve Goatstown as an urban village. There are many related elements that help contribute to good urban design including overall layout, overall height, public realm and the design of individual buildings.

The following policies are intended to ensure that new development (or redevelopment) within the Plan area positively enhances Goatstown's identity and assists in creating a stronger sense of place than currently exists.

4.2 Urban Design

UD1: It is an objective of the Plan that new development within Goatstown shall be of a high quality design and layout that makes a positive contribution to the local built environment and enhances the identity and sense of place of the Plan area and its environs

Goatstown lacks a distinctive identity. This is a result of a weak urban structure, uniform built form, absence of a defined streetscape, the overall dominance of traffic and the area's close proximity to the competing larger higher order urban centres of Stillorgan and Dundrum.

The potential to enhance Goatstown is limited as a consequence of the well-established largely suburban context. However, there are some opportunities where the potential offered by good urban design can be harnessed to create an attractive urban environment. New development should adopt a creative approach and make a distinctive contribution to the local area.

A number of the sites identified as having redevelopment opportunity are in prominent locations notably the former Victor Motors site, 'The Goat' Public House, Topaz garage and the adjoining retail units. The pursuit of high quality architecture in any redevelopment of these sites is essential having regard to the obvious opportunities to more clearly define the streetscape.

UD2: It is an objective of the Plan that all new residential and mixed-use development shall be designed having regard to the 12 design criteria set out in the Urban Design Manual (DoEHLG May 2009).

The Urban Design Manual, which accompanies the 'Guidelines for Sustainable Residential Development in Urban Areas' (May 2009), sets out a series of 12 design criteria for residential development. The sequence of criteria trickles down from strategic issues to detailed design considerations with the intent of encouraging a logical approach to new localised development. The 12 criteria are sub-divided into three groups: Neighbourhood – Site – Home. These groups reflect the spatial scales that should inform and guide the design of any new development.

The 12 criteria, as set out in Table 4.1, should be key reference tools at pre-planning consultations and in the assessment of planning applications for any new development proposals within the Plan area.

Table 4.1: 12 Urban Design Criteria (Source: Urban Design Manual May 2009)

Neighbourhood	Context	How does the development respond to its surroundings?
	Connections	How well is the new neighbourhood / site connected?
	Inclusivity	How easily can people use and access the development?
	Variety	How does the development promote a good mix of activities?
Site	Efficiency	How does the development make the appropriate use of resources, including land?
	Distinctiveness	How do the proposals create a sense of place?
	Layout	How does the proposal create people-friendly streets and spaces?
	Public Realm	How safe, secure and enjoyable are the public areas?
Home	Adaptability	How will the buildings cope with change?
	Privacy/Amenity	How do the buildings provide a high quality change?
	Parking	How will the parking be secure and attractive?
	Detailed Design	How well thought through is the building and landscape design?

UD3: It is an objective of the Plan that any planning applications for the redevelopment opportunity sites identified on Map 3 shall include a design statement that sets out the overall design, context and aims of the proposal.

It is imperative that the design statements submitted with planning applications on these sites provide a clear rationale for the design concept proposed including the choice of layout, building form, roof shape, height, materials, finishes, façade details and orientation.

The optimum layout of buildings and spaces should be derived from thorough site analysis. The detail gathered in the site analysis should inform the overall design concept and there should be a clear and obvious link between the site characteristics and the eventual design proposed. The layout and orientation of buildings should be guided by the nature of the surrounding development, natural features, accessibility and sunlight patterns.

UD4: It is an objective of the Plan that any redevelopment of the prominent and highly visible 'Goat' site shall be based on a design approach that is influenced by, and responds sympathetically to, the historic character of the area - most notably the mature trees, stone walls and various historic buildings; including Drummartin Terrace that flanks the southern boundary of the site. Any redevelopment proposals shall incorporate a diversity of uses and housing typology, varied plot widths and heights and shall include a rich mix and palette of materials and shall avoid excessive obtrusive signage. The public realm component of any redevelopment scheme shall be of a high quality with particular emphasis on paving, tree planting and street furniture

The design concept for any redevelopment at Goatstown Crossroads should be based on a creative approach that helps create a distinctive identity and attractive streetscape for Goatstown. New development should be designed to enrich the local built environment. The design approach for any redevelopment proposal should reflect the historic character of the area. The Goat Public House site should continue to function as the primary focal point of Goatstown neighbourhood centre and this should be reflected in any redevelopment of the site.

4.3 Height

UD5: It is an objective of the Plan that height in excess of two-storeys shall only be permitted where it is considered by the Planning Authority that the proposed development can be easily absorbed into the existing urban landscape and will not be visually obtrusive or overbearing.

The Buildings Height Study contained in the County Development Plan 2010-2016 sets out a broad strategy for building height based on the accepted urban hierarchy of the County and focuses on the role of Local Plans for delivering

detailed policy on building height at a local or micro level.

Goatstown is predominantly low-rise. The only exception within the Plan Area to one and two storey development is at Trimbleston, Roebuck Park and Mount Anville School. Trimbleston accommodates height of up to four storeys with an additional set back floor. Roebuck Park contains one three-storey apartment building with additional set back floor while the buildings in Mount Anville School generally range between three and four storeys.

Goatstown's ability to accommodate increased height is constrained having regard to the almost ubiquitous low-rise residential context of the area. There are nevertheless a limited number of sites with redevelopment potential which may be able to absorb heights of up to three and four storeys. Applications for development, which comprise of heights over two-storeys, should demonstrate that the proposed buildings can be readily absorbed into the existing urban fabric. Generally, the larger a site is, the greater its ability to absorb height. The two separate standalone sites at Knockrabo, for example, are of a size and scale capable of easily accommodating height in excess of two storeys.

UD6: It is an objective of the Plan that a benchmark height of three storeys (with a possible additional set back floor or occupied roof space) shall apply on the sites of the Goat Public House, Topaz garage and adjoining retail units and the former Victor Motors site. Height should graduate down to a maximum of two-storey along the site boundaries where they adjoin existing low-rise development.

Any increase in height shall respect the character of the surrounding area and shall be successfully integrated with existing development. Excessive height relative to local context will not be permitted where it would result in visually obtrusive or overbearing buildings.

Building height can make a positive contribution to the identity and character of an area. Increased building height at Goatstown Crossroads could help define Goatstown as an urban village and create a stronger identity.



Photo 15: Example of Staggered Height

Section 6 contains Local Site Framework Strategies that provide more detailed guidance on height for specific sites that have redevelopment potential.



Photo 16: Example of Three-Storey Residential Development

4.4 Density

UD7: It is an objective of the Plan to promote the efficient use of land by facilitating higher densities within the Plan area in accordance with County Development Plan policy.

Sustainable development is predicated upon the efficient use of land. It is acknowledged that higher density development can more readily support the economic viability of public transport and local retail facilities and services. High quality design is, however, fundamental to creating successful higher density residential developments.

The pattern of development in Goatstown is predominantly low density. Experience demonstrates that low-density development results in a weak urban form and unsustainable travel patterns. New infill development within Goatstown should seek to achieve higher densities, which will help strengthen the urban form and enhance the overall vitality of the Plan area.



Photo 17: Development at Trimbleston, Goatstown

The capacity of a site to absorb higher densities is influenced by a range of factors including local setting, neighbouring uses, access, topography etc. The preparation of a design brief, including a detailed contextual and site analysis, will help determine a site's capacity and the appropriate density. The design of any higher density development should be sensitive to, and respectful of, existing surrounding residential development.

Infill development should be facilitated and encouraged where it can be demonstrated that the proposed development will positively enhance the streetscape and provide for a high level of visual interest while at the same time protecting established residential amenity.



Photo 18: In-Fill Development on Lower Kilmacud Road

4.5 Public realm

UD8: It is an objective of the Plan to improve the appearance, quality and overall function of the public realm within the Plan area.

Public realm is defined as all external spaces that are publicly accessible, including streets, parking areas, footpaths, squares and parks. A high quality public realm enhances the character of an area and encourages people to use and enjoy public spaces, thereby contributing to the overall vitality and animation of an area.

Measures to improve the public realm can include harmonising signage and reducing overall visual clutter by adopting a consistent approach in terms of street furniture, lighting, paving etc. Urban areas, particularly nodes of activity, come under pressure to accommodate a range of street furniture including bicycle stands, bus shelters, public seating, signage, traffic signal boxes, landscape features etc. Proposals for new street furniture should have regard to the need to reduce visual clutter - the co-location of street furniture shall be carried out where possible. Street furniture shall comprise of high quality materials and shall be designed so as not to detract from the visual amenities of the area.

Some localised improvements and upgrading have been

implemented to the public realm in the Plan area since the pre-Draft consultation process two years ago. These improvements have focussed on Goatstown Road and include resurfacing, the upgrading of paths and cycle paths and additional tree planting.



Photo 19: Tree Planting along Goatstown Road

There is, however, potential within Goatstown for further localised improvements. A package of localised public realm improvements / upgrades will be brought forward by the County Council as resources allow.

UD9: It is an objective of the Plan to require applications for multiple residential / mixed-use development to clearly demonstrate the measures proposed to enhance the public realm.

It is important that there is consistency in the selection and use of materials to be employed in any redevelopment proposals in the environs of Goatstown Crossroads. This should include stone paving, street furniture, lighting and signage. Detailed specification of hard and soft landscaping will be required to form an integral part of any application for redevelopment.



Photo 20: Public Realm in Goatstown Close

5 Movement

5.1 Introduction

'Smarter Travel – A Sustainable Transport Future 2009', a key national policy document, articulates the strategic objective that by 2020 future population and economic growth across the State will be very much focussed toward sustainable compact urban and rural nodes, which positively discourage dispersed development and long distance commuting patterns. The '2030 Vision Draft Transport Strategy', recently published by the National Transport Authority, is the strategic transport plan for the Greater Dublin Area. This clearly identifies key transport infrastructure measures requiring implementation over the lifetime of the Strategy and the structural changes necessary to ensure the efficient future management and operation of the existing transport network. (Appendix C)

Recent policy direction in relation to transportation focuses on the need to more closely integrate transportation and land-use planning. A key design aim in delivering sustainable communities focuses on reducing the need to travel by private car and encouraging greater use of public and other transport modes including cycling and walking. Policies in relation to the consolidation of the Greater Dublin Area, such as making more efficient use of land and encouraging higher densities and intensification are identified as key components to realising sustainable travel patterns.

Goatstown is located on a heavily trafficked crossroads. The large amounts of extraneous through traffic seriously impinge upon the amenities of the area and create a very challenging pedestrian / cycling environment. The Pre-Draft Public Consultation process highlighted the overwhelming community concerns in relation to traffic and transport within the Goatstown area.

In many urban areas roads and car parking can occupy a significant portion of urban land. In the case of Goatstown, the road network does have a strategic function and accordingly roads do necessarily dominate the urban centre. The scope to substantially or structurally alter this reality is very limited.



Photo 21: Traffic on Mount Anville Road



Photo 22: Traffic at Goatstown Crossroads

5.2 Street Function

MT1: It is an objective of the Plan to improve the appearance, quality and overall function of the public realm within the Plan area. It is a further objective of the Plan to continue to work with residents of the Goatstown area to constructively address the issue of traffic 'rat-running' through residential areas by means of Traffic Calming Schemes and other measures where appropriate.

The function of a street may differ significantly depending on the local context. Some streets will have important movement functions, while for other streets considerations of place will be paramount. In the case of Goatstown, the movement of traffic function generally takes precedence over the social function of the local streets.

The bulk of the traffic in Goatstown is through traffic and not generated by or from within the local community. It follows that to effect any significant reduction in traffic volumes will be dependent on more strategic County-wide and national success at delivering sustainable travel options.

In order to maximise Goatstown's potential as an urban village it would be necessary to downgrade the movement function of streets and put greater emphasis on the place function, particularly around the Crossroads. This may, however, require significant traffic calming measures – surface materials and colour for example – as signals to traffic of the village centre environment and need to reduce speed.

Any downgrading of the movement function of the existing streets in Goatstown, particularly the Crossroads, would inevitably increase traffic delays and significantly reduce the overall capacity and efficiency of the junction. In the continuing absence of a definite timeframe for the delivery of the Dublin Eastern Bypass, this is not a realistic option for Goatstown. The location of Goatstown at a confluence of a number of major radial and orbital routes inevitably means that the movement of through traffic will remain a characteristic of the area for the foreseeable future.

5.3 Eastern Bypass

MT2: *It is an objective of the Plan to protect the Eastern Bypass reservation.*

The reservation for the Dublin Eastern Bypass corridor has been in place for many years and the sterilisation impact of the corridor has significantly restricted the development and hampered the evolution of Goatstown as a distinctive urban village. The Draft '2030 Vision' for the Greater Dublin Area states quite categorically that the Eastern Bypass will not be constructed during the lifetime of the Strategy, but nevertheless, requires the retention of the reservation corridor to facilitate its potential future use for alternative transport initiatives.

5.4 BlueLine - Bus Rapid Transit

MT3: *It is an objective of the Plan to encourage and facilitate the implementation of the BlueLine – Bus Rapid Transit.*

The BlueLine is a proposed bus rapid transit service. The nature of BRT means that buses can operate in a more tram-like manner. The BlueLine BRT will run from St. Vincent's University Hospital (Nutley Lane) to the Sandyford Business Estate via University College Dublin and Goatstown. It is intended that the BlueLine will provide a high quality, high frequency and high capacity public transport service that has the benefits of a fixed-rail tram system with the flexibility of being able to drive on road. The route identified makes use of part of the road reservation for the Dublin Eastern Bypass.

There are a total of 10 stations identified along the proposed route – two of which lie within the Plan area – Mount Anville and Goatstown. A timeframe for the delivery of the proposed service has yet to be determined. The potential of the BlueLine and its integration into the wider bus priority network is to be assessed by the National Transport Authority as part of the overall '2030 Vision' process.



Photo 23: BlueLine - Bus Rapid Transit

5.5 Travel Patterns

MT4: *It is an objective of the Plan to encourage and prioritise sustainable modes of transport including walking, cycling and public transport and reduce reliance on the use of private cars.*

Goatstown is a small urban centre and as a lower order centre cannot provide for all the services required by the local population. Inevitably there will be a demand for travel outside the Plan area by the local population to access schools, services and employment centres. The challenge is to encourage and facilitate the growth of sustainable modes of travel over the private car.

Generally the travel to work/school patterns in the Goatstown area broadly reflect those of the overall County with nearly 36.7% opting to use the private car as opposed to 38.3% for the entire County. These figures are much lower than the national average – 57% – this is largely to do with the metropolitan location.

The degree of discrepancy is however, more apparent in other sustainable travel modes – only 8.3% of travel to work/school journeys, for example, are made by bus in the Goatstown area compared to nearly 12% in the County as a whole. Similarly a significantly higher percentage of people within the Plan area walk to work – 17.2% – compared to only 13.4% in the County as a whole. These differences are most likely to be influenced by Goatstown's relative proximity to the Luas to Dundrum Town Centre and to University College, Dublin – both of which are significant employment locations.

In conjunction with the NTA, the implementation of the Council's forthcoming 'Countywide Cycle Network', which seeks to provide a coherent and integrated cycle network throughout the County, will further enhance the cycling environment in Goatstown.

5.6 Permeability

MT5: *It is an objective of the Plan to expand and upgrade pedestrian and cycle path facilities in the Plan area subject to the availability of resources.*

Permeability is pivotal to the establishment of any successful sustainable urban development. Permeability refers to the ease of movement within any given area particularly for pedestrians and cyclists. Permeable urban environments in turn encourage increased participation in sustainable modes of travel including walking, cycling and public transport.

Direct, attractive, safe pedestrian and cycle routes will encourage more people to walk, cycle and use public transport. All such routes should be adequately paved and lit.

There are, however, a number of barriers to permeability evident within the Plan area. These are identified on Map

3. In addition, the design and layout of some of the longer established housing estates does little to facilitate permeable environments. There is no pedestrian access, for example, between Goatstown and the Ardilea Estate / Roebuck Road located immediately north-east of the Plan area despite the two being immediately proximate. The Irish Glass Bottle site limits permeability within the Taney / Farmhill residential area.

MT6: It is an objective of the Plan to ensure that all new development within the Plan area helps promote an improved permeable urban environment and maximises opportunities to provide direct pedestrian and cycle links both within the Plan area itself and with the immediate environs. A specific objective is to investigate the possibility of improving cycle/pedestrian access from Goatstown to UCD via the Knockrabo sites.

The absence of any form of pedestrian link between Goatstown Close and Trimbleston is a lost opportunity for improved permeability within two of the most recent developments in the Plan area.

The objective of establishing improved permeability overall should be an intrinsic element in the design of all new developments. Applications for new development should include appropriate pedestrian and cycle routes that are based on an objective analysis of pedestrian / cyclist desire lines both within and proximate to the application site.

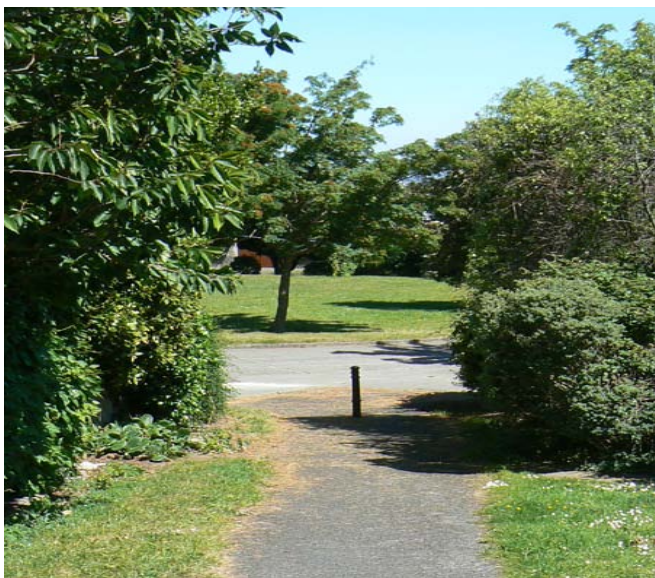


Photo 24: Pedestrian Permeability at Knocknashee

5.7 Parking

MT7: It is an objective of the Plan that all new development will provide car parking in accordance with the minimum and maximum standards set out in the County Development Plan.

The provision, or otherwise, of car parking has a significant influence on the choice of travel mode and can also strongly dictate and influence the design and layout of new developments. Research has proven that the provision of readily accessible car parking at obvious destination points such as employment centres actually encourages private car usage. In order to manage car parking, the County Development Plan sets out maximum parking standards for non-residential development and minimum car parking standards for residential schemes.

MT8: It is an objective of the Plan that new car parking areas shall be considered in terms of their overall contribution to the public realm and shall be constructed using high quality materials.

The provision of car parking as part of any new development should not dominate or compromise the design or layout. Underground car parking should be provided as part of new developments. Any vents and openings associated with underground car parking should be integrated into the overall landscaping proposals and their visual impact minimised. They should not dominate or detract from public open space and landscaped areas.

Car parking, in terms of overall physical footprint, can very often represent a significant component of the public realm. Surface car parking should be constructed using high quality materials with a view to contributing positively to the public realm. High quality landscaped parking areas can enhance the visual amenities of an area, potentially enable parking areas to be used as hard landscaped urban spaces when not required for their primary purpose and help reduce traffic speeds as drivers respond to the changes in surfacing.

5.8 Cycle Parking

MT9: It is an objective of the Plan that all new residential and commercial development schemes must include adequate provisions for safe and secure cycle parking facilities at appropriate locations in accordance with County Development Plan standards.

Cycle parking should form part of all new development, both commercial and residential. Cycle parking should be provided for residents, employees and visitors. It should be in convenient, secure locations that are well supervised and overlooked. In major commercial / office development, the availability of adequate cycle parking facilities in addition to in-house ancillary facilities such as showers, changing rooms and lockers has been demonstrated to encourage people to cycle more often and regularly.

The design of residential units should also be cognisant of the need to store bicycles. Homes should be designed with generously proportioned entrances that facilitate the storage of bikes, prams and wheelchairs etc.



6 Site Framework Strategies

6.1 Introduction

Section 6 identifies a number of specific areas which are considered to be key sites within the Plan area and which may have potential for development / redevelopment. The sites in question are identified on Map 2. These sites offer some potential in terms of helping strengthen Goatstown's identity and overall sense of place, by introducing greater variety and interest to the built environment and improving the public realm. The selection of these sites for Framework Strategies does not, however, in any way preclude other potential sites from being brought forward for development during the life of the Plan.

A description of each site is provided followed by a table comprising of a list of detailed development objectives / guidelines. An indicative site framework plan covering 'The Goat' Site and Topaz garage and adjoining retail units is also provided. The sites identified as having development / redevelopment potential include:

- 'The Goat' Site;
- Topaz Garage and Adjoining Retail Units;
- Knockrabo Sites;
- Former Victor Motors Site;
- Irish Glass Bottle Site.

The Site Framework Strategies should not be viewed as the only definitive development solution for the sites in question – rather as a set of development principles. Alternative, creative design solutions for the sites, within the parameters outlined in the development guidance, will also be considered.

6.2 'The Goat' Site

The site of 'The Goat' Public House is a prominent corner site fronting onto Goatstown Crossroads. The site, which is within Goatstown's zoned neighbourhood centre, includes a public house, retail services, large surface car park and a green field that is used occasionally and intermittently to facilitate circus activity. In its current state, the site is patently underutilised and presents an obvious opportunity to establish a distinctive village centre.

Redevelopment of the site would provide an opportunity to establish a more defined urban village centre with attractive and active streetscape. The challenges to be addressed in redeveloping the site include providing a design response that is appropriate to the local context, protecting the residential amenity of neighbouring properties, providing an attractive village streetscape and creating a high quality environment for future occupants.

The Council's Transportation Department have indicated that major realignment of the Crossroads would facilitate an improved free flow of traffic. However, any such road realignment would only reinforce the dominance of the roads through Goatstown and would detract from the existing limited streetscape. Examination of historical data and material indicates that a commercial use is long established on the site of the Goat Pub. In the early 1900's a corner shop occupied



Photo 25: 'The Goat' Site

the site but it is not clear if it is the same building, which forms part of the public house today. While the existing public house building is of little architectural merit, and includes many haphazard and incremental extensions, the original

three bay two-storey vernacular structure is attractive and of local historical significance. Accordingly, any redevelopment of the site should seek to retain the original two-storey structure and incorporate it into an overall scheme.

Table 6.1: 'The Goat' Site - Development Guidance

'The Goat' Potential Development / Redevelopment Site	
Development Guidance	
Zoning	<ul style="list-style-type: none"> • 'NC' - 'To protect, provide for and / or improve mixed-use neighbourhood centre facilities'
Height	<ul style="list-style-type: none"> • 3-storey benchmark (with possible setback floor or occupied roof space) • 2-storey at boundaries with existing residential development
Density	<ul style="list-style-type: none"> • In accordance with County Development Plan
Design Objectives	<ul style="list-style-type: none"> • Fine urban grain • Emphasis on vertical proportions • Facades broken up • High quality architecture • Provide for active streetscape • Provide for a mix of commercial and residential uses appropriate to a neighbourhood centre and in accordance with County Development Plan zoning objective. • Consider provision of live / work units • Retain public house use • Any redevelopment should include retention of the existing vernacular three-bay two-storey structure that fronts onto Lower Kilmacud Road • Creation of a new pedestrian friendly street • Finishes and materials, which enhance the local streetscape and village identity • Own door access for residential uses where appropriate
Open Space	<ul style="list-style-type: none"> • Creation of a new attractive civic space • Provision of high quality private amenity space for residential units • Provision of high quality useable public open space for residential element • Clear demarcation between public and private open space
Signage	<ul style="list-style-type: none"> • Any redevelopment proposals should include a signage strategy • Shopfronts and signage shall not be intrusive or excessive and shall be of a high quality and make a positive contribution to the streetscape
Movement	<ul style="list-style-type: none"> • Rationalisation of existing entry point from Lower Kilmacud Road • Parking may be provided in the form of underground, surface level or small scale 2-3 storey car-parks • Inclusion of road safety audit • Cycle Parking to be provided
Public Realm	<ul style="list-style-type: none"> • Public realm strategy to be included • Suitable paving • Tree Planting along street width and in any new civic space • Outdoor seating in civic space • Provision of street furniture • Provision of street lighting • Redevelopment should include under grounding of wirescape

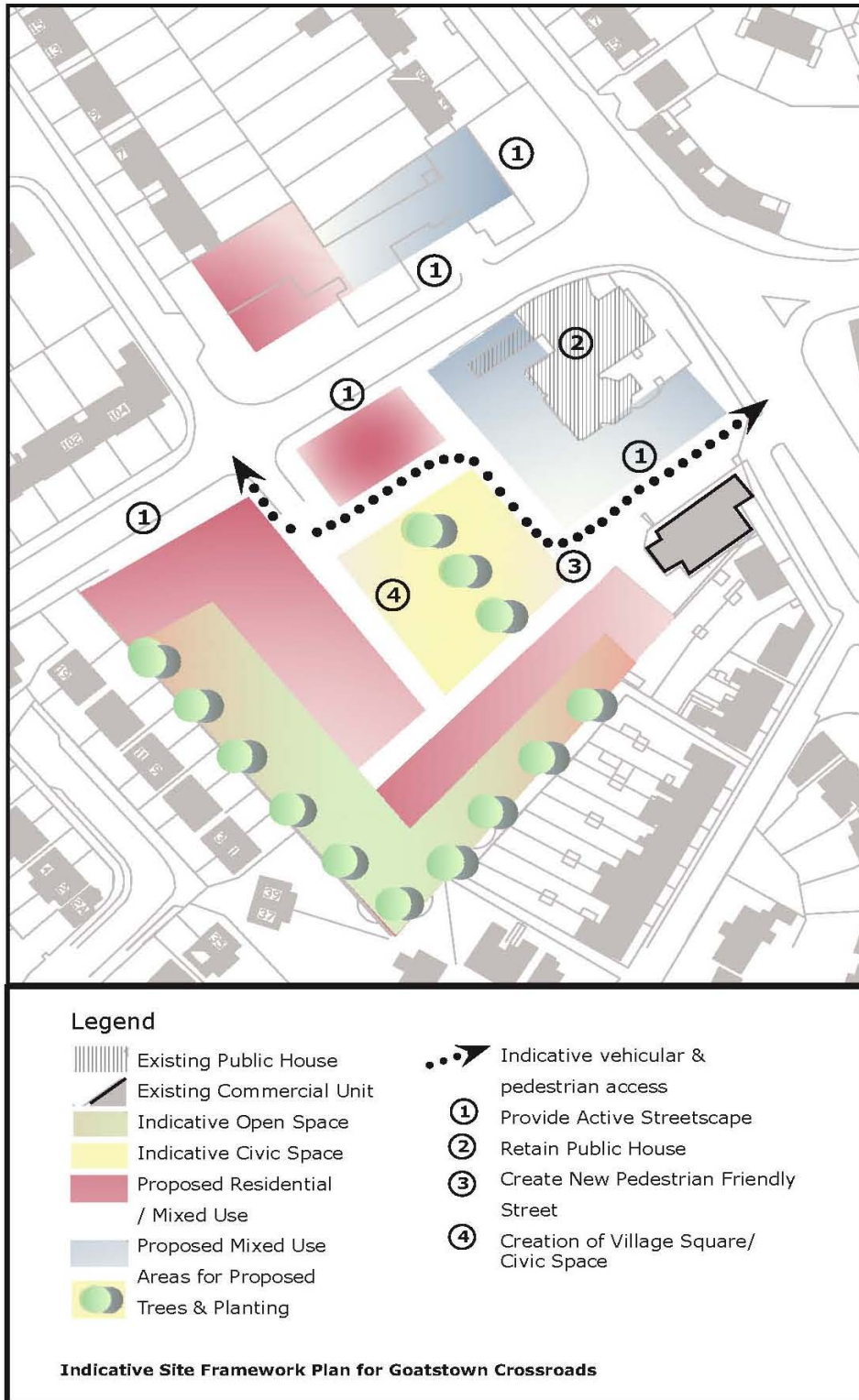


Figure 3

Figure 3: Indicative Site Framework for Goat Site

6.3 Topaz Garage and Adjoining Retail Units

This site also occupies a prominent location northwest of Goatstown Crossroads and is also located within Goatstown's zoned neighbourhood centre. The site comprises of a number of retail units, a Topaz garage, tyre centre and some surface car parking. In its current arrangement and layout, the existing development patently fails to create any form of coherent or attractive streetscape.

The site presents an opportunity, if redeveloped, to establish a more coherent and robust building line along both Taney Road and Goatstown Road thereby enabling the provision of a defined village streetscape. The design of any new development on the site must ensure, however, that the amenity of those neighbouring residential properties to the north is protected.

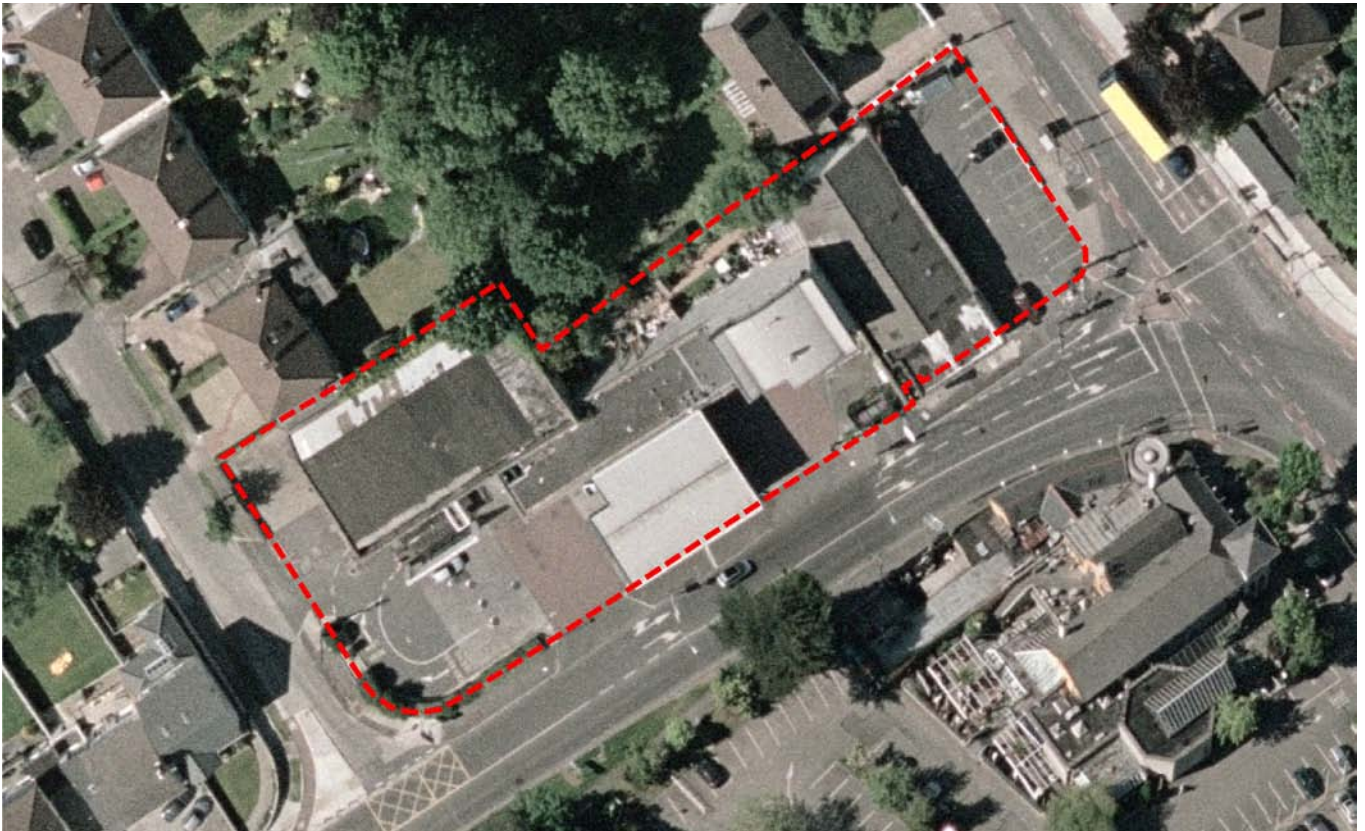


Photo 26: Topaz Garage and Adjoining Retail Units

Table 6.2: Topaz Garage and Adjoining Retail Units - Development Guidance

Topaz Garage and Adjoining Retail Units Potential Development/Redevelopment Site	
Development Guidance	
Zoning	<ul style="list-style-type: none"> • 'NC' - 'To protect, provide for and / or improve mixed-use neighbourhood centre facilities'
Height	<ul style="list-style-type: none"> • Benchmark height of three-storeys (with possible setback floor or occupied roof space) • Height may need to graduate down to two-storey where site adjoins existing residential units
Density	<ul style="list-style-type: none"> • In accordance with County Development Plan
Design Objectives	<ul style="list-style-type: none"> • Fine urban grain • High quality architecture • Provide for active streetscape • Building line to respect building line of residential properties on adjoining sites. Any redevelopment of the retail units on Goatstown Road should initially match the existing building line of the existing two-storey house on Goatstown Road and the step forward to establish a new building line and street edge • Provide for a mix of commercial and residential uses appropriate to a neighbourhood centre and in accordance with County Development Plan zoning objective • Consider provision of live / work units • Finishes and material, which enhance the local streetscape and village identity • Retail / Commercial use may be acceptable on ground floor level, subject to the protection of residential amenities of adjacent dwellings.
Open Space	<ul style="list-style-type: none"> • Provision of high quality private amenity space for residential units • Provision of high quality useable public open space for residential element • Clear demarcation between public and private open space
Signage	<ul style="list-style-type: none"> • Any redevelopment proposals should include a signage strategy • Shopfronts and signage shall be of a high quality and make a positive contribution to the streetscape
Movement	<ul style="list-style-type: none"> • Rationalisation of vehicular access points • Inclusion of road safety audit • Primarily underground car parking to be provided • Cycle Parking to be provided
Public Realm	<ul style="list-style-type: none"> • High quality hard and soft landscaping • Paving should enhance public realm • Provision of street trees along Taney Road • Redevelopment should include under grounding of wirescape

6.4 Knockrabo Sites

The lands at Knockrabo, zoned for residential development, comprise of two potential development sites, which are subdivided by the road reservation for the Dublin Eastern Bypass. The area was previously occupied by a Bank of Ireland recreational facility. The site to the north of the reservation requires to be accessed via Heidelberg, Ardilea. The site to the south of the reservation is accessed via Mount Anville Road.

The sites provide an opportunity for high quality residential development within the Plan area. There is a notable level differential across the two sites. Consideration of the difference in levels should inform the design approach to ensure that any new development integrates successfully with the existing built environment.

The lands at Knockrabo include many mature trees and planting. This should be integrated into any redevelopment proposals to help assimilate the development and enhance the character of any new development.



Photo 27: Knockrabo Sites

Table 6.3: Knockrabo Sites - Development Guidance

Knockrabo Sites - Development Guidance	
Zoning	<ul style="list-style-type: none"> • 'A' - To protect and/or improve residential amenity
Height	<ul style="list-style-type: none"> • Variation of height • Benchmark height of four or five storeys depending on levels (with possible setback floor or occupied roof space on four storey buildings) • Maximum height of two storeys along boundaries with existing residential properties
Density	<ul style="list-style-type: none"> • In accordance with County Development Plan
Design Objectives	<ul style="list-style-type: none"> • Respect the residential amenity of adjoining properties • Provide for a mix of residential units that enhances the overall residential mix within the plan area • High quality architectural design that makes a positive contribution towards the local built environment • Provide a sensitive response to the streetscape along Mount Anville Road • Protect and provide for the reuse of the existing Gate Lodge, which is a protected structure • Integrate Gate Lodge in any redevelopment proposal • Design to provide for a high standard of residential amenity in terms of orientation, internal layout, private open space and public open space • Address and maximise orientation • Provide measures to mitigate noise impact from any future road / BRT • Consider location and design of ESB substations and bin storage
Open Space	<ul style="list-style-type: none"> • Residential units to be provided with adequate high quality useable private open space • Provide high quality useable public open space • Provide a safe suitably located play area for children
Landscaping	<ul style="list-style-type: none"> • Protect and enhance existing biodiversity - habitat assessment to be carried out • Retain and integrate existing mature trees and planting • Provide a detailed tree survey, landscape plan and planting plan
Movement	<ul style="list-style-type: none"> • Permeability analysis to be carried out • Provide for direct, safe pedestrian and cycle links • Cycle parking to be provided for residents and visitors • Mixture of underground and surface level car parking • Minimise traffic impacts on the residential amenities of adjoining estates through the promotion of walking/ cycling and traffic calming or other equivalent measures, where appropriate.

6.5 Former Victor Motors Site

The site is located on the Goatstown Road, approximately 500 metres north of Goatstown Crossroads. The site is zoned for residential development and is currently occupied by a long established non-conforming car sales use.

Willowfield neighbourhood centre adjoins the site's southern boundary. Trimbleston residential development comprising

of a mix of apartments and houses is located to the north and east of the site. Trimbleston is an attractive residential development and makes a positive contribution to the local streetscape. Any redevelopment of the former Victor Motors site should be designed to complement the Trimbleston development in terms of building height and building line.

The site represents an obvious opportunity on Goatstown Road to improve the built environment and enhance the visual amenities of the area.

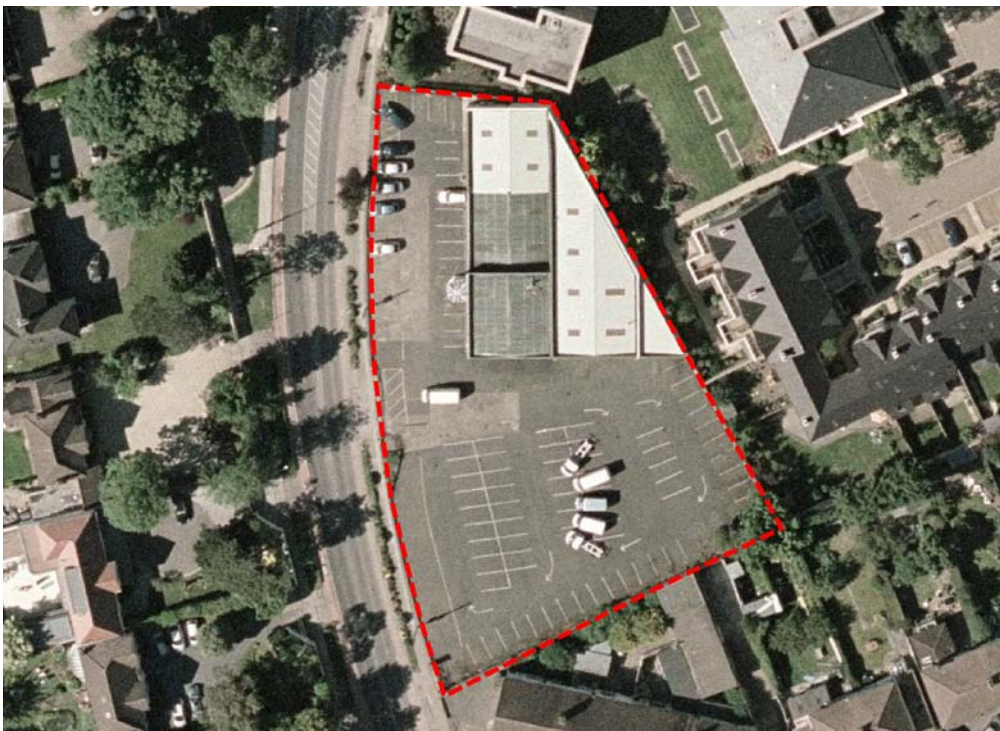


Photo 28: Former Victor Motors Site

Table 6.4: Former Victor Motors Site - Development Guidance

Former Victor Motors Site - Development Guidance	
Zoning	<ul style="list-style-type: none"> 'A' - To protect and/or improve residential amenity
Height	<ul style="list-style-type: none"> Benchmark height of three storeys (with possible setback floor or occupied roofspace depending on site levels)
Density	<ul style="list-style-type: none"> In accordance with County Development Plan
Design Objectives	<ul style="list-style-type: none"> High quality design Positive contribution to local streetscape Height should harmonise with neighbouring developments fronting onto Goatstown Road Building line should continue on from the building line established by the Trimbleston development Careful consideration of location and design of ESB substations and bin storage Minimise impact on adjoining residential amenities
Movement	<ul style="list-style-type: none"> Facilitate permeability Primarily underground car parking Cycle parking to be provided
Landscaping	<ul style="list-style-type: none"> High quality usable public open space to be provided - this should not be unduly overshadowed High quality private open space to be provided Tree planting to be provided along site frontage

6.6 Irish Glass Bottle Site

The Irish Glass Bottle site was previously used as a recreational facility for the employees of the Irish Glass Bottle Company but has not been in use for a number of years. The site is located on Goatstown Road. The site's eastern boundary, approximately 85 metres long, fronts onto Goatstown Road, while the remaining three boundaries are backed onto by established residential estates – namely Farmhill, Taney and Belfield Downs.

The site has potential to provide commercial and public active and passive recreational facilities both for the local

community and a wider catchment. The site is zoned for open space with active recreational amenities. In accordance with the zoning provisions, not more than 40% of the land in terms of the built form and surface car parking combined shall be developed upon. The remaining 60% requires to be set aside for publicly accessible passive open space or playing fields that shall be designed to optimise public patronage.

The range of uses permitted in principle or open for consideration in accordance with the current County Development Plan is necessarily limited ¹. Any development on the site should be of a high quality design and should respect the residential amenity of neighbouring properties.

¹ Uses permitted in principle on 'F' zoning include : Community Facility, Cultural Use, Open Space, Sports Facility, Travellers Accommodation

Uses Open for Consideration include: Carpark, Cemetery, Craft Centre / Craft Shop (in existing premises), Creche (in existing premises), Crematorium, Education, Garden Centre/ Plant Nursery, Golf Facility, Guest House, (in existing premises), Place of Public Workshop, Public Services, Tea Room/ Cafe



Photo 29: Irish Glass Bottle Site

Table 6.5: Irish Glass Bottle Site - Development Guidance

Irish Glass Bottle Site - Development Guidance	
Zoning	<ul style="list-style-type: none"> 'F' - 'To preserve and provide for open space with ancillary active recreational amenities'
Height	<ul style="list-style-type: none"> Benchmark height of three storeys Height to be reduced where it immediately adjoins a residential property
Design Objectives	<ul style="list-style-type: none"> High quality design Address street frontage and make positive contribution to local streetscape Any building should be easily absorbed by the site and should not be overbearing or imposing on the surrounding area Form, scale and massing of any building should be appropriate for the site and harmonise with the surrounding development Development should be set back from boundaries with residential properties
Movement	<ul style="list-style-type: none"> Facilitate permeability Cycle parking to be provided
Landscaping	<ul style="list-style-type: none"> Detailed landscaping plan to be submitted with any application for redevelopment Tree planting to be provided along site frontage Measures to protect and enhance biodiversity to be identified

Appendix A - SEA Screening

A.1 SEA Screening of Draft Goatstown Local Area Plan

Article 14(A) of the Planning and Development (Strategic Environmental Assessment) Regulations, 2004, as amended by the Planning and Development (Strategic Environmental Assessment) Regulations 2011, states that 'Where a Planning Authority proposes to prepare or amend a Local Area Plan, the planning authority shall, prior to giving notice under Section

20 (3) of the Act, consider whether or not implementation of the local area plan or amended plan would be likely to have significant effects on the environment, taking account of relevant criteria set out in Schedule 2A' of the Planning and Development Regulations 2004, and is detailed as follows:

Table 7A.1: Criteria for Determining the Likely Significant Environmental Impacts (Schedule 2 (A))

Criteria	Characteristic
(i) The degree to which the Plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.	The proposed Local Area Plan (LAP) will establish a land use framework for the sustainable development of the Goatstown area, including commentary on the location, nature and size of the Plan area. The LAP, when adopted, will form a statutory document that conforms to, and is fully consistent with, the policies and objectives set out in the County Development Plan 2010-2016 and other relevant guidelines and documents. The Plan will confirm the existing character of the area and provide a framework for urban development that seeks to create a sustainable environment and improved public realm.
(ii) The degree to which the Plan influences other plans, including those in the hierarchy.	The policies and objectives of the Local Area Plan will be informed by and will be set within the context of the County Development Plan 2010-2016.
(iii) The relevance of the Plan for the integration of environmental considerations in particular with a view to promoting sustainable development.	The Local Area Plan will conform to the principles, objectives and policies of the County Development Plan 2010-2016 and will therefore have a strong emphasis on promoting the sustainable development of the area.
(iv) Environmental problems relevant to the Plan.	<p>The Plan area is an established residential suburb within the Dublin metropolitan area. There are no ecologically sensitive sites – Special Areas of Conservation (SAC's), Special Protection Area's (SPA's) or Natural Heritage Area's (NHA's) - within the Plan area. There are no areas of archaeological interest – either within or in the general environs of the Plan area. There are 9 protected structures within the Plan area.</p> <p>Wastewater arising from the Plan area and the surrounding areas is collected by the wastewater collection network and ultimately pumped to the Ringsend Waste Water Treatment Plant.</p> <p>The Greater Dublin Strategic Drainage Study has identified that there is a need to upgrade the existing foul sewer, which runs along Goatstown Road. The Local Area Plan will require that any applications for future development shall include satisfactory proposals for foul water disposal, which may necessitate the upgrading of parts of the local network.</p> <p>The proposed Plan will also require that all applications for future development include satisfactory proposals for both surface water disposal (sustainable urban drainage systems) and removal of waste (including bin storage and recycling facilities).</p> <p>The Plan area is served by public water mains. Over 98% of water distributed in Dún Laoghaire – Rathdown County Council's administrative area is purchased from Dublin City Council, which is sourced primarily from Blessington Lakes, the Vartry River and Bohernabree</p>

	<p>na. The SEA for the County Development Plan 2010-2016 recognises that water production capacity in the Dublin region is barely adequate and a major new water source is required by 2015 to cater for increased demand.</p> <p>The County Development Plan 2010-2016 notes that it is Council policy to accord with the 'Greater Dublin Water Supply Strategic Study and The Greater Dublin Strategic Drainage Study'.</p> <p>It is Council policy as stated in the County Development Plan 2010-2016 to implement the Water Quality Management Plans as part of the implementation of the EU Water Framework Directive.</p> <p>Having regard to the very modest scale of development / redevelopment that the proposed Plan is likely to cater for, it is considered that the proposed Plan will not give rise to environmental problems.</p>
(v) The relevance of the Plan for the implementation of European Union legislation on the environment (e.g. plans linked to waste-management or water protection).	Issues relating to European legislation on the environment are fully addressed and provided for in the Dún Laoghaire-Rathdown County Development Plan 2010-2016. The proposed Local Area Plan will be consistent with the policies and objectives of the County Development Plan 2010 – 2016 that was the subject of a mandatory SEA process.

Table 7A.2: Characteristics of the Effects and of the Area Likely to be Affected, having regard, in particular, to:

Criteria	Characteristic
(i) The probability, duration, frequency and reversibility of the effects.	The Local Area Plan will be consistent with the zoning objectives of the County Development Plan 2010 – 2016. It is considered that there will be no significant negative effects of the implementation of the Goatstown Local Area Plan. However, with regards to positive effects such as improvements to public realm and traffic management, it is considered that the probability of these occurring, is high. It is expected that the effects will be permanent.
(ii) The cumulative nature of the effects.	No cumulative negative effects are anticipated given that the Local Area Plan will focus on the principles of sustainable development and the considerations of the future, beyond the statutory 6 years of the Local Area Plan. It is anticipated that the cumulative effects on the environment will be positive and that with every development and redevelopment, the area will be rejuvenated by virtue of an improved physical and visual environment.
(iii) The transboundary nature of the effects.	The proposed Plan will have no national, regional or inter-county transboundary effects.
(iv) The risks to human health or the environment (e.g. due to accidents).	The implementation of the Local Area Plan will not result in any risks to human health. Any future development in the area will conform to the Local Area Plan, of which the fundamental essence is to create a healthy environment in which people can live, work and recreate.
The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).	The Local Area Plan encompasses approximately 122 hectares. Goatstown is an established residential suburb. Most of the area is developed and is characterised by low-rise low-density residential development. Future development is likely to comprise of infill development and redevelopment of brownfield sites. It is not expected that the population of the area will significantly increase over the lifetime of the proposed local area plan.
The value and vulnerability of the area likely to be affected due to:	a) There are no SAC's, SPA's, NHA's or sites of archaeological interest within the Plan area. There are nine protected structures. The Plan will include policies and objectives to protect the architectural heritage of the area. The Plan will also include objectives to protect trees and woodlands.
a) special natural characteristics or cultural heritage.	
b) exceeded environmental quality standards or limit values.	
c) intensive land use.	

	<p>b) It is considered that environmental quality standards will not be exceeded and the value of the area will not be limited as a result of the Plan implementation. The proposed Plan will include policies and objectives to improve environmental quality through urban realm enhancement and the encouragement of sustainable modes of transport.</p> <p>c) The proposed Plan will ensure that any new development including intensification of land use will be designed to respect and enhance the surrounding environment. This will be achieved through policies and objectives relating to urban design, public realm, height, density, access, permeability, open space, biodiversity, community facilities, sustainable urban drainage systems etc.</p>
Effects on areas or landscapes, which have a recognised national, European Union or international protection status.	There are no areas or landscapes within the Plan boundary that have national, European Union or international protection status.

A.2 Screening Report - Conclusion

The preliminary screening report prepared by the Planning Authority in accordance with Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 of 2004) as amended by the Planning and Development (Strategic Environmental Assessment) Regulations 2011 (S.I. No. 201 of 2011), concludes that an SEA is not required for the Goatstown Local Area Plan.

A.3 Statutory Consultation

In accordance with the statutory requirements, the following environmental authorities were consulted in relation to the SEA screening of the proposed Local Area Plan:

- The Environmental Protection Agency;
- The Minister for the Environment, Community and Local Government;
- The Minister for Communications, Energy and Natural Resources.

A copy of the preliminary screening report was sent to each of the environmental authorities. Submissions were received from the Environmental Protection Agency and the Department of Communications, Energy and Natural Resources.

A submission received from the Department of Communications, Energy and Natural Resources on the 12/8/2011 noted that they had no comments / observation to make. In addition, it was noted that the Inland Fisheries 'has no objection to the conclusion arrived at by the Local Authority'.

A submission was received from the EPA on the 18/8/2011. This submission indicated that the EPA had noted the Planning Authority's position with regard to the need for Strategic Environmental Assessment of the plan. In addition the EPA submission stated:

- In 2009, the Ringsend Waste Water Treatment Plant 'failed to meet the overall requirements of the Waste Water Treatment Regulations 2011'. It should be ensured that adequate and appropriate waste water treatment infrastructure is provide in advance of further development being granted, in implementing the Plan and in the context of promoting sustainable development;
- The Ballymore Eustace and Roundwood drinking water supplies are currently listed on the EPA's Remedial Action List due to 'EPA audit observations – treatment and management issues'. It should be ensured that a safe and secure drinking water supply is provided to service the Plan area.
- The OPW have identified a recurring flood event within the Plan area (Larchfield Estate). It should be ensured that the requirements of the Flood Risk Management Guidelines 2009 are fully integrated as appropriate into the Plan. In the development and zoning/rezoning of lands, the vulnerability of those lands with regard to flooding should be taken into account. It should also be ensured the SuDS technologies are promoted as appropriate.
- Adequate and appropriate infrastructure should be in place or required to be put in place to service any development proposed and authorised during the lifetime of the Plan.
- Screening for Appropriate Assessment to be carried out.

In response to the submissions received, additional policies relating to Water and Drainage Infrastructure have been included in the Draft Goatstown Local Area Plan. It is noted that Screening for Appropriate Assessment has also been carried out and the findings are also available for public inspection.

A.4 Determination

Having had regard to the requirements of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 as amended and having consulted with the Environmental Authorities and considered their submissions, it is the determination of the Planning Authority under Article 14A(5) of the Regulations as amended that a strategic environmental assessment is not required in respect of the Draft Local Area Plan for Goatstown.

Under Article 14A(6) of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 as amended, Dún Laoghaire-Rathdown County Council hereby gives notice of its determination.

A copy of the decision is available for public inspection at Dún Laoghaire-Rathdown County Council, County Hall, Marine Road, Dun Laoghaire, during opening hours and on the council website www.dlrcco.ie

A.5 SEA Screening of the Material Alterations to Draft Goatstown Local Area Plan

The Draft Goatstown Local Area Plan and the screening report for Strategic Environmental Assessment was put on public display on the 7th of September 2011. Written submissions and/or observations were invited for a 6-week period ending the 19th October 2011. During the 6-week consultation period, 32 submissions were received by the Planning Authority.

Having considered the Draft Local Area Plan and the Manager's Report on submissions received, it was resolved by the Elected Members at the Council meeting on the 9th of January 2012 to amend the Draft Local Area Plan.

The screening report prepared by the Planning Authority in accordance with Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI. No. 436 of 2004), concluded that an SEA was not required for the Draft Goatstown Local Area Plan. This report assesses whether the Material Alterations to the Draft Goatstown Local Area Plan require Strategic Environmental Assessment (SEA). This report should be read in conjunction with the Material Alterations to the Draft Goatstown Local Area Plan and with the SEA Screening Report of the Draft Goatstown Local Area Plan.

The Material Alterations to the Draft Goatstown Local Area Plan relate solely to the site framework strategy for the 'Topaz Garage and Adjoining Retail Units' (Section 6).

- With regard to Figure 3 on Page 26 the Material Alterations reduce the building footprint to bring it in line with the building line established by the

neighbouring dwelling houses on Taney Road and Goatstown Road.

- The Material Alterations also propose a change in the wording of the design objectives on Table 6.2.

The Material Alterations essentially require that the indicative site framework for the Topaz site be amended to encourage the maintenance of building lines established by the rows of dwelling houses on Taney Road and Goatstown Road. This potentially reduces the building footprint of any redevelopment proposal. Accordingly the potential for environmental impacts is reduced. The conclusion of this assessment is therefore that Strategic Environmental Assessment of the Material Alterations to the Draft Goatstown Local Area Plan is not required.

Appendix B - Appropriate Assessment Screening

B.1 Appropriate Assessment Screening

Dún Laoghaire-Rathdown County Council are in the process of preparing a Local Area Plan for Goatstown in accordance with Section 20 of the Planning and Development Act 2000 – 2010. Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC requires an appropriate assessment of any plan or project where the plan or project may give rise to significant effects upon a Natura 2000 site.¹ Any plan proposed under the Planning and Development Act 2000 – 2010 must be screened for any potential impact on areas designated as Natura 2000 sites normally called Special Areas of Conservation (SACs) or Special Protection Area (SPAs).²

The purpose of this screening report is to identify, based on best scientific knowledge, the likely impacts upon a Natura 2000 site (including Natura 2000 sites not situated in the area encompassed by the draft plan or scheme) of the proposed plan either alone or in combination with other projects or plans and consider whether these impacts are likely to be significant.

The following documents were consulted to inform the screening process:

- Council Directive 92/43/EEC of 21 May 1992 on the Conservation of Natural Habitats and of Wild Fauna and Flora;
- Managing NATURA 2000 Sites: The Provisions of Article 6 of the 'Habitats' Directive 92/43/CEE;
- Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites: Methodological Guidance on the provision of Article 6(3) and 6(4) of the 'Habitats' Directive 92/43/EEC (European Commission DG Environment November 2001);
- Department of Environment, Heritage and Local Government 'Circular Letter SEA 1/08 and NPWS 1/08' (15/2/2008).
- Department of Environment, Heritage and Local Government (2009) 'Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities'

B.2 Screening Process

'Screening determines whether appropriate assessment is necessary by examining:

1. Whether a plan or project can be excluded from AA requirements because it is directly connected with or necessary to the management of the site; and
2. The potential effects of a project or plan, either alone or in combination with other projects or plans, on a Natura 2000 site in view of its conservation objectives, and considering whether these effects will be significant' (DoEHLG 2009:30).

Screening comprises of 4 steps:

1. Determining whether the project or plan is directly connected with or necessary to the management of the site.
2. Describing the project or plan and the description and characterisation of other projects or plans that in combination have the potential for having significant effects on the Natura 2000 site.
3. Identifying the potential effects on the Natura 2000 site.
4. Assessing the significance of any effects on the Natura 2000 site.³

¹ Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora

² Department of Environment, Heritage and Local Government 'Circular Letter SEA 1/08 and NPWS 1/08' 15/2/2008.

³ Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites: Methodological Guidance on the provision of Article 6(3) and 6(4) of the 'Habitats' Directive 92/43/EEC.

B.3 Description of the Proposed Goatstown Local Area Plan

B.3.1 Description of Plan Area

It is proposed to prepare a Local Area Plan for Goatstown. Goatstown is located in the northwestern part of Dún Laoghaire - Rathdown County Council's administrative area. Goatstown is a well-established suburb within Dún Laoghaire - Rathdown and is located approximately 7 kilometres south of the city centre.

The Plan area is bounded to the west by Dundrum, to the north by Clonskeagh, to the south by Kilmacud and Sandyford and to the east by Mount Merrion.

The area is predominantly residential characterised by low-rise, low-density residential development. There has been some new residential development in recent years which has a higher density notably Trimbleston and Goatstown Close.

The Dún Laoghaire-Rathdown County Development Plan (CDP) 2004 – 2010, Section 3.2.8 stated that 'A Local Area Plan will be prepared for the Goatstown area and development will only be permitted in this area as necessary infrastructure becomes available'.

The area is relatively well served in terms of local retail and community facilities. There are three neighbourhood centres within the Plan area including Larchfield, Willowfield Park and Goatstown Crossroads. Community facilities within the Plan area include Mount Anville School and Taney Church and parish centre. Mount Anville School, which comprises of a montessori school, junior school and secondary school occupies a significant land holding within the Plan area. There are a number of schools in very close proximity to the Plan area including 5 primary schools and 3 secondary schools.

The proposed Local Area Plan encompasses approximately 122 hectares, as identified on the attached map. The proposed Local Area Plan is based on the existing zonings of the area as adopted in the County Development Plan 2010 – 2016. Apart from the three neighbourhood centres, the majority of the lands within the Plan area are zoned 'A' with a stated objective 'to protect and/or improve residential amenity'.

There are a few areas of land zoned 'F' with a stated objective 'to preserve and provide for open space with active recreational amenities'. The majority of these areas comprise open space areas serving existing residential communities. However one of the areas zoned 'F' comprises of the sports grounds for the former Irish Glass Bottle Company. This site is currently not in use and is an impediment to pedestrian permeability in the local area.

There is a 6-year motorway objective running through the Plan area. This relates to the Dublin Eastern Bypass. The reservation for the Dublin Eastern Bypass corridor has been in place for many years and the sterilisation impact of the corridor has significantly restricted the development and hampered the evolution of Goatstown as a distinctive urban village. The Draft '2030 Vision' for the Greater Dublin Area states quite categorically that the Eastern Bypass will not be constructed during the lifetime of the Strategy, but nevertheless, requires the retention of the reservation corridor to facilitate the potential future use of the corridor for alternative transport initiatives.

There is an objective in the County Development Plan 2010 – 2016 for quality bus corridors along Mount Anville Road, Taney Road and Lower Kilmacud Road. There is also an objective for a cycle route along Mount Anville Road and Taney Road.

There are no areas of archaeological interest within the Plan area. There are nine Protected Structures within the Plan area. There are also objectives to protect trees and woodlands at various locations within the Plan area.

There is one objective 'to protect and / or provide for institutional use in open lands' in the Plan area and this is located on the Mount Anville school grounds.

B.3.2 Purpose of the Plan

Goatstown is a focal point for the established residential communities in the area. There is a diverse mix of uses in the area but there is an overall lack of identity or sense of place. The reservation for the Dublin Eastern Bypass which is to the east of the Goatstown Crossroads has meant that a significant portion of land has been sterilised for over 30 years resulting in a negative impact on the wider area. The road network through the area serves as an important cross county route and also as a route from outer suburban areas beyond the M50 to the city centre. Traffic also flows through the residential estate roads in the Goatstown area which function as a natural valve to alleviate congestion on the local distributor roads. This manifests itself in a number of problems for the area.

The area is well served by public transport, is highly accessible and has a good range of educational, community and recreational facilities within easy reach. However the area appears to be blighted by a lack of identity and the volume of traffic, which flows through the area.

There is potential to alleviate these problems through development opportunities, which can improve the urban realm and the delivery of major infrastructural projects such as the Eastern Bypass, and the Bus Rapid Transit corridor, which have the potential to be a catalyst for change in the area. This Plan will aim to guide future development through its policies and objectives. The proposed Plan will include objectives to improve the public realm, increase pedestrian permeability and provide guidance for new development through urban design policies and an indicative urban framework plan.

B.3.3 Local Area Plan Content

The Local Area Plan will set out a series of policies and objectives in accordance with the Local Government (Planning and Development) Act 2000 - 2010. It is proposed to include the following:

- Contextual Analysis
- Development Policy
- Urban Design Policy Objectives
- Movement Policy Objectives
- Local Site Framework Strategies

B.4 Description of the Natura 2000 Sites

The EU Habitats Directive 1992 sets out legal requirements for the establishment and management of a network of ecological sites of international conservation importance

across Europe known as the Natura 2000 network. Natura 2000 sites include Special Areas of Conservation and Special Protection Areas. Special Areas of Conservation are designated under the Habitats Directive and refer to areas that have been selected for protection for the conservation of natural habitats and wild fauna and flora. Special Protection Areas are designated under the Birds Directive and relate to the protection of habitats for endangered as well as migratory wild bird species (listed in Annex I). The identification of SACs and SPAs must be entirely based on scientific criteria.

There are no Natura 2000 sites located within the Goatstown Local Area Plan boundary or immediately adjoining it.

There is one proposed Special Protection Area within the administrative area of Dún Laoghaire - Rathdown County Council:

- South Dublin Bay and River Tolka Estuary (004024).

There are four proposed Special Areas of Conservation within the county boundary including:

- South Dublin Bay and Booterstown Marsh (000210);
- Knocksink Wood (000725);
- Ballyman Glen (000713);
- Wicklow Uplands (002122).

The nearest designated sites to the plan area are South Dublin Bay and Booterstown Marsh and Knocksink Wood. South Dublin Bay and Booterstown Marsh are located approximately 3 kilometres northeast of the Plan area and Knocksink Wood is located approximately 9 kilometres south of Goatstown Crossroads.

Table 7B.1: List and Description of Natura 2000 Sites

SAC / SPA Site	Conservation Objectives
South Dublin Bay and River Tolka Estuary SPA (Site Code: 004024)	<ul style="list-style-type: none"> • To maintain the special conservation interest for this SPA at favourable conservation status: Light-bellied Brent Goose, Knot, Sanderling, Bar-tailed Godwit, Redshank, Roseate Tern, Common Tern, Arctic Tern, Oystercatcher, Ringed Plover, Golden Plover, Grey Plover, Dunlin, Black-headed Gull, Wetland & Waterbirds.
South Dublin Bay and Booterstown Marsh SAC (Site Code: 000210)	<ul style="list-style-type: none"> • To maintain the Annex 1 habitat for which the cSAC has been selected at favourable conservation status: Mudflats and sandflats not covered by seawater at low tide. • To maintain the extent, species richness and biodiversity of the entire site. • To establish effective liaison and co-operation with landowners, legal users and relevant authorities.
Knocksink Wood SAC (Site Code: 000725)	<ul style="list-style-type: none"> • To maintain the Annex 1 habitat for which the cSAC has been selected at favourable conservation status: Petrifying springs with tufa formation (Cratoneurion); Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (Alno-Padion, Alnion incanae, Salicion albae). • To maintain the extent, species richness and biodiversity of the entire site. • To establish effective liaison and co-operation with landowners, legal users and relevant authorities.
Ballyman Glen SAC (Site Code: 000713)	<ul style="list-style-type: none"> • To maintain the Annex 1 habitats for which the cSAC has been selected at favourable conservation status: Petrifying Springs with tufa formation (Cratoneurion), Alkaline fens. • To maintain the extent, species richness and biodiversity of the entire site. • To establish effective liaison and co-operation with landowners, legal users and relevant authorities.
Wicklow Uplands SAC (Site Code: 002122)	<ul style="list-style-type: none"> • To maintain the Annex 1 habitats for which the cSAC has been selected at favourable conservation status: Oligotrophic to mesotrophic standing waters with vegetation of the Littorellatea uniflorae and/or of the Isoeto-Nanojuncetea, Natural dystrophic

	<ul style="list-style-type: none"> lakes and ponds, Northern Atlantic wet heaths with <i>Erica tetralix</i>, European dry heaths, Alpine and Boreal heaths, Species-rich <i>Nardus</i> grasslands, on siliceous substrates in mountain areas (and submountain areas, in Continental Europe), Blanket
	Bog, Siliceous scree of the montane to snow levels (<i>Androsacetalia alpie</i> and <i>Galeopsietalia ladani</i>),
	<p>Calcareous rocky slopes with chasmophytic vegetation, Siliceous rocky slopes with chasmophytic vegetation, Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in British Isles.</p> <ul style="list-style-type: none"> To maintain the Annex 11 species for which the cSAC has been selected at favourable conservation status: <i>Lutra lutra</i>. To maintain the extent, species richness and biodiversity of entire site. To establish effective liaison and co-operation with landowners, legal users and relevant authorities.

B.5 Assessment Criteria

Table 7B.2: Natura 2000 Sites - Assessment Criteria

Describe the individual elements of the project (either alone or in combination with other plans or projects) likely to give rise to impacts on the Natura 2000 site.	<p>There are no Natura 2000 sites within or adjoining the proposed Plan area. Future development within the Plan area is likely to comprise of residential development and small-scale neighbourhood commercial development on infill sites and brownfield sites in accordance with the zoning objectives for the area. The County Development Plan 2010-2016 includes policies to ensure that any future development will not give rise to significant adverse impacts on the integrity of any Natura 2000 sites.</p> <p>No projects / developments giving rise to significant adverse impacts on the integrity of any Natura 2000 sites having regard to their conservation objectives, shall be permitted on the basis of this Plan (either individually or in combination with other plans or projects).⁴</p>
<p>Describe any likely direct, indirect or secondary impacts of the project (either alone or in combination with other plans or projects) on the Natura 2000 site by virtue of:</p> <ol style="list-style-type: none"> Size and Scale; Land-take; Distance from Natura 2000 site or key features of the site; Resource requirements (water abstraction etc); Emission (disposal to land, water or air); Excavation Requirements; Transportation Requirements; Duration of construction, operation, decommissioning etc; Other. 	<ol style="list-style-type: none"> The Local Area Plan encompasses approximately 122 hectares. Most of the area is developed and is characterised by low-rise low-density residential development. The scale of development envisaged to take place within the Plan area is modest. Future development is likely to comprise of infill development and redevelopment of brownfield sites. There are no Natura 2000 sites within the Plan area and therefore there will be no impacts in terms of land-take on Natura 2000 sites. The nearest designated sites to the Plan area are South Dublin Bay and Booterstown Marsh SAC, Knocksink Wood SAC and South Dublin Bay and River Tolka Estuary. South Dublin Bay & Booterstown Marsh SAC and South Dublin Bay & River Tolka Estuary SPA are located approximately 3 kilometres and Knocksink Wood is located approximately 9.2 kilometres from Goatstown Crossroads. All planning applications for development within the Plan area shall be required to demonstrate that there are adequate water and wastewater facilities available to serve future development. The Greater Dublin Strategic Drainage Study has identified that there is a need to upgrade the existing foul sewer, which runs along Goatstown Road. Any applications for future development within the Plan area shall be required to include proposals for foul water disposal, surface water disposal (sustainable urban drainage systems) and bin storage.

	<p>6. There is no excavation proposed as part of the Plan. The only excavation, which may take place during the life of the Plan, is that to facilitate development.</p> <p>7. The proposed Plan will include policies and objectives to improve overall traffic flow and encourage a modal shift from car-based transport to other modes of transport including public transport, cycling and walking.</p> <p>8. Details of construction shall be included in all planning applications made within the Plan area.</p> <p>In relation to all of the criteria listed above, no projects / developments giving rise to significant adverse direct, indirect or secondary impacts on the integrity of any Natura 2000 sites having regard to their conservation objectives, shall be permitted on the basis of this Plan (either individually or in combination with other plans or projects).⁵</p>
<p>Describe any likely changes to the site arising as a result of:</p> <ol style="list-style-type: none"> 1. Reduction of habitat area; 2. Disturbance to key species; 3. Habitat or species fragmentation; 4. Reduction in species density; 5. Changes in key indicators of conservation value (water quality etc); 6. Climate change. 	<ol style="list-style-type: none"> 1. The proposed Plan will not result in the reduction of habitat area in neighbouring Natura 2000 sites. 2. The proposed Plan will not create a disturbance to key species in neighbouring Natura 2000 sites. 3. The proposed Plan will not result in species or habitat fragmentation in neighbouring Natura 2000 sites. 4. The proposed Plan will not result in a reduction in species density in neighbouring Natura 2000 sites. 5. The proposed Plan will not result in changes in key indicators of conservation value. 6. It is considered that the proposed Plan will not have a significant impact on climatic conditions affecting Natura 2000 sites. <p>In relation to all of the criteria listed, no projects / developments giving rise to significant adverse direct, indirect or secondary impacts on the integrity of any Natura 2000 sites having regard to their conservation objectives, shall be permitted on the basis of this Plan (either individually or in combination with other plans or projects).⁶</p>
<p>Describe any likely impacts on the Natura 2000 site as a whole in terms of:</p> <ol style="list-style-type: none"> 1. Interference with the key relationships that define the structure of the site; 2. Interference with key relationships that define the function of the site. 	<ol style="list-style-type: none"> 1. The proposed Local Area Plan will not create impacts that will interfere with the key relationships that define the structure of Natura 2000 sites. 2. The proposed Local Area Plan will not create impacts that will interfere with the key relationships that define the function of Natura 2000 sites.
<p>Provide indicators of significance as a result of the identification of effects set out above in terms of:</p> <ol style="list-style-type: none"> 1. Loss; 2. Fragmentation; 3. Disruption; 4. Disturbance; 5. Change to key elements of the site (e.g. water quality etc). 	<ol style="list-style-type: none"> 1. Not applicable. 2. Not applicable. 3. Not applicable. 4. Not applicable. 5. Not applicable.
<p>Describe from the above those elements of the project or plan, or combination of elements, where the above impacts are likely to be significant or where the scale or magnitude of impacts are not known.</p>	<p>There are no Natura 2000 sites within the Plan area. It is considered that the Plan will not give rise to any significant impacts on the integrity of any Natura 2000 sites.</p>

4 Except as provided for in Article 6(4) of the Habitats Directive, viz. there must be:

(c) no alternative solution available;

(d) imperative reasons for overriding public interest, including those of a social and economic nature; and

(c) adequate compensatory measures in place

5 Except as provided for in Article 6(4) of the Habitats Directive, viz. there must be:

(c) no alternative solution available;

(d) imperative reasons for overriding public interest, including those of a

social and economic nature; and,

(c) adequate compensatory measures in place.

6 Except as provided for in Article 6(4) of the Habitats Directive, viz. there must be:

(c) no alternative solution available;

(d) imperative reasons for overriding public interest, including those of a social and economic nature; and,

(c) adequate compensatory measures in place

B.6 Significant Effects Report

Table 7B.3: Natura 2000 Sites - No Significant Effects Report

Name of Project or Plan	Proposed Goatstown Local Area Plan
Name and Location of Natura 2000 site	There are no Natura 2000 sites within or adjoining the Plan area, See Map provided.
Description of the Project or Plan	See Sections 3.1, 3.2 and 3.3.
Is the Project or Plan directly connected with or necessary to the management of the site?	No.
Are there other projects or plans that together with the project or plan being assessed could affect the site?	It is considered that there are no other plans or projects that together with the proposed Plan would affect Natura 2000 sites. The Local Area Plan will be consistent with the policies and objectives of the County Development Plan, which provides for the protection of natural heritage including Natura 2000 sites.
The Assessment of Significance of Effects	
Describe how the project or plan (alone or in combination) is likely to affect the Natura 2000 site.	It is considered that the proposed Goatstown Local Area Plan will not affect any Natura 2000 sites.
Explain why these effects are not considered significant.	There are no Natura 2000 sites located within or adjoining the Plan area. The Plan area is an established residential suburb and largely comprised of low-rise low-density residential development. Potential for development or redevelopment is limited. Future development is likely to comprise of infill development and redevelopment of brownfield sites. It is not envisaged that the proposed Plan will result in a significant amount of development. The Plan will include policies and objectives to ensure that any future development is in accordance with the proper planning and sustainable development of the area and does not give rise to environmental impacts that impact on the integrity of any Natura 2000 sites.
List of Agencies Consulted:	The following agencies will be consulted: National Parks and Wildlife Service.
Response to Consultation:	
Data Collected to Carry out the Assessment	
Who carried out the assessment?	Planning Department, Dún Laoghaire - Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, Co. Dublin.
Sources of Data:	<ul style="list-style-type: none"> • Existing Records. • Dún Laoghaire - Rathdown County Development Plan 2004 – 2010. • National Parks and Wildlife Service website (www.npws.ie).
Where can the full results of the assessment be accessed and viewed?	The screening report will be on display with the Draft Goatstown Local Area Plan.

B.7 Conclusion

The screening report for the proposed Goatstown Local Area Plan has been prepared in accordance with the 'Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites: Methodological Guidance on the provision of Article 6(3) and 6(4) of the 'Habitats' Directive 92/43/EEC' and in accordance with 'Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (DoEHLG 2009).

Having regard to (a) the absence of any Natura 2000 sites within or adjoining the Plan area, (b) the distance between the Plan area and the nearest Natura 2000 sites and (c) the modest scale of development envisaged over the lifetime of the Plan, it is considered that the proposed Local Area Plan will not give rise to any significant adverse impacts on any Natura 2000 sites.

The Local Area Plan will be formulated to ensure that any future development arising from or permitted under the Local Area Plan shall not give rise to any significant adverse impacts on the integrity of any Natura 2000 sites.

The screening report therefore concludes that the proposed Goatstown Local Area Plan does not require further appropriate assessment.

B.8 Appropriate Assessment Screening of the Material Alterations to the Draft Goatstown Local Area Plan

The Draft Goatstown Local Area Plan and the screening report for Appropriate Assessment was put on public display on the 7th of September 2011. Written submissions and/or observations were invited for a 6-week period ending the 19th October 2011. During the 6-week consultation period, 32 submissions were received by the Planning Authority.

Having considered the Draft Local Area Plan and the Manager's Report on submissions received, it was resolved by the Elected Members at the Council meeting on the 9th of January 2012 to amend the Draft Local Area Plan.

The screening report prepared by the Planning Authority in accordance with Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC and the Planning and Development Act 2000 as amended concluded that the Draft Goatstown Local Area Plan would not give rise to any significant adverse impacts on Natura 2000 sites. This report assesses whether the Material Alterations to the Draft Goatstown Local Area Plan require Appropriate Assessment. This report should be read in conjunction with the Material Alterations to the Draft Goatstown Local Area Plan and with the Appropriate Assessment Screening Report of the Draft Goatstown Local Area Plan.

The Material Alterations proposed to the Draft Goatstown Local Area Plan relate solely to the site framework strategy for the 'Topaz Garage and Adjoining Retail Units' (Section 6).

- With regard to Figure 3 on Page 26 the proposed Material Alterations reduce the building footprint to bring it in line with the building line established by the neighbouring dwelling houses on Taney Road and Goatstown Road.
- The Material Alterations also propose a change in the wording of the design objectives on Table 6.2.

The Material Alterations essentially require that the indicative site framework for the Topaz site be amended to encourage the maintenance of building lines established by the rows of dwelling houses on Taney Road and Goatstown Road. This potentially reduces the building footprint of any redevelopment proposal. Accordingly the potential for significant adverse environmental impacts is reduced. It is therefore considered that the Material Alterations to the Draft Goatstown Local Area Plan will not give rise to any significant adverse impacts on any Natura 2000 sites. The screening report therefore concludes that the Draft Goatstown Local Area Plan including the Material Alterations does not require further appropriate assessment.

Appendix C - Planning Policy Context

The Local Area Plan has been informed by a hierarchy of European, National, Regional and Local Planning Policy documents, which are outlined in Table 7C.1 below.

Table 7C.1: Hierarchy of European, National, Regional and Local Planning Policy Documents

Policy Context	Policy Document	Policies	Issue for Local Area Plan
National	National Spatial Strategy 2002 to 2020 People, Places and Potential.	Consolidation of the Greater Dublin Area Better Quality of Life Addressing imbalances.	Any redevelopment in the plan area offers opportunities for consolidation of the Metropolitan area. Any civic or recreational improvements will ensure a better quality of life.
	National Development Plan – 2007 – 2013.	Sustainability	Opportunity for residential development on brownfield sites.
	Smarter Travel – A Sustainable Transport Future 2009 - 2020	Integration between spatial planning and transport policy. By 2020 future population and economic growth will have to take place in sustainable compact urban and rural areas which discourage dispersed development and long commuting.	
	Sustainable Residential Development in Urban Areas and accompanying Urban Design Manual 2009.	Focuses on Local Area Plans containing policies, which underpin the creation of sustainable residential developments. Set out 12 criteria to be taken into account in designing residential areas.	Creation of sustainable high-quality residential developments. Feeds into the urban design section of the Local Area Plan.
	Sustainable Urban Housing - Design Standards for New Apartments, 2007.	Promotion of sustainable apartments, which can be used at all stages of the life cycle.	Need to address apartment size, mix and design.
	Childcare Facilities, Guidelines for Planning Authorities, 2001.	Framework for guiding childcare developments.	Need to address childcare issues.
	Smarter Travel – A sustainable transport future, A new transport policy for Ireland 2009 – 2020.	Sets out a vision of sustainable travel and transport in Ireland by year 2020. Recognises that existing trends are unsustainable.	Fully supports development of public transport as a means of reducing car based trips and congestion.
Regional	Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022.	Sets out planned direction for growth within the GDA.	Plan shall be in accordance with the Regional Planning Guidelines.
	National Transport Authority. Greater Dublin Area Draft Transport Strategy 2011-2030 2030 Vision	Sets out a long-term strategic transportation strategy for the Greater Dublin Area.	The Local Area Plan shall be in accordance with the NTA strategy.
	Waste Management Plan for the Dublin Region 2005 – 2010.	Sets targets for the Management and minimisation of waste.	The plan should aim to meet the requirements of this plan.
	Retail Planning Strategy for the Greater Dublin Area 2008 – 2016.	Proposes a hierarchy of retail centres.	Plan should address retailing.
Local	Dún Laoghaire - Rathdown County Development Plan 2010 – 2016.	Plan Lands zoned: Objective A – To protect and/or improve residential amenity. Objective NC – To protect, provides for and/or improve mixed-use neighbourhood centre facilities. Objective F – To preserve and provide for open space with ancillary active recreational amenities.	Local Area Plan shall be in accordance with the policies and objectives of the County Development Plan 2010-2016.

Appendix D - List of Protected Structures

Table 7D.1 List of Protected Structures

Name and Location	Description	RPS No
St. Jude's - in grounds of convent and school of Sacred Heart Mount Anville	Lodge	861
Convent of Sacred Heart (Dargan Villa) - Mount Anville	House including Belvedere Tower	806
Convent of Sacred Heart - Mount Anville	Entrance Gates and Piers	806
Knockrabo- Mount Anville Road	Gate Lodges, Entrance Gates and Piers (to former Mount Anville House)	740 + 796
Cedarmount - Mount Anville Road	House	783
The Garth - Mount Anville Road	External Façade only	819
Theandra - Mount Anville Road	External Façade only	812
Hollywood House - Mount Anville Road	Dwelling house	829
Christ Church - Taney Road	Church, 2 Cottages, Boundary Walls, Railings and Gates.	1004

Appendix E - Report on Submissions Received at Pre-Draft Phase of Proposed Goatstown LAP

E.1 Introduction

The Dún Laoghaire - Rathdown County Development Plan 2004 – 2010 stated in section 3.2.8 that “ A Local Area Plan will be prepared for the Goatstown area and development will only be permitted in this area as necessary infrastructure becomes available.” Work on the proposed Local Area plan commenced in the Autumn of 2008 with the Planning Department embarking on the pre draft consultation in November 2008.

The Planning and Development Act 2000 (as amended) states in section 20 that “ A planning authority shall take whatever steps it considers necessary to consult the public before preparing, amending or revoking a local area plan including consultation with local residents, public sector agencies, non governmental agencies, local community groups and commercial and business interests within the area.”

An advert was placed in a national paper inviting interested parties to make submissions over a six week period which ran from Tuesday 11th November 2008 to Tuesday 23rd December 2008. A public open day was held in Taney Hall on the 19th November 2008 where planning department staff were available to discuss the process with interested parties. Forms were also available to allow people make submissions on the proposed plan.

Attendance at the public open day was high with over 30 people attending the morning session and an estimate of 60 people attending the evening session.

E.1.2 Submissions

A total of 67 submissions were received from local residents and residents associations, local landowners, statutory bodies, transport providers and community groups. A broad range of issues were raised with the single biggest issue being traffic and transport (traffic, parking, eastern bypass, public transport, pedestrian and cyclists). A high number of submissions also made reference to open space and community issues and also to issues of density, height and urban design.

Issues raised have been grouped by topic as follows;

Transportation;

- Parking

- Traffic
- Public Transport
- Pedestrians and cyclists
- Eastern Bypass

Open space and community

Building Height

Urban Design

Retail/Commercial

Zoning/Uses

Density

Built Heritage

Boundary of plan

Population

Miscellaneous

The report below outlines a response to the issues raised under each topic and also outlines recommendations which will feed into the proposed Local Area Plan.

E.2 Transportation

E.2.1 Parking

E.2.1.1 Issues Raised

- Future development should not include car parking spaces so as to promote use of public transport
- Lack of parking in Goatstown.
- Illegal parking causes further traffic congestion.
- Request for double yellow lines outside no. 13. Goatstown Road.
- A reduction in car parking standards should be allowed on the Topaz site as retail facilities would be accessed by pedestrians.
- Suggest a minimum of street level car parking with adequate underground car parking on the Topaz site.
- Car parking at the cross should not be increased.
- Car parking by those with allotments on Mount Anville Road is dangerous.
- Car parking by those dropping and collecting children to and from Mount Anville School is also dangerous.
- Grass verges on Mount Anville Road used for truck parking.

E.2.1.2 Response

Many submissions raised issues relating to parking problems in the area which contribute to traffic congestion. Parking on Mount Anville Road to access the school and also the allotments was raised in a number of submissions. This is a busy regional road and an important cross county route. There are no proposals to provide parking along this road. In addition in both the current County Development Plan 2004 – 2010 and the Draft County Development Plan 2010 – 2016 Mount Anville Road is identified as part of a route for a Quality Bus Corridor.

A number of submissions suggested reducing parking standards for any developments at Goatstown Cross due to adequate access to public transport links (conversely another submission felt there was inadequate public transport). One submission suggested that no parking should be provided at the cross so as to force a modal shift from the private car to public transport. It is considered that either reducing the parking or providing no parking would lead to illegal parking which would create further traffic congestion and possible traffic hazards. Any redevelopment at the Crossroads must have an adequate traffic management plan and parking strategy. It is noted that one of the An Bord Pleanála reasons for refusal in relation to planning application D07a/0946 for a mixed use scheme on the Topaz garage site related to traffic hazard due to unsatisfactory proposals for vehicular access to the site.

The request for double yellow lines outside number 13 Goatstown Road has been referred to the Transportation Department who will deal with this request as part of the Traffic Advisory Group (TAG) agenda which is a meeting of the traffic section and An Garda Síochána.

E.2.1.3 Recommendation

- Plan should contain an objective ensuring that proposals for redevelopment of sites at the cross roads of the Goat include adequate traffic and transport assessment and a road safety audit in accordance with the National Roads Authority Traffic and Transport Assessment Guidelines.
- Refer Items to the Traffic section for inclusion in the Traffic Advisory Group (TAG) agenda.

E.2.2 Traffic

E.2.2.1 Issues Raised

- Taney Rise could be made one way with Farmhill junction functioning as either an entrance or an exit or else place double yellow lines on one side of Taney Rise and parking metres on the other side.
- Narrow width of Goatstown Road (north of the junction) creates traffic problems. Motorist cross over to other

side.

- Lights sequence should be altered to prevent traffic congestion on Goatstown Road.
- Request a HGV ban in Goatstown.
- Propose that right turn traffic from Goatstown Road onto Taney Road be banned.
- Carriageway outside No. 13 and 17. Goatstown Road requires yellow boxes to allow access.
- Kerbs and footpaths at Goatstown Cross need to be fixed.
- Focus of the plan should be on reducing traffic volumes.
- Plan should facilitate the realignment of Goatstown Crossroads.
- Plan should address traffic problems in the Taney/Farmhill estates and reconsider traffic lights at the junction of Taney Rise and Taney Road.
- Further use of speed ramps should be considered.
- Drummartin link to M50 has led to increased traffic at Goatstown Cross.
- Access to Taney Rise should be restricted to residents of Taney Estates, Farmhill Park and Mount Carmel Road.
- No need to upgrade the cross roads as no problems with cross roads.
- Need for traffic calming on the old Kilmacud Road Lower.
- Problems in Taney Rise include all day parking, rat running, day time commercial use of Taney Hall, recent painting of double yellow lines at the entrance to Taney House apartments, inability for bin collections services to access Taney Rise, difficulty for emergency services to access Taney Rise, parking of buses in Taney Rise.
- Upgrading of the crossroads should include a left turn lane from Taney Road to Goatstown Road.
- The left turning lane on Mount Anville Road should start from a point further to the east so that southbound traffic can filter into Lower Kilmacud Road.
- Main vehicular access to any major development should be located as far as possible away from Goatstown Cross.
- Monitored traffic flows at the Goatstown crossroads do not accurately reflect the true extent of all traffic flows in the area due to rat running through Taney.
- Restricted access to Taney Grove has worsened this problem.

- Need an overall traffic management plan.
- Suggest a roundabout at the Goat and movement of the Goat Grill.
- Removal of Taney Grove as an exit from Taney Road worsened the situation.
- Traffic entering and exiting the petrol station has increased due to closures of petrol stations in the area.
- Present layout at Goatstown Cross is hostile to all users.
- The proposal for a new road opposite Taney Road would improve the situation.
- Turn from Taney Road into petrol station should be removed as dangerous for pedestrians.
- Last turn from the Drummartin Road into the Goat pub should be removed as too near to the junction.
- Suggest that yellow boxes on Lower Kilmacud Road when approaching Goatstown Cross be extended over the cycle path and the white reservation as currently cars turning right block access through the yellow box.
- Tiny painted roundabout in Knocknashee should be removed, as it is a danger.
- Suggest provision of a filter light for traffic turning left from Mount Anville Road onto Lower Kilmacud Road whenever traffic is turning right onto Mount Anville Road from Lower Kilmacud Road.
- Concern expressed over any traffic generated by any high-rise development.
- Suggest that road markings be extended to no's 51 and 25 Knocknashee.
- Noise alleviation for traffic.
- Traffic on Goatstown Road – constant traffic jam – 7am to 10 am and 4pm to 7pm.
- Traffic from the M50 at the Beacon is very slow – 2 lanes turn right, only one lane for left turn and straight on.
- Request a filter on traffic light at the Goat to facilitate traffic turning left onto Goatstown Road. (not clear if from Mount Anville Road or Taney Road).
- Request filter for traffic turning left from Larchfield Road onto Roebuck Road.
- Widen Churchtown Road after the Luas Bridge to facilitate 2 lanes of traffic coming down Taney Road.
- Concern expressed in relation to traffic cutting through Knocknashee/Eden Park.
- Suggest closure of the entrance to Knocknashee via Eden Park (junction of Eden Park and Drummartin Road) and that residents would enter by the Upper Kilmacud Road entrance or by the entrance at the Goat.
- Concern expressed over use of Knocknashee as a rat run.
- Concern expressed over danger of exiting from Taney Rise onto Taney Road.
- Need to curb truck traffic through Goatstown Cross.
- Junction of Taney Road and Taney Grove should have a traffic island to enforce the no right turn.

E.2.2.2 Response

A very high number of issues relating to traffic were raised in submissions received and also at the open day held in Taney Hall.

Goatstown Cross

It is acknowledged that at present the Crossroads is blighted by traffic. At a strategic level the policies of the existing County Development Plan 2004 – 2010 and the Draft County Development Plan 2010 – 2016 are all based on the need to reduce reliance on private car based travel. It is envisaged that in the long-term traffic volumes in the County will be reduced through the provision of high quality public transport. In terms of Goatstown this will be by means of Quality Bus corridors along Taney Road, Mount Anville Road, Lower Kilmacud Road which will link up Dundrum, Stillorgan and Blackrock. The Draft County Development Plan also contains an objective to facilitate the introduction of Bus Rapid Transit from the Dart line to Sandyford utilising the proposed Eastern Bypass Reservation. If this project is realised there would be a station at Knockrabo/Mount Anville. Goatstown is also in proximity to the Luas at Dundrum.

In terms of Goatstown Cross the Transportation Department are committed to carrying out route optimisation along the route from the M50 along Lower Kilmacud Road, Goatstown Road and on towards the city boundary subject to funding. The route optimisation will speed up journey times and rationalise traffic at Goatstown Cross. The route optimisation will also address any alterations to the traffic lights sequence at the Cross.

A number of submissions raised the issue of banning various turning movements at the Cross roads such as the right turn from Goatstown Road onto Taney Road. Banning this turn would expose Taney estate to extra volumes of traffic and is not recommended. Provision of roundabouts was also raised and it is not considered by the Transportation Department that this would improve traffic flow at the Goat. Various submissions also raised the need for filter lanes, widening of lanes etc. There is a physical capacity issue at the Cross roads

particularly on Taney Road and Goatstown Road (south of the Cross) where there may simply not be the space to widen lanes. However there is scope on Mount Anville Road for improvement and this has been incorporated into preliminary drawings on the QBC. In addition the long-term preference of the Transportation Department would be to realign the crossroads so that there is a straighter run through from Mount Anville Road to Taney Road. There is no immediate time frame for implementation of this realignment.

Taney Estate

Many submissions related to car parking and access problems in Taney Rise and rat running through the Taney Estate. One submission requested provision of car parking metres along one side of Taney Road. Schemes for provision of parking are drawn up by the parking unit of the Transportation Department but usually only after a proportion of the residents or population have requested parking controls. The issue has been referred to the Traffic Advisory Group.

As part of the provision of the Quality Bus Corridor along Taney Road traffic lights will be placed at the junction of Taney Rise and Taney Road thus alleviating any difficulties for cars tuning in or out of Taney Rise. These lights will also include a pedestrian crossing. The time frame for implementation of this portion of the QBC is 2010 – 2011.

Restricting access to Taney Estate to residents of Taney, Farmhill and Larchfield would be difficult to police and would lead to worsening traffic on Taney Road and at Goatstown Cross. The result may be a freer flow within the residential estate but residents would more than likely be unable to access the regional roads around them due to traffic congestion. The local estate roads act as a natural valve for traffic in the area and the existing speed ramps ensure that traffic does not travel at excessive speeds through these areas. However the Transportation Department are currently in discussions with local residents to ascertain if there are further changes to existing traffic arrangements which can be made.

In 2008 a report on traffic management in the entire county entitled 'Prioritisation of Traffic Calming Schemes in the Dun Laoghaire - Rathdown County Council Area' was prepared and looked at all areas where residents had requested traffic calming schemes. Based on a number of criteria the schemes were prioritised. Traffic calming in the Taney estate was number 42 out of 78 on that list and so falls below a high number of other schemes in the county. The report will be reviewed in the future and the area will be examined again at that time.

A number of submissions felt that the ban on traffic turning from Taney Road into Taney Grove has worsened the existing traffic problems in that all traffic now accesses Taney Estate from Taney Rise. The closing off of Taney Grove as an access point has to be considered looking at the bigger picture and

the impact on traffic at Goatstown Cross as well as Taney Rise. The closure of the access ensures that traffic is turning right off Taney Road at a point much further away from the Cross roads which allow for a more efficient and safer flow of traffic. It is considered that on balance it has not worsened the traffic situation in the area.

Traffic entering Taney Grove by crossing the forecourt of the Topaz garage site is carrying out an illegal turning movement. This is a matter for traffic enforcement by An Garda Síochána and has been referred to the Traffic Advisory Committee.

Knocknashee

Traffic rat running through Eden Park and Knocknashee from Drummartin Road was also raised in various submissions. The Council has provided signage at Drummartin Road directing traffic for Dundrum to turn right thus not continuing straight through Eden Park. Speed ramps have also been put in place along with a ban on three tonne loads.

A number of issues raised relate to issues of traffic outside of the plan area such as Booterstown, Churchtown and Sandyford.

E.2.2.3 Recommendation

- The Local Area Plan should include objectives and policies to further reduce reliance on the private car in line with the policies of the County Development Plan and overall government policy.
- The Local Area Plan should also contain objectives to ensure that there will be interdepartmental input into the implementation of the QBCs thus ensuring that additional street improvements such as tree planting, street furniture and lighting can be included in the schemes.
- It is recommended that a number of issues regarding yellow boxes, double yellow lines and parking arrangements are referred to the Traffic Advisory Group of the Traffic section for further consideration.
- The Local Area Plan should outline the various works to be carried out by the Transportation Department, which will impact on traffic flow in the area.

E.2.3 Public Transport

E.2.3.1 Issues Raised

- Development levies should be used to provide a bus service.
- Bus priority should be given at all junctions.
- There should be a QBC from Blackrock to Dundrum.
- Service of the number 11 bus is very erratic and unpredictable.
- Public transport system for Goatstown lacks cross connectivity. No public transport link from N11, Stillorgan to Dundrum. Could be a private bus service.
- Financing of a cross-link shuttle bus could be stitched into the management of residential units.
- Shuttle buses would help to bring people to the Luas.
- A QBC would justify more high density development.
- Goatstown Cross is over 1km from Dundrum Luas stop just outside the typical catchment for walking. However route to Luas should be attractive and accessible.
- No room for a bus corridor.
- Bus stop at Drummartin Terrace some times causes blockages.
- Bus stop on Drummartin Road near the shop should be removed as it is too near the corner and blocks traffic.
- Traffic impacts on the bus service – cannot rely on the bus.
- A bus Lane on the Goatstown Road would result in removal of trees and grass verges.
- Request provision of a bus lane as walk to Luas too far from North of Goatstown Cross.

E.2.3.2 Response

There are a number of public transport proposals for the future which will directly affect the plan area. These include provision of Quality Bus Corridors along Taney Road, Mount Anville Road, Lower Kilmacud Road. When implemented these QBCs will greatly enhance public transport provision in the area and provide an excellent public transport link from Goatstown to the Luas at Dundrum and from Goatstown to Blackrock and Stillorgan. Further links will be provided with the Bus Rapid Transit proposal which will utilise the Eastern Bypass reservation linking the area with the DART line and the Luas at Sandyford. The route optimisation scheme for the Goatstown Road should also improve journey times for

buses travelling to and from the City centre.

Whilst the Council are proactive in providing the infrastructure for public transport Dublin Bus are the providers of the service. A number of submissions raised issues, which relate to the current bus service and these issues have been communicated to Dublin Bus.

One submission raised the possibility of using monies from development levies to provide a bus service. At present monies from levies are used to support the provision of infrastructure to facilitate bus services but to date the Council have not used such monies to provide the actual service. The legalities of utilising section 48 development levies for such provision would need to be examined. In addition actually providing a bus service would be a new role for a Local Authority and would raise practical problems.

A number of issues raised in relation to the existing location of bus stops have been referred to The Traffic Advisory Committee.

E.2.3.3 Recommendation

- The Local Area Plan should contain policies and objectives, which strongly support the provision of public transport and public transport infrastructure thus encouraging reduced reliance on the private car and alleviating traffic congestion.
- The Local Area Plan should contain an objective to ensure protection of as many trees as is practicable along Mount Anville Road.

E.2.4 Pedestrians & Cyclists

E.2.4.1 Issues Raised

- No need or usefulness in providing a cycle path along Knocknashee as can cycle on the road.
- A cycle path would damage the environment due to loss of trees and grass.
- Suggest using the grass verges as cycle lanes.
- Red covering has come unstuck from cycle paths.
- Council should encourage the adoption of the "Safe route to school" programme by the local schools.
- Additional safe access points to cycle lanes should be provided out of estates near Goatstown Cross.
- Council should actively promote and sponsor the provision of "walking buses" for children going to school as a means of reducing use of the private car.
- Any mixed-use scheme must have secure bicycle parking.

- Need to upgrade footpaths.
- The building of an overpass would improve Goatstown Cross for cyclists and pedestrians.
- Pedestrian friendly lighting and the improvements to footpaths needed.
- Removal of the height difference at one entrance to the petrol station would be welcomed.
- Goatstown Road cycle lane has deteriorated due to lack of maintenance.
- Need for a cycle lane on Taney Road running westwards.

E.2.4.2 Response

Work on upgrading the footpaths at Goatstown Cross has recently been undertaken which has improved the quality of finishes.

All QBC schemes include involvement of landscape architects in the design stage thus ensuring that landscaping forms an integral part of any scheme. The entire QBC scheme includes cycle paths.

It is acknowledged that the red finishes to cycle paths have come unstuck at various locations through out the county. The Council are committed to reinstating the red finishes at conflict points thus ensuring cyclist safety.

Any future upgrade of the Crossroads would enhance the overall urban environment at the crossroads, providing pedestrian friendly crossings, attractive barriers, lighting etc.

Overall the percentage of Irish school pupils driven to school has increased from 24% in 1991, to 30% in 1996, 42% in 2002 and 46% in 2006 (CSO figures 2006). The emergence of a car dependent population could jeopardise the future viability of walking, cycling and public transport and transportation modes (DTO, Next Steps, Safer Routes to School, DTO, May 2005). Most pupils do live within walking distance of their school. However it is a considerable challenge to encourage people to walk to school and it cannot be imposed upon a community.

The Council are committed to encouraging and promoting more healthy, sustainable and environmentally friendly forms of transportation and as such would support the safe routes to school programme.

An Taisce run the Green Schools Programme which is an education programme and award scheme that promotes long term action for the environment. Participating schools work through a series of themes with litter and waste first, then energy, then water and finally travel. It can take a school up to 6 years to reach the stage whereby they are working on travel issues. According to the project manager of the travel

programme this ensures that the schools are ready to take on the challenge of the travel issue.

Four of the five primary schools (Our Ladies Grove, Mount Anville Junior, Mount Anville primary, the Islamic school) and all three of the secondary schools (Mount Anville, St Killians and Our Lady's Grove) in and around the plan area are registered with An Taisces Green schools programme. However none of them have reached the travel scheme stage yet. It is encouraging to know that nearly all of the local schools are registered on the programme and over the lifetime of the Local Area Plan there is likely to be reduction in the percentage of pupils in the plan area being driven to school.

E.2.4.3 Recommendation

- The Local Area Plan should include objectives that the design and implementation of the QBC scheme will include landscaping.
- The Local Area Plan should include an objective to upgrade Goatstown Cross and that any upgrade would include proposals to enhance the urban environment by means of lighting, pedestrian friendly crossings, attractive barriers etc.
- The Local Area Plan should include an objective supporting initiatives aimed at reducing the number of pupils driven to school.

E.2.5 Eastern Bypass

E.2.5.1 Issues Raised

- Eastern bypass should be removed from the County Development Plan.
- Oppose the Eastern bypass, as it will ensure Goatstown continues to be a traffic hub.
- Lands at Mount Anville offer opportunities for development but are stymied by the motorway reservation.
- No future development should take place until the Eastern bypass road is complete.
- If the Eastern bypass is built, it should not include the fifth feeder road as this will exacerbate traffic problems at Goatstown Cross.
- New road should go under Mt. Anville Lands.
- Granite boundary wall should be constructed along Lower Kilmacud Road from Drummartin Road to junction with Mt Anville Road – to reduce pollution/noise for Knocknashee residents.
- Tunnel exit should be further away from residential area

and nearer Mt Anville Road.

- Plans for any further link between the M50 and Sandymount should be fully developed so that its environmental impact can be assessed.
- The Local Area Plan should not compromise the road planning and route options for the Eastern bypass.

E.2.5.2 Response

The implementation of the Eastern Bypass falls within the remit of the National Roads Authority and the Authority have advised the Planning Authority by way of a submission that the Local Area Plan should not compromise the road planning and route options for the bypass. The future implementation of the Eastern Bypass would alleviate traffic volumes using the existing regional routes (Mount Anville Road, Taney Road, Lower Kilmacud Road etc).

E.2.5.3 Recommendation

The reservation for the Eastern bypass should be included in the draft local area plan in accordance with the current reservation as shown in the current County Development Plan 2004 – 2010.

E.3 Community/Open Space

E.3.1 Issues Raised

- All existing school sites should be protected for educational use into the future.
- Attention drawn to the “Code of practice for Planning Authorities and the provision of schools”.
- Local Area Plan should include a detailed landscaping plan.
- Request planting of trees on the Hollywood Park side of Goatstown Road.
- Local Area Plan should adhere to the DEHLG Green City Guidelines.
- Good planning and design should protect against biodiversity loss.
- Plan should include an extensive tree-planting scheme.
- Plan should include a strategy to expand the Goatstown Allotments.
- Part of circus field could be leased for short-term use as allotments.
- LAP should incorporate more green space.
- Need for additional recreational, community and sporting

facilities to attract more families and young couples on a permanent basis.

- Council should purchase some of Irish Glass Bottles and provide a children’s playground, playing fields and an indoor sports hall.
- Green area bounded by Taney Crescent and Avenue should be upgraded and included within the scope of the plan.
- Mount Anville lands could be considered for allotments.
- Goatstown has no usable civic space that is readily identifiable as the core.
- Also need for an indoor space.
- Existing open spaces should be retained and new ones designated.
- Develop a sports facility for any excess Mount Anville lands.
- Move allotments across road to excess Mt. Anville Lands.
- Provision of a green civic space would enhance the Cross.
- Any development on IGB should be guided by traffic generation and the need for recreational facilities.
- The area to the south of Goatstown Cross requires tree planting to improve visual amenity.
- Council should provide a playground on the green area at the corner of the Avenue and the Crescent.
- New development should have amenity space.
- Trees on Farmhill Road half dead.
- IGB site should be preserved for sporting purposes.
- Goatstown needs an all-purpose civic/community centre serving all population – youth, aging etc.
- Plan should provide a children’s play area but concern is expressed about a civic space, which may become a gathering area for bored teenagers.
- The cross roads is the wrong place to put a community centre.
- IGB and Knockrabo should be maintained as open space with provision of allotments on the IGB site.
- Council should consider provision of a playground on the green space overlooked by Taney Crescent and Taney Avenue.

E.3.2 Response

Both the Irish Glass Bottles site and Knockrabo are in private ownership. The Council is not in a position to purchase either site for the provision of open space. The lands at Knockrabo are zoned objective 'A' – To protect and improve residential amenity. The Irish Glass Bottle site is zoned objective 'F' – To preserve and provide for open space and recreational amenities'. Mount Anville is also in private ownership. The Mount Anville grounds contain a number of playing pitches, courts and gym facilities. The proposed Local Area Plan will investigate whether any of these facilities are available to local individuals or community groups as both the school and the Irish Glass Bottles site could play a role in providing such facilities to the surrounding community. The Local Area Plan will also investigate what means are available to bring these sites forward for use by the community.

There are no plans for any new schools within the plan area given that there is a good provision of schools in the area.

The proposed Local Area Plan will examine whether any road/footpath improvements schemes or QBC schemes can incorporate planting schemes to improve the overall visual appearance of the proposed plan area. However it is noted that there is a significant amount of attractive tree planting in certain areas within the proposed plan boundary. The realignment of the Lower Kilmacud Road at its junction with Drummartin Road resulted in attractive tree planting. There is also attractive planting at Larchfield and Trimbleston on the Goatstown Road.

A number of submissions made reference to the allotments. Some submissions referred to the car parking problems associated with cars using parking on Mount Anville Road. Others suggested that more allotments be provided on the IGB site, the Circus Field and on excess Mount Anville Lands. All of these sites are in private ownership. It is also considered that the provision of allotments is more appropriate on the urban edge or fringe of any city or urban area particularly as provision of allotments on green areas means that these green areas become areas only accessible to those using the allotments and not the entire community.

A number of submissions make reference to the need for community facilities especially for teenagers in the area and the need for a playground in the area. From discussion with the Parks Department it is considered that the proposed Local Area Plan could contain an objective to provide a playground and/or multi use games area on the open space bounded by Taney Avenue and Taney Crescent.

The Green City Guidelines were prepared by the UCD Urban Institute of Ireland, Dún Laoghaire Rathdown County Council and Fingal County Council and provide advice for the protection and enhancement of biodiversity in medium to high-density urban developments. The proposed Local Area

Plan will include objectives relating to biodiversity and the Green City Guidelines.

E.3.3 Recommendation

- Include objectives where necessary relating to the Green City Guidelines and Biodiversity.
- Include an objective should finances permit to provide a playground and/or multi-use games area on the open space bounded by Taney Crescent and Taney Avenue.
- Examine whether there is any public access to facilities in Mount Anville.
- Investigate whether local school facilities are in use by the wider community.

E.4 Building Height

E.4.1 Issues Raised

- Downward modifiers in relation to height should apply.
- The Goatstown Local Area Plan should take particular account of the criteria for downward modifiers as set out in the Building Height Strategy.
- Some buildings on the Goat site could be up to five storeys and the number of residential units could be between 40 and 50.
- High-rise should not be allowed to replace existing houses and gardens.
- Development should not exceed four storeys with a transition zone adjoining existing two storey residential.
- Building height should not exceed two storeys.
- 3-storey height restriction.
- Height restriction of 4 storeys.
- No high rise at the Shell Garage site (Topaz garage site)
- No high rise in the field adjoining the Goat
- Building Height Strategy should be incorporated into the plan.
- Plan should include an objective to allow for greater building height of up to four or five storeys on the Topaz site due to its location along two public transport corridors and its corner location.

E.4.2 Response

Submissions on height varied with some submissions wishing to cap height at two or three storeys and others wishing to allow height of up to 5 storeys on the site of the Goat. A number of submissions made specific reference to the downward modifiers identified in the Building Height Strategy.

The Draft County Development Plan 2010 – 2016 outlines a Building Height Strategy in Appendix I. Section 15.2.3 of the plan also states that the strategy will be used in establishing building heights for individual areas and emerging new urban nodes in the county through the vehicles of Local Area Plans, urban framework plans and other plans. It is therefore considered appropriate that the Goatstown Local Area Plan provides guidance on height in the plan area.

It is considered that there is some scope for height on the site of the Goat provided that the design respects adjoining heights and is sensitive to the overall suburban context of the site. However it is considered that potential for height is limited on the site of the Topaz garage due to proximity to adjoining residential units, the small size of the site and orientation. Three storey with set back occupied roof space at the corner of the Topaz garage site may be appropriate.

E.4.3 Recommendation

- The plan should contain objectives relating to height.

E.5 Urban Design

E.5.1 Issues Raised

- Fastfit, Topaz, Avenue Louise and The Outdoor Scene should be developed as one block.
- Visually obtrusive railing at the crossroads should be replaced with bollards and chains.
- Recent developments have used materials, which do not blend in with existing developments.
- Plan is an opportunity to create a civic space for all the community with local sculpture.
- Goatstown Cross would be an ideal location for a building of high quality architectural design ideally a public building.
- Core of Goatstown must be marked out from the low density, undistinguished neighbouring houses adjacent to it.
- Architecture should create a new and engaging environment with a sense of place.
- Support a new urban realm at Goatstown Cross with highly active street frontages.

E.5.2 Response

Many of the submissions recognise that any redevelopment at Goatstown Cross has the scope to provide a high quality urban realm with a real sense of place and community. A sense of place, which people can identify with, is central to the success of a community and neighbourhood. This is recognised in the Department of Environment Heritage and Local Government “Urban Design Manual, a best practise guide” December 2008. Many submissions also highlighted the need for civic or community space (see also open space section).

E.5.3 Recommendation

- Plan should include objectives to ensure that any redevelopment at Goatstown Cross is of high architectural standards with active street frontage, which contributes positively toward the creation of a sense of place and identity for the community. Any redevelopment should also include a civic community space.
- Building materials should also be of a high standard.

E.6 Retail

E.6.1 Issues Raised

- Goat pub creates anti social behaviour at night.
- New retail development should be convenience retail, small offices, local craft and artisan shops.
- Plan should not impose policies relating to retention of petrol filling stations.
- Removal of petrol filling station would improve traffic flow.
- Any additional neighbourhood centre type facilities should be in keeping with the size, scale, character and building lines of existing stock.
- Local Area Plan should seek to retain the existing petrol filling station.
- No development should be permitted which would lead to traffic generation, noise generation or crowd attraction.
- Object to any light industrial use.
- Any development in Goatstown should retain the existing residential character of the area.
- No potential for any additional retail development.
- Part of Goat Grill site could accommodate 12 houses.
- Area already well served by retail/offices due to proximity of Stillorgan and Dundrum.

- Following uses suggested, - small supermarket, post office, playground, green area.
- East side of Goatstown Cross is lacking in retail facilities.

E.6.2 Response

Submissions in relation to retailing expressed opposite views with the majority wishing to see more retail in Goatstown and others clearly expressing the view that the cross roads could not take any more retail. Proximity to Stillorgan and Dundrum does not necessarily mean that there is no need for convenience shops and facilities easily accessible by foot for the local population. The current zoning will dictate the uses permissible.

The site of the Goat Grill and surrounding park area could accommodate additional development.

Any proposals for light industrial uses would be assessed under development plan policies and objectives. Impact on residential amenity would be one issue to be assessed.

All development leads to some traffic and noise generation. However proposals can include ways to manage traffic and noise and may indeed improve the existing traffic situation. Any new uses are unlikely to result in large crowd attraction.

In a market economy it is difficult to envisage what mechanisms are available in the context of a Local Area Plan to prevent the closure of the petrol filling station and in any event in terms of traffic management and urban design redevelopment of the site may result in a positive streetscape.

E.6.3 Recommendation

- Objectives and policies in the proposed Goatstown Local Area Plan should address the following.
- Mix of uses to serve local and specialist need.
- Traffic management in any proposed development.

E.7 Zoning

E.7.1 Issues Raised

- The Circus Field should be zoned objective "F" and covered with allotments to serve as a buffer between high-density development and existing residential development.
- Any redevelopment on the neighbourhood centre sites should include a mix of residential types with some units suitable for adaptation to home based start up activity, convenience retail and offices.
- Submission seeks extension of "NC" zoning to the south west of the current zoning and also to include lands east

of Upper Kilmacud Road.

- Land currently zoned NC should retain that zoning.
- Seek rezoning of two cottages to the south of the Goat car park from "A" to "NC".
- Seek extension of NC zoning to include medical centre.
- Supports current zoning at Goatstown Cross.
- Request consideration of extension of DC zoning to southwestern boundary of LAP area.
- Request consideration of other zoning for residential lands to east of Goatstown Road at Mount Anville Road junction.
- No development should take place at the Lodge area bordering Mount Anville School.

E.7.2 Response

The Circus Field is in private ownership and is currently zoned objective 'A' to protect and/or improve residential amenity. Any redevelopment on this site would have to respect the context of the site including the neighbouring two storey houses.

At present the 'NC' zoning is on the western side of the crossroads. One submission has requested extending the zoning across to the eastern side of the crossroads. It is considered that one of the key challenges to enabling Goatstown to function as a neighbourhood centre is ensuring connectivity particularly pedestrian connectivity and creating a pedestrian friendly environment. It is considered that extending the 'NC' zoning to the other side of the cross roads would exacerbate the existing problems with the resultant neighbourhood centre area severed by roads. A better solution would be to provide more neighbourhood facilities on the sites currently zoned 'NC'.

It is not considered appropriate to rezone the two cottages to the south of the Goat from 'A' to 'NC' given that they act as a buffer between the 'NC' zoning and surrounding residential development.

The medical centre is located to the south of the two cottages. It is considered that the extension of the neighbourhood centre zoning to include the medical centre is not necessary as the medical centre also serves as part of the buffer zone mentioned above.

E.7.3 Recommendation

- Retain 'NC' zoning as is.
- Concentrate any provision of neighbourhood centre facilities on the sites already zoned neighbourhood centre.
- Retain existing 'A' zoning for the two cottages and the medical centre to the south of the Goat.

E.8 Density

E.8.1 Issues Raised

- Low density housing only should be permitted in plan area.

E.8.2 Response

The Department of Environment Heritage and Local Governments recent publication "Sustainable Residential Development in Urban Areas" May 2009, recognises that inner suburban areas can accommodate higher densities. However the design approach should recognise the need to protect the amenities of directly adjoining neighbours and the general character of the area and its amenities. The Department's companion urban design manual provides detailed criteria to be considered in the design and assessment of higher density schemes.

E.8.3 Recommendation

- Any schemes for higher density residential or mixed-use development will be assessed against the criteria set out in the Department of Environment Heritage and Local Governments 'Urban Design Manual' and the policies of the County Development Plan thus ensuring that the amenities of existing neighbouring residential areas are protected.

E.9 Built Heritage

E.9.1 Issues Raised

- Future development should take reference from existing estates and cottages.
- Buildings to the north of the crossroads are worthy of protection – 3 original buildings and the single storey terrace of cottages.
- Development to the north of the crossroads should respect the scale of the terrace.
- Any redevelopment of the Goat site should respect the two cut stone cottages south of the Goat car park.

- Buildings to the north of the crossroads are worthy of protection – 3 original buildings and the single storey terrace of cottages.
- Goat building should be preserved as it has high idiosyncratic interest.

E.9.2 Response

The Conservation Officer was asked to assess the merit of the buildings mentioned as being worthy of protection and reported that while the structures referred to may be of local interest, none of them would be considered to be of special interest as to warrant their inclusion onto the Record of Protected Structures.

The Conservation Officer suggested that a specific local objective/policy in the Local Area Plan relating to reuse of older buildings would probably be the most appropriate way of dealing with these structures.

From examination of historical data for the area it appears that there was an existing retail premises Traynors on the site of the Goat. There may be merit in retaining the existing three bay two storey structure on site as a last reference to the historical streetscape.

Any future redevelopment should respect the vernacular buildings in the area and design should be influenced by the scale of existing buildings and the existing streetscape.

Policy AR5 of the Dún Laoghaire Rathdown County Development Plan 2004 – 2010 "*Rehabilitation, renovation and re-use of existing older buildings*" also affords an element of protection to the existing older buildings in Goatstown. The policy states

"It is Council policy to encourage the rehabilitation, renovation and re-use of existing older buildings where appropriate, in preference to their demolition and redevelopment."

E.9.3 Recommendation

- Include a policy to ensure that future development on sites in the plan area is designed taking into account the existing built context in Goatstown.
- Include a specific local objective or a policy to encourage reuse of older buildings where appropriate.
- Investigate whether existing three bay two storey structure at the Goat should be retained and include a policy in the Local Area Plan in relation to same.

E.10 Boundary of Plan Area

E.10.1 Issues Raised

- Plan area needs to extend to cover Trimbleston and the Irish Glass Bottle site.
- Request planning authority to consider extending plan area to include residential lands either side of Mount Anville Road and also Lower Kilmacud Road frontage from 'The Goat' car park to Medical centre.
- Plan needs to be extended to include Taney estate, Knocknashee, Larchfield and other surrounding residential estates.

E.10.2 Response

A high number of submissions raised the issue of the need to expand the boundary of the Plan area. The submissions in relation to boundary changes have been very informative as they have highlighted what people perceive to be 'Goatstown'. Different people have different opinions however one area of common opinion related to the need to expand the Plan area to include surrounding residential estates such as Taney, Larchfield, Knocknashee and Willowfield. The local perception of Goatstown would suggest that it runs from Trimbleston/Willowfield on Goatstown Road including the Irish Glass Bottles site and the cross roads at 'The Goat', south to Eden Park Road, east to Mount Anville and including the allotments and west to Taney Rise. Interestingly some submissions expressed the view that Taney Hall and Birches Lane are not part of what is perceived as being 'Goatstown' but are indeed Dundrum.

E.10.3 Recommendation

- It is recommended that the plan boundary be extended. The boundaries will be as follows; Taney Hall, Taney Rise and Mount Carmel Road to the west, Larchfield Road, Friarsland Close and Trimbleston to the north, Goatstown Close, the allotments and Mount Anville to the east and Lower Kilmacud Road and Eden Park Road to the south. The new Plan area includes the Irish Glass Bottles site on Goatstown Road.

E.11 Population

E.11.1 Issues Raised

- Question decline in population and see it as an attempt to justify the provision of residential accommodation.

E.11.2 Response

The figures used in the issues paper were taken from the Census of Population 2006. They clearly indicate that two of

the District Electoral divisions whose boundaries converge at Goatstown Cross are experiencing a population decline while two have experienced a population increase.

E.11.3 Recommendation

Continue to monitor Plan area demographics

E.12 Miscellaneous

E.12.1 Issues Raised

- Future development needs to take into account infrastructural capabilities.
- Existing signage is visually obtrusive.
- Council should provide incentives and launch a campaign to raise awareness of the benefits of down sizing.
- All new buildings should adhere to energy efficiency guidelines.
- Housing layouts and traffic management should be "child proofed" to ensure they include space for safe play and movement.
- Goatstown Cross requires a clear identity.
- Housing should include a Part V condition.
- Council has already decided to grant permission for the building of apartments blocks and retail units on lands at the Goat and the Topaz garage.
- Local Area Plan is rubbish and a waste of money in this time of recession.
- Notes that the plan will be subject to Strategic Environmental Assessment screening.
- Hoarding at entrance to Goatstown Close needs to be removed.
- Plan should include the requirements of SI NO. 140 of 2006 Environmental Noise Regulations in the Local Area Plan. Noise mitigation will be required.

E.12.2 Response

Any future development in the Plan area should take into account existing infrastructure capabilities. All planning applications for large-scale developments are referred to the Councils Transportation and Water and Waste departments who provide information on existing infrastructural capabilities.

The Local Area Plan will examine signage in the plan area and provide guidance on same. Signage could be used to help forge an identity for Goatstown.

The Planning Authority are mindful of the benefits of down sizing as it can result in a sustainable mix of population in an area. Residential stock in the Plan area would traditionally have been suburban, semi detached dwellings of various vintages mainly 1950's through to 1970's. Recent development in the Plan area have ensured that there is now a mix of unit types available thus facilitating down sizing. The proposed Goatstown Local Area plan will continue to encourage down sizing.

In relation to energy efficiency guidelines, Variation No.5 of the County Development Plan 2004 – 2010 inserted a new policy in relation to energy into the Development Plan. The new Draft County Development Plan 2010 – 2016 also contains a section relating to energy efficiency. In addition any new residential units must be designed to provide for compliance with the technical guidance in part L of the building regulations as applicable.

A condition requiring a developer to accord with part V of the Planning and Development Act 2000 (as amended) will be attached to all relevant grants of planning permission for residential development.

The Council has not to date granted permission for apartments on the site of the Topaz garage.

Strategic Environmental Assessment (SEA) screening will be carried out on the Draft Plan along with Appropriate Assessment (AA) screening to ascertain if an SEA or and AA (which relates to the habitats directive) is required.

Hoarding will be removed upon final completion of works at Goatstown Close.

S.I. No 140 of 2006 Environmental Noise requires the preparation of noise maps and action plans by Dún Laoghaire Rathdown County Council. An "Action Plan Relating to the Assessment and Management of Environmental Noise" has been prepared for the Dublin agglomeration by the four Dublin Authorities, Fingal, South Dublin, Dublin City and Dún Laoghaire Rathdown. The aim of the EU directive is to monitor environmental noise, address local noise issues and develop a long-term strategy.

In terms of Development Management the Action Plan recommends using the planning process where necessary to;

- Require developers to produce a sound impact assessment and mitigation plan if necessary for any new development a local authority consider would impact negatively on pre existing environmental noise levels.
- Ensure that future developments are designed to minimise noise impact – using positioning, direction, orientation etc.
- New housing area should be designed to ensure that there is at least one central quiet amenity area.

- Incorporate home zones in new developments. (Home zones area streets where people and vehicles share the road space safely and on equal terms).
- Reduce traffic.

Local Authorities should require other stakeholders to produce a sound impact assessment for new development proposals. It is considered that this is relevant to the Eastern bypass. Whilst the Planning Authority will be required to seek information on noise and mitigation from developers for proposed new development, the NRA should also be required to provide a sound impact assessment for the impact of the bypass on existing development.

E.12.3 Recommendation

- Plan should include policies to encourage and facilitate down sizing.
- Plan should examine signage in the area and provide clear guidance on same.
- Plan should include policies in relation to energy efficiency in new buildings.
- SEA and AA screening should be carried out.
- Plan should include objectives relating to environmental noise impacts of future residential/commercial development and also future infrastructure.
- Plan should include policies ensuring achievement of social and affordable housing.