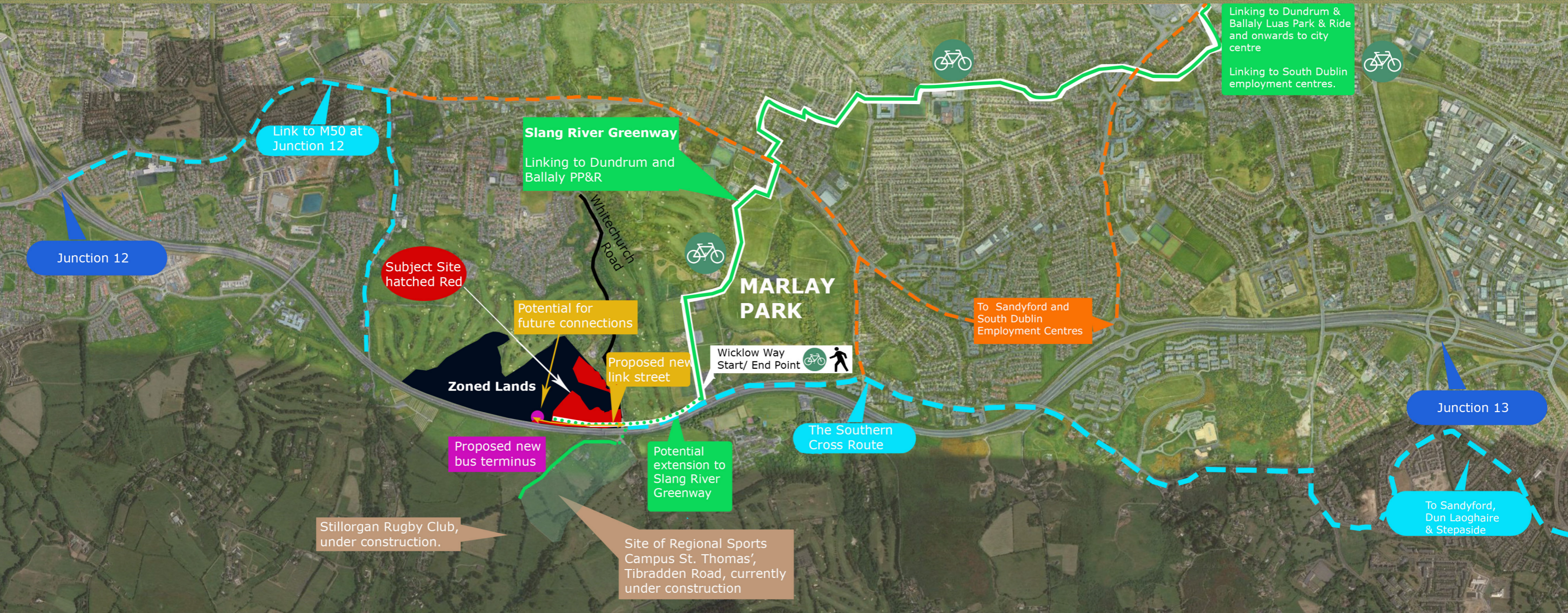




New Edmondstown Neighbourhood - Spatial Framework Study (Overview)

Planning Context Report For
Strategic Housing Development at
Edmondstown,
Whitechurch Road, Rathfarnham, Dublin 16

February 2022



Link to M50 at Junction 12

Junction 12

Subject Site hatched Red

Slang River Greenway
Linking to Dundrum and Ballaly PP&R

Potential for future connections

Proposed new link street

Proposed new bus terminus

Stillorgan Rugby Club, under construction.

Site of Regional Sports Campus St. Thomas', Tibbradden Road, currently under construction

Wicklow Way Start/ End Point

MARLAY PARK

Whitechurch Road

To Sandyford and South Dublin Employment Centres

The Southern Cross Route

Linking to Dundrum & Ballaly Luas Park & Ride and onwards to city centre
Linking to South Dublin employment centres.

Junction 13

To Sandyford, Dun Laoghaire & Stepside

1. Edmondstown Neighbourhood Lands

This Spatial Framework Study has been prepared in respect of lands at Edmondstown, Whitechurch Road, Rathfarnham, Co Dublin. The lands included in this Spatial Framework Study, and the context of the lands zoned for residential development are illustrated here.

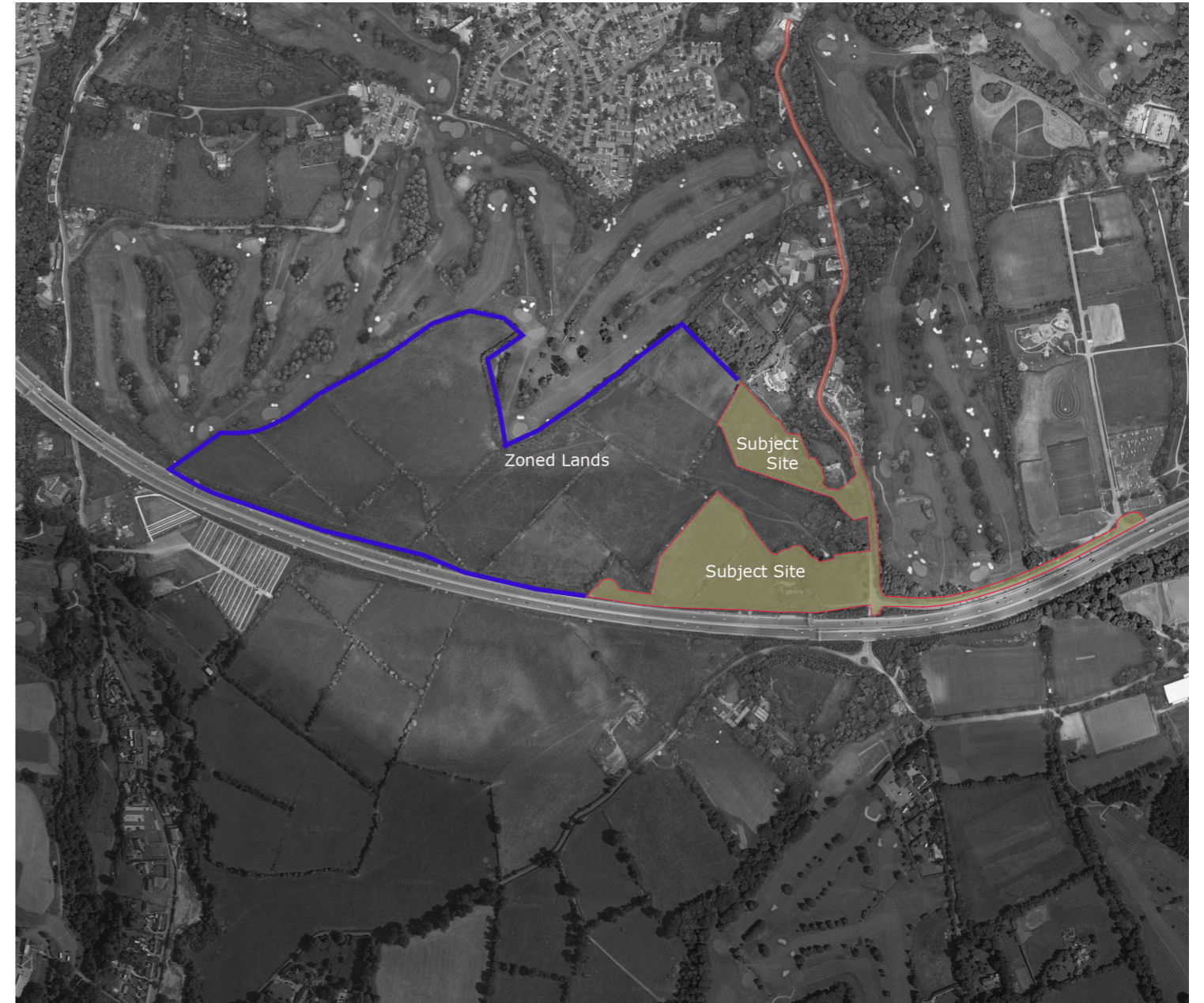
The Spatial Framework Study seeks to provide a development framework for the sustainable, phased and integrated development of these residentially zoned lands to provide for a comprehensive approach to the development of these zoned lands as a new neighbourhood at Edmondstown.

The lands are within and bounded by the M50 to the south (10 km from the City Centre) within easy reach of Rathfarnham village, Sandyford, Dundrum and South Dublin residential neighbourhoods. College Road is immediately to the east across the junction with Whitechurch Road. To the north the lands adjoin low density residential development and Edmondstown Golf Club, to the east the lands are bounded by the Whitechurch Road and The Grange Golf club with Marlay Park to the east of Whitechurch Road. The Whitechurch Stream, a tributary of the River Dodder, traverses the east of the site along Whitechurch Road. The stream is important as a natural heritage feature. A riparian strip, free of development while facilitating access to the stream, is required. To the south of the M50, accessed from Kilmashogue Lane new Sports Campuses are under construction at Tibbradden/ St Thomas Sports Centre and for Stillorgan Rugby Club.

The overall Edmondstown lands are currently in agricultural use with a varying topography and bounded to the east by the Whitechurch Stream. The lands contain mature trees and hedgerows interspersed within the lands and along the field boundaries. The site development strategy seeks to protect these features where appropriate. The Edmondstown lands are unique in the Rathfarnham area as they are on the edge of the built up area adjacent to Marlay Park, the new Sports Campus at St Thomas's and two golf courses and within the M50, in proximity to Whitechurch National School and Whitechurch Church.

The lands are within walking distance of Marlay Park and other recreational amenities all of which are accessible by bicycle including the Slang River Greenway.

There are bus connections nearby on Whitechurch Road, Taylor's Lane and Edmondstown Road. Luas park and ride are accessed via bus services from Whitechurch Green and the Slang River Greenway at Balally Park and Ride. The most feasible alternative transport solution in the short-term would be the restoration of (pre-existing) bus public transport services as far as the M50 along Whitechurch Road, along with improvement to walking and cycling infrastructure. Scheduled bus services had been provided to access the area but were withdrawn for lack of support. These can be re-established through development of zoned lands at sustainable densities.





Proposed development concept



2. Introduction

This document has been jointly prepared by Simon Clear and Associates, Doyle Kent Planning Partnership; JFOC Architects, Ait Landscape and Urbanism, NRB Consulting Engineers (Traffic and Transportation) and Cronin Sutton, Consulting Engineers (Infrastructural Services, Sustainable Drainage and Flood Risk Assessment).

- Baseline inspections and reports have been prepared by:
- Openfield Ecological Services - ecology including bat surveys by Faith Wilson;
- CMK & Felim Sheridan, Arborists - Tree and hedgerow surveys;
- ACS Archaeology – Archaeology;
- Traffinomics - Traffic surveys carried out in Autumn 2019 to assess the use, capacity and traffic speeds in the area and along College Road.

These lands are part of what is referenced in the South Dublin County Council Development Plan (SDCDP) 2016- 2022 as the ‘Edmondstown Lands’ and are subject to zoning ‘Objective RES – to protect and/or improve residential amenity.’ . The Edmondstown Lands are:

- Located within the SDCC jurisdiction adjacent to the Dun Laoghaire Rathdown County Council (DLRCC) boundary to the west side of Marlay Park;
- Located within the M50 immediately adjacent to and in close proximity to the county boundary with DLRCC;
- Zoned for Residential Development;
- Capable of delivering a significant quantum of residential dwellings and associated neighbourhood facilities, as provided for in the South Dublin County Development Plan.
- Identified as a consolidation area within the core strategy as set out Variation No. 4 of the Development Plan - Alignment with the Regional Spatial and Economic strategy (RSES)

Content of this Spatial Framework Study

This Spatial Framework Study seeks to demonstrate, having regard to the existing site context and character the following:

- Improvements to the existing road infrastructure in the immediate vicinity of the Edmondstown lands at College Road and Whitechurch Road;
- First stage of a potential new link between Edmondstown Road and College Road;
- Delivery of a new link street parallel with the M50 that may be extended to form part of a pedestrian/ cycle/ bus and car connection from College Road to Edmondstown Road
- Provision of a sustainable residential neighbourhood which supports a balanced mix of household types and to provide for market choice;
- Facilitate a range of neighbourhood commercial uses of various types and sizes, with accompanying local facilities to support a sustainable residential community;
- Overall layout and distribution of open spaces to provide a network and hierarchy of spaces with the retention of natural features and the incorporation of existing green Infrastructure links such as trees, hedgerows and watercourses;
- Identify strategic links throughout the area for principal pedestrian and cycle routes showing key access points to promote a highly cyclable and walkable environment for pedestrians and bicycle users;
- Details of services, including foul and water supply, and compliance with SUD’s
- Phasing

The Spatial Framework Study seeks to protect existing residential amenity, protect significant features including hedgerow, trees and biodiversity and seek to provide open space in accordance with the Development Plan requirements including an ecological corridor along the Whitechurch Stream. The study sets out broad principles on how the lands should be developed with pedestrian and vehicular connectivity across these lands.

The Spatial Framework Study seeks to establish the broad development principles for the Edmondstown Lands. It will set out in broad terms the general distribution of land uses, circulation systems and key access points. It will also indicate how future development by others can successfully integrate with the subject lands. Details of transport proposals including road layout, provision of services, amenities and open space will also be detailed .

3. Strategic Policy Context

National

National Planning Framework 2040

The National Planning Framework (NPF) signals a shift in Government policy towards securing more compact and sustainable urban development, to enable people to live nearer to where jobs and services are located. There will be a major new policy emphasis on renewing and developing existing built-up areas rather than continual expansion and sprawl of cities and towns out into the countryside, with a target of at least 50% of new housing to be delivered within the existing built-up areas of cities, towns and villages on infill and/or brownfield sites.

“At a metropolitan scale, this will require focus on a number of large regeneration and redevelopment projects, particularly with regard to underutilised land within the canals and the M50 ring and a more compact urban form, facilitated through well designed higher density development.”

Regional

Regional Spatial and Economic Strategy (RSES) for Eastern and Midland Region

The Settlement Strategy of the RSES is informed by the NPF which predicts that the population of Dublin will increase from 1,347,500 in 2016, to between 1,489,000 -1,517,500 in 2026 and to between 1,549,500 -1,590,000 by 2031. The Settlement Strategy for Dublin City and Suburbs builds on the objectives of the NPF and recognises the need for compact growth with the following summary provided:



“Promote compact, sequential and sustainable development of urban areas from large to small to realise targets of at least 50% of all new homes to be built, to be within or contiguous to the existing built up area of Dublin city and suburbs,”

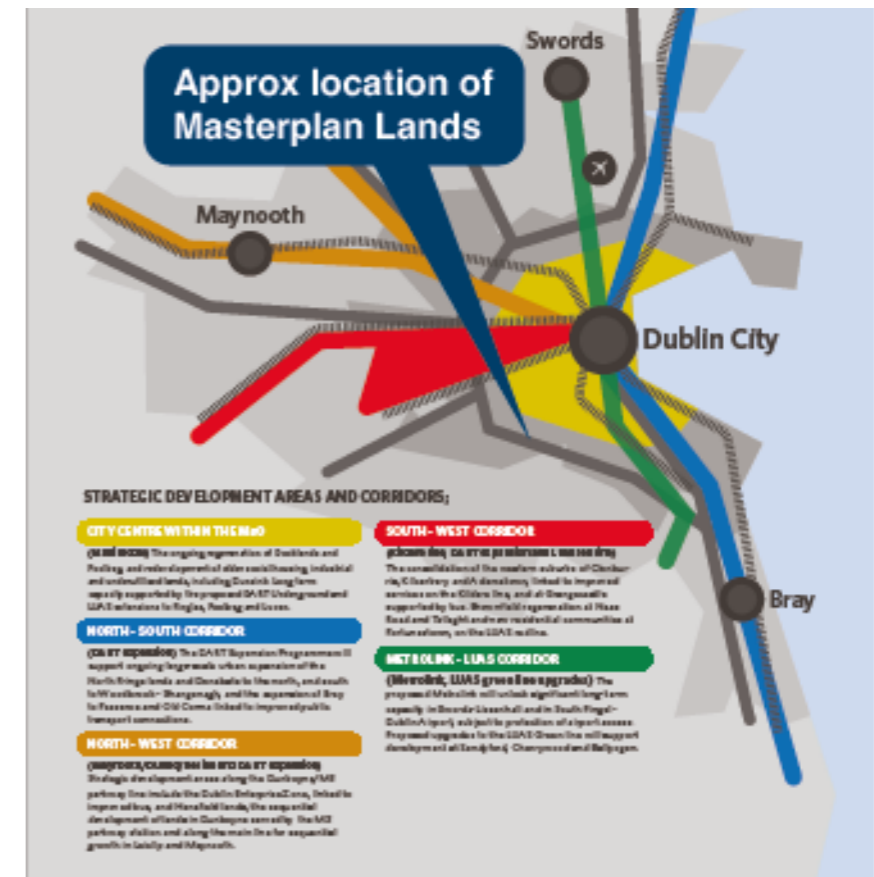
It is noted that the RSES supports continued population and economic growth in Dublin City and suburbs, with high quality new housing promoted and a focus on the role of good urban design, brownfield redevelopment and urban renewal and regeneration.

Consolidation and re-intensification is a specific objective of the Settlement Strategy for Dublin City and Suburbs as outlined in Regional Policy Objective (RPO) 4.3:

RPO 4.3: *“Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin City and Suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.”*

RSO 5.5 is based on the need to provide quality, affordable housing which plays a key role in underpinning economic growth and competitiveness of the Dublin metropolitan area. In terms of Housing and Regeneration, RPO5.5 is also relevant to the proposed development:

RPO 5.5: *“Future residential development supporting the right housing and tenure mix within the Dublin Metropolitan Area shall follow a clear sequential approach, with a primary focus on the consolidation of Dublin and suburbs, and the development of Key Metropolitan Towns, as set out in the Metropolitan Area Strategic Plan (MASP) and in line with the overall Settlement Strategy for the RSES. Identification of suitable residential development sites shall be supported by a quality site selection process that addresses environmental concerns.”*



Smarter Travel –A Sustainable Transport Future

This policy document recognises that current transport and travel trends in Ireland are unsustainable and that if we continue with present policies, congestion will get worse, transport emissions will continue to grow, economic competitiveness will suffer and quality of life will decline. ‘Smarter Travel – A Sustainable Transport Future’ outlines a number of key goals and targets to achieve its vision of a more sustainable transport system including the following:

- Future population and employment growth should predominantly take place in sustainable compact forms, which reduce the need to travel for employment and services;
- Alternatives such as walking, cycling and public transport will be supported, to ensure that a reduction in travel demand and reliance on the car can be achieved;
- The need to improve the alignment of spatial and transport planning to stop urban sprawl and urban-generated one-off housing in peri-urban areas.

Ministerial Guidelines

Apartment Guidelines (2018)

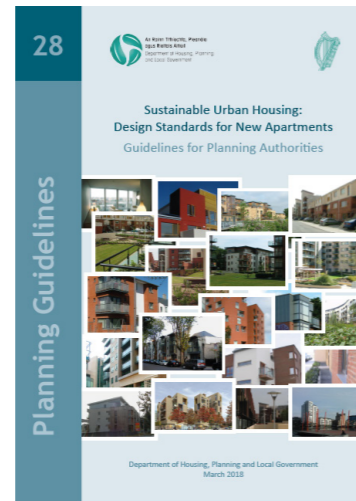
Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, 2018 were issued by the Minister for Housing Planning and Local Government under Section 28 of the Planning and Development Act.

The 2018 Apartment Guidelines contain specific Planning Policy Requirements (SPPR's) with which compliance is mandatory for developments consisting of apartments. The aim of these Guidelines is to ensure that apartment living is an increasingly attractive and desirable housing option for a range of household types and tenures resulting in greater delivery of apartments in Ireland's cities and towns. It outlines the importance of "building inwards and upwards rather than outwards".

Urban Development & Building Height Guidelines (2018)

National planning guidance has been issued by the Minister in December 2018 'Urban Development and Building Heights, Guidelines for Planning Authorities' (hereafter referred to as the 'Height Guidelines'). It sets out new and updated national policy on building heights in relation to urban areas, consistent with the strategic policy framework set out in the NPF.

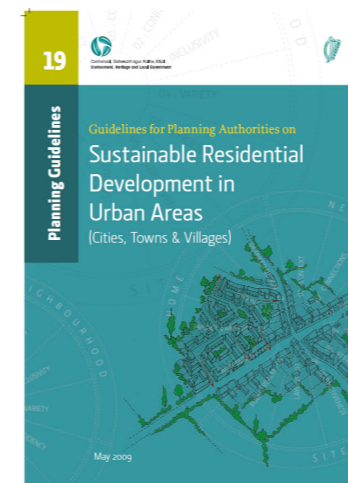
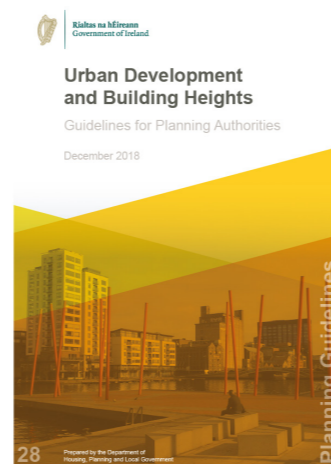
These Height Guidelines form part of a suite of integrated measures intended to shift the current patterns and development trends for cities and towns to form more



compact and integrated communities. It recognises the need to grow existing towns and cities upwards rather than ever outwards.

Reflecting the National Planning Framework strategic outcomes in relation to compact urban growth it is acknowledged that *"if much of the future development in and around existing urban areas, where two-storey development is currently the norm, was of four-storey form as the default objective, it would be possible to provide substantially more population growth within existing built-up areas where there is more infrastructure already in place, rather than in greenfield locations which would need services. Therefore, these guidelines require that the scope to consider general building heights of at least three to four storeys, coupled with appropriate density, in locations outside what would be defined as city and town centre areas, and which would include suburban areas, must be supported in principle at development plan and development management levels."*

Section 3 of the Height Guidelines outlines "development management principles" and "development management criteria" which the Planning Authority will consider in assessing development proposals for buildings taller than prevailing building height in urban areas.



Sustainable Residential Density in Urban Areas (2009)

The document 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (hereafter SRDUA) was issued in 2009 under Section 28 of the 2000 Act. General principles of these Guidelines relate to prioritising walking, cycling and public transport over the use of cars, and to provide residents with a quality of life in terms of amenity, safety and convenience. For development in cities and larger towns it is noted that the objective should be "the achievement of an efficient use of land appropriate to its context.

Section 5.2 of the SRDUA provides a summary of the design criteria to be considered in the assessment of higher density residential development while detailed advice is provided in the accompanying Urban Design Manual. These factors include:

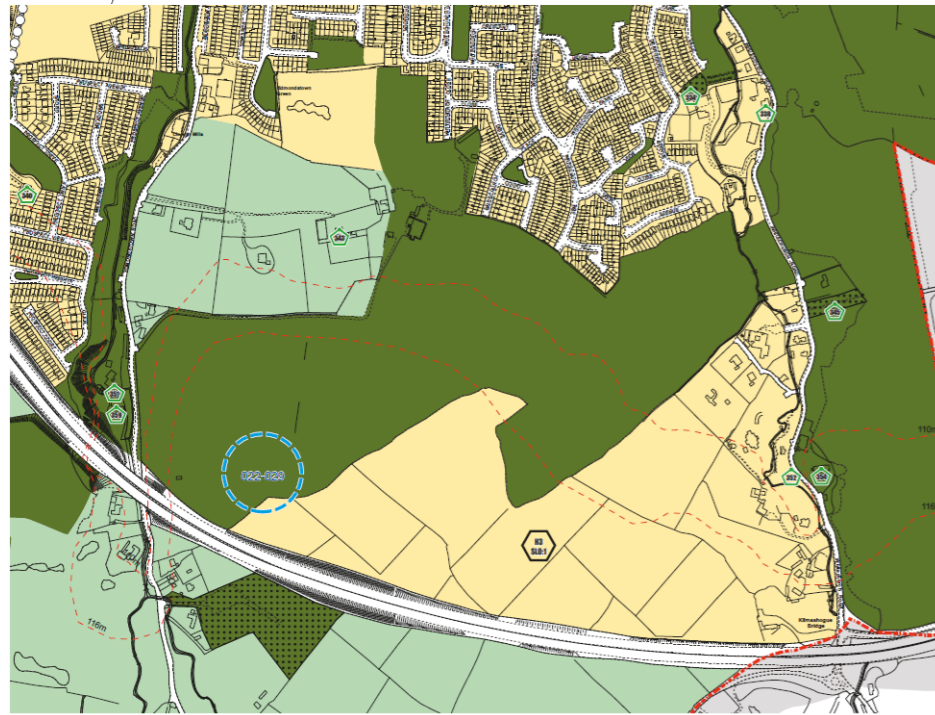
- Acceptable building heights;
- Avoidance of overlooking and overshadowing;
- Provision of adequate private and public open space, including landscaping where appropriate and safe play spaces;
- Adequate internal space standards in apartments;
- Suitable parking provision close to dwellings, and Provision of ancillary facilities, including childcare.

It is important that land use planning underpins the efficiency of public transport services and in this regard, higher densities are required on public transport corridors, i.e. within 500m walking distance of bus routes or within 1km walking distance of a light rail stop or rail station. It is stated that in general, minimum net densities of 50 dwellings per hectare, subject to design and amenity standards, should be applied within public transport corridors.

4. Local Policy Context

Development Plan

The subject Edmondstown Lands are governed by the SDCC Development Plan 2016-2022 and the lands are zoned 'Objective RES – to protect and/or improve residential amenity.'



Extract from SDCC Development Plan 2016 - 2022

The subject lands have a specific objective H3 SLO 1, which is 'to facilitate the development of lands at Edmondstown (former Kilmashogue House) for the purpose of low density residential development at a net density of not more than 12 dwellings per hectare, and to promote housing for older people (nursing home, independent and semi-independent) as a fully integrated part of such development with an increased density of not more than 20 dwellings per hectare to apply to independent and semi-independent housing for older people. All residential development, including housing for older people, shall be integrated within a sustainable residential neighbourhood that is served by shared public

open space, community and local facilities. Permissible densities may be increased in accordance with the relevant ministerial guide-lines where issues of accessibility have been fully resolved in an appropriate manner. Any future development should have regard to the boundaries with and the protection of the existing amenity and function of Edmondstown Golf Course'.

Core Strategy Plan

The Core Strategy of the Development Plan identifies Rathfarnham as a Consolidation Area within the Gateway. Map

1.3 of the Core Strategy identifies the subject site as a 'Housing Capacity Site'.

Section 1.7.1 of the Development Plan describes consolidation areas as suburban areas with established identities and communities with distinct heritage and character. These areas have a range of urban services such as transport, retail, medical and community facilities. Recent Census data identifies an aging population and stagnant or falling populations, which presents a serious risk for the viability of services and facilities into the future.

A key element of the overall Settlement Strategy is to promote the consolidation and sustainable intensification of the existing urban/suburban built form to the east of the M50 and south of the River Dodder, thereby maximising efficiencies from established physical and social infrastructure.

CS1 Objective 1: To promote and support high quality infill development.

The proposal will support the Core Strategy by consolidating development in the suburbs and providing high quality

homes.

Housing Strategy

The following Housing Strategy policies are relevant to the proposed development, which is a suburban development located outside a high capacity public transport corridor.

HOUSING Policy 8 Residential Densities

It is the policy of the Council to promote higher residential densities at appropriate locations and to ensure that the density of new residential development is appropriate to its location and surrounding context.

HOUSING Policy 9 Residential Building Heights

It is the policy of the Council to support varied building heights across residential and mixed use areas in South Dublin County.

HOUSING Policy 10 Mix of Dwelling Types

It is the policy of the Council to ensure that a wide variety of adaptable housing types, sizes and tenures are provided in the County in accordance with the provisions of the Interim South Dublin County Council Housing Strategy 2016-2022.

HOUSING Policy 11 Residential Design and Layout

It is the policy of the Council to promote a high quality of design and layout in new residential development and to ensure a high quality living environment for residents, in terms of the standard of individual dwelling units and the overall layout and appearance of the development.

HOUSING Policy 12 Public Open Space

It is the policy of the Council to ensure that all residential development is served by a clear hierarchy and network of high quality public open spaces that provides for active and passive recreation and enhances the visual character, identity and amenity of the area.

HOUSING Policy 13

Private and Semi-Private Open Space

It is the policy of the Council to ensure that all dwellings have access to high quality private open space (inc. semi-private open space for duplex and apartment units) and that private open space is carefully integrated into the design of new residential developments.

HOUSING Policy 14

Internal Residential Accommodation

It is the policy of the Council to ensure that all new housing provides a high standard of accommodation that is flexible and adaptable, to meet the long term needs of a variety of household types and sizes.

HOUSING Policy 15 Privacy and Security

It is the policy of the Council to promote a high standard of privacy and security for existing and proposed dwellings through the design and layout of housing.

HOUSING Policy 16

Steep or Varying Topography Sites

It is the policy of the Council to ensure that development on lands with a steep and/or varying topography is designed and sited to minimise impacts on the natural slope of the site.

HOUSING Policy 17 Residential Consolidation

It is the policy of the Council to support residential consolidation and sustainable intensification at appropriate locations, to support ongoing viability of social and physical infrastructure and services and meet the future housing needs of the County



Green Infrastructure Network

G2 Objective 1: To reduce fragmentation of the Green Infrastructure network and strengthen ecological links between urban areas, Natura 2000 sites, proposed Natural Heritage Areas, parks and open spaces and the wider regional Green Infrastructure network.

G2 Objective 2: To protect and enhance the biodiversity value and ecological function of the Green Infrastructure network.

G2 Objective 3: To restrict development that would fragment or prejudice the Green Infrastructure network.

G2 Objective 4: To repair habitat fragmentation and provide for regeneration of flora and fauna where weaknesses are identified in the network.

G2 Objective 5: To integrate Green Infrastructure as an essential component of all new developments

G2 Objective 6: To protect and enhance the County's hedgerow network, in particular hedgerows that form townland, parish and barony boundaries, and increase hedgerow coverage using locally native species.

G2 Objective 7: To incorporate items of historical or heritage importance in situ within the Green Infrastructure network as amenity features.

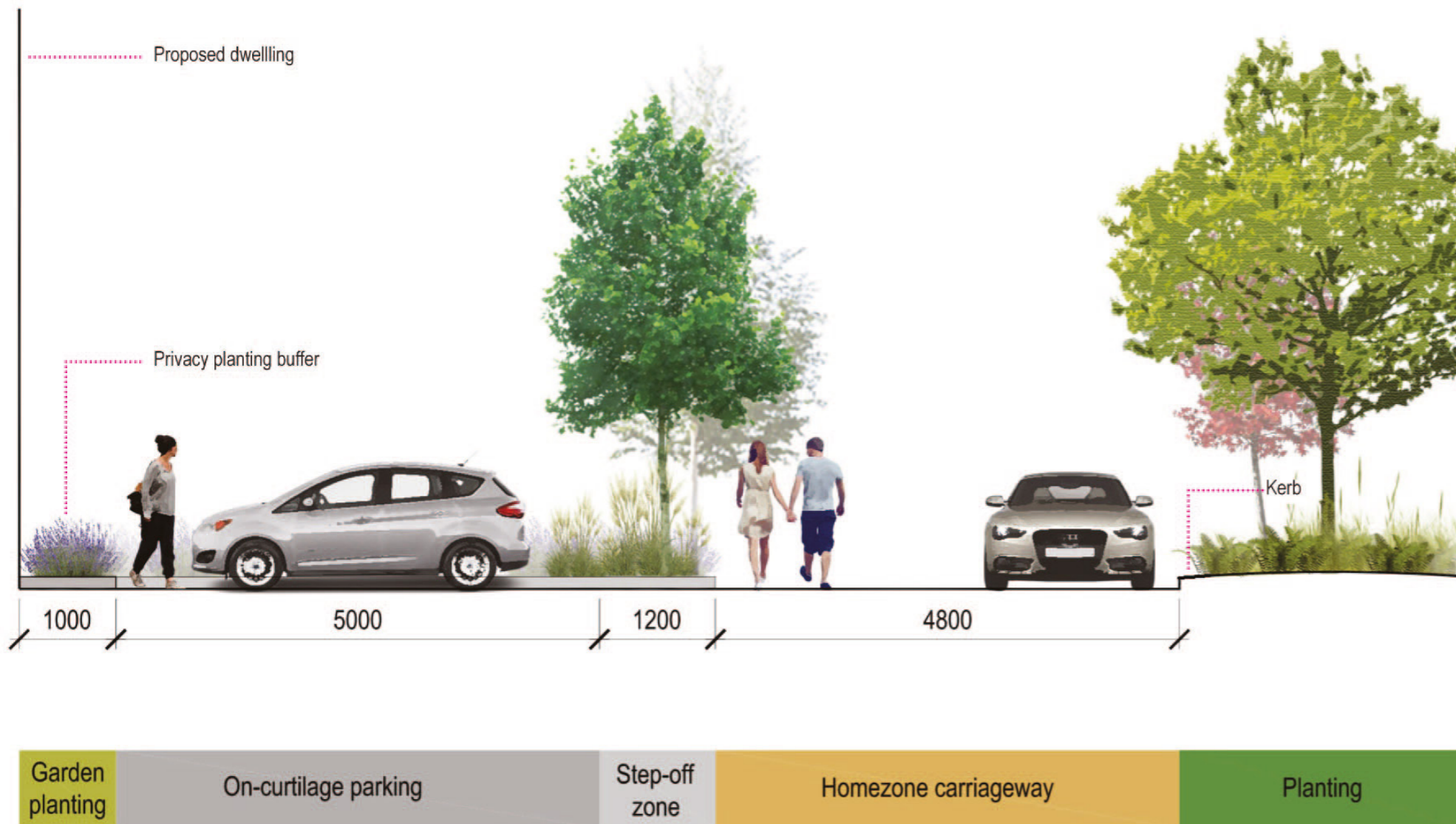
G2 Objective 9: To preserve, protect and augment trees, groups of trees, woodlands and hedgerows within the County by increasing tree canopy coverage using locally native species and by incorporating them within design proposals and supporting their integration into the Green Infrastructure network.

G2 Objective 13: To seek to prevent the loss of woodlands, hedgerows, aquatic habitats and wetlands wherever possible including requiring a programme to monitor and restrict the spread of invasive species such as those located along the River Dodder.

Green Infrastructure Policy G3 Objective 2:

“To maintain biodiversity protection zone of not less than 10 metres from the top of the bank of all watercourses in the county.

Illustration depicts Cross Section of Typical home Zone Treatment within the development



Shared surface streets and junctions are particularly effective at calming traffic. Research has found that shared carriageways perform well in terms of safety and there is also evidence to suggest that well designed schemes in appropriate settings can bring benefits in terms of visual amenity, economic performance and perceptions of personal safety.

- Design Manual for Urban Roads and Streets

Draft County Development Plan 2022 – 2028

We note that South Dublin County Council are in the process of preparing a new County Development Plan for 2022 – 2028. The Draft South Dublin County Development Plan 2022 - 2028 is being prepared in accordance with the provision of the Planning and Development Act 2000 (as amended). These Edmondstown Lands have a similar zoning to that under the current development plan - 'Objective RES – to protect and/or improve residential amenity.' The following Specific Objectives have also been included in the draft development plan:

Objective SM4 SLO1

To ensure that development on these lands at Whitechurch/Edmondstown only occurs where it can be delivered in tandem with the necessary transport infrastructure, including provision for walking and cycling, to facilitate such development.

Specific Objective COS4 SLO5:

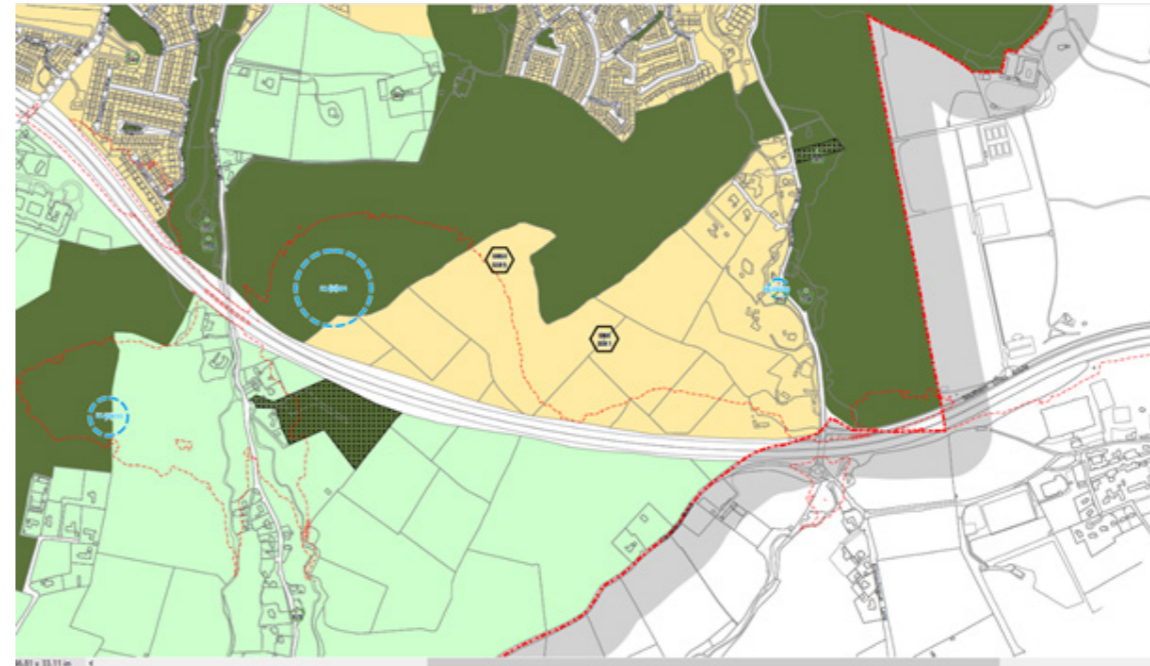
To ensure that any future development has regard to the boundary with and protection of the amenity and function of Edmondstown Golf Course..

Appendix 4 – Green Infrastructure:

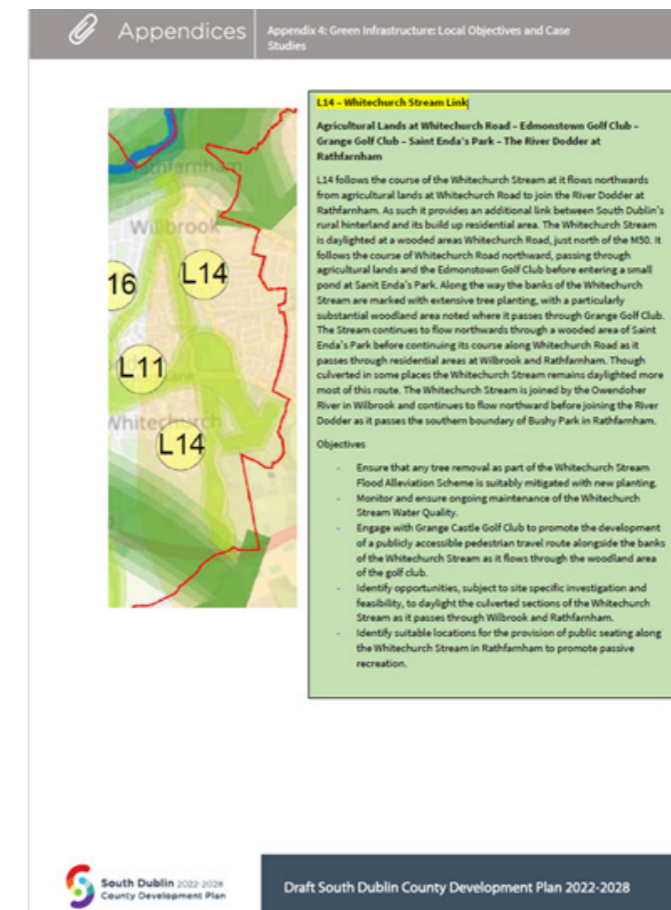
Local Objectives and Case Studies

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L14 – Whitechurch Stream Link



Extract from Draft SDCC
Development Plan 2022 – 2028 –



Extract from Draft SDCC
Development Plan 2022 – 2028
– Appendix 4

Case Study 7: Whitechurch Road	
Typology	Urban Edge
Description	
	
<p>The area around Whitechurch Road, South Dublin's eastern boundary with the administrative area of DLRCC, includes two tributaries of the River Dodder, located to the north and the south of the M50. These tributaries, as well as their banks and the associated shrubberies and woodlands, are important local green and blue infrastructure assets. Other GI assets in the vicinity include the large block of woodland along Whitechurch Road's eastern boundary, local hedgerows and the cemetery at Whitechurch Parish, beside Whitechurch Road. Assessment of this area resulted in the following preliminary observations:</p> <ul style="list-style-type: none"> • Opportunity to maximise value of Dodder tributaries as greenways of value for recreation and biodiversity • Need to consider how to treat highly constrained sites with high value GI resource • Consider how to incentivise developers to improve ecological connectivity • Need to consider relationship between heritage features and GI. • How to leverage the visual impact of the transition between South Dublin's urban and rural areas. • Scope to further identify appropriate ecological features that make appropriate urban-rural gateways. 	
Policy Recommendations	
GP-1	Optimise biodiversity and connectivity along the Whitechurch Stream to the greatest extent possible.
GP-2	To investigate the provision of a local greenway along the course of Whitechurch Stream and other minor watercourses within the county to

	improve accessibility from the county's residential suburbs to surrounding recreational opportunities and amenities.
GP-3	Ensure that areas of high biodiversity value are identified, preserved and incorporated into development. Accommodations must be made to ensure that the biodiversity value is not reduced. Measures to be considered include; improving access where appropriate, incorporation of SUDS measures which enhance not just flood attenuation but also amenity value
GP-4	Protect the geodiversity interest of the landscape and prohibit landfills which damage geodiversity interest.
GP-4	Recognising that flood relief schemes may involve the loss of certain flora, ensure that development on these lands gives the greatest protection possible to mature trees and heritage and ecological features which enhance its character.
GP-5	Retain and incorporate broad leaf woodland in amenity parkland or within open space areas and ensure that where loss of broadleaf cannot be avoided it is suitably mitigated.
GP-6	Retain and protect existing cemeteries which are a feature of this area and to increase their contribution to the ecosystems services of the area by measures such as; biodiversity friendly landscaping and appropriate management of the GI value and facilitation of access where appropriate.
GP-7	Ensure bat surveys carried out due to the high potential for bat roosts within the existing buildings and mature
GP-8	Promote public understanding and engagement in biodiversity management such as in the areas of cemetery management, golf course management and private gardens.
GP-9	Retain and protect local heritage features which exist in the area such as granite walls, site for water pump, and small houses. Use of local materials within new development is important in this regard.
GP-10	Ensure that all new planting is reflective of the character and local biodiversity of the area, and encourage the use of native planting and discourage the use of non-native planting.
<p>County wide applications of the key lessons from this Case Study: This case study forms the 'urban edge' typology and as such is concerned with the transition areas between South Dublin's urban / suburban and rural areas. Of particular interest is the further identification of appropriate ecological features that make appropriate urban-rural gateways. Applicable lessons in this regard include:</p> <ul style="list-style-type: none"> — Promote public understanding and engagement in biodiversity management such as in the areas of cemetery management, golf course management and private gardens. — Ensure that all new planting is reflective of the character and local biodiversity of the area and encourage the use of native planting while discouraging the use of non-native planting. — Ensure that areas of high biodiversity value are identified, preserved and incorporated into new development. Accommodations must be made to ensure that the biodiversity value is not reduced. Measures to be considered include; improving access where appropriate, incorporation of SUDS measures which enhance not just flood attenuation but also amenity value 	

5. Neighbourhood Development Strategy

The Spatial Framework Study seeks to provide a comprehensive approach to the lands at Edmondstown which will ensure that the future development of all zoned lands can be planned to address the issue of sustainable accessibility in an appropriate manner. The study in setting out the lands for primarily residential use with associated neighbourhood and community facilities, open space, roads and service infrastructure ensures that the future development of adjoining lands can be fully accommodated.

Overall Lands context

The Development Plan requires that the lands be developed for residential development “for the purpose of low density residential development at a net density of not more than 12 dwellings per hectare, and to promote housing for older people (nursing home, independent and semi-independent) as a fully integrated part of such development with an increased density of not more than 20 dwellings per hectare to apply to independent and semi-independent housing for older people whereby permissible densities may be increased in accordance with the relevant ministerial guidelines where issues of accessibility have been fully resolved in an appropriate manner”.



The overall site strategy as illustrated in the Spatial Framework drawings sets out a layered approach to how the development of these zoned lands can be implemented.

The overall Edmondstown lands amount to 28 Hectares of land within the Residential Zoned area, providing 23.6 Hectares of developable lands (excluding the Riparian corridor, Link Street from Whitechurch to Edmondstown Road and exclusion zone for overhead electricity line). The development of all the zoned Edmondstown lands provides for a potential future residential development of circa 1,000 residential dwellings allowing for a population of between 2,750 – 3,300.

Public open space will be provided at a rate of 16% as a part of these proposals. The riparian corridor is provided along the Whitechurch Stream running parallel to Whitechurch Road. Provision is made for the delivery of a Green Infrastructure which includes mature trees, hedgerows, and woodland. The retention of trees and hedgerows has significant ecological benefits supporting habitats and forming part of the Green Infrastructure Network. The retention of trees and hedgerows will provide visual amenity and aid in the process of placemaking on the Edmondstown Lands.



5. Neighbourhood Development Strategy (Continued)

Transportation

Accessibility for pedestrians, cyclists and public transport is key to the sustainable development of this strategic land development resource. The NTA, in an observation as a statutory body in relation to a recent planning application for part of the Edmondstown lands indicated no objection in principle to their development for residential purposes and has: -

Expressed an opinion that, in advance of any development of these lands, an assessment of the cumulative impacts of the development of the full Edmondstown Lands should be undertaken;

That a programme of investment in transport infrastructure and services, and other local services, which would facilitate the development of the Edmondstown Lands in a sustainable manner, should be prepared - so that any development could proceed in a manner that would be considered consistent with the NTA's Transport Strategy for the GDA 2016-2035.

In summary, the Feasibility Study carried out by NRB indicates: -

- A future inner relief road can be accommodated, running parallel to and inside the M50, to link Whitechurch Road to Edmondstown Road, as an extension to the well-used College Road;
- This link could run inside and parallel to the M50 and would link suburbs and facilitate public transport without the need to use the M50 for inter-suburb trips;
- The route can be built to modern requirements and design standards, linking across the entire southern suburbs;
- The relief road link consists of a single carriageway road with footpaths and cycle lanes provided;
- It is intended to accommodate a bus terminus / turning area as a part of this planning application to facilitate

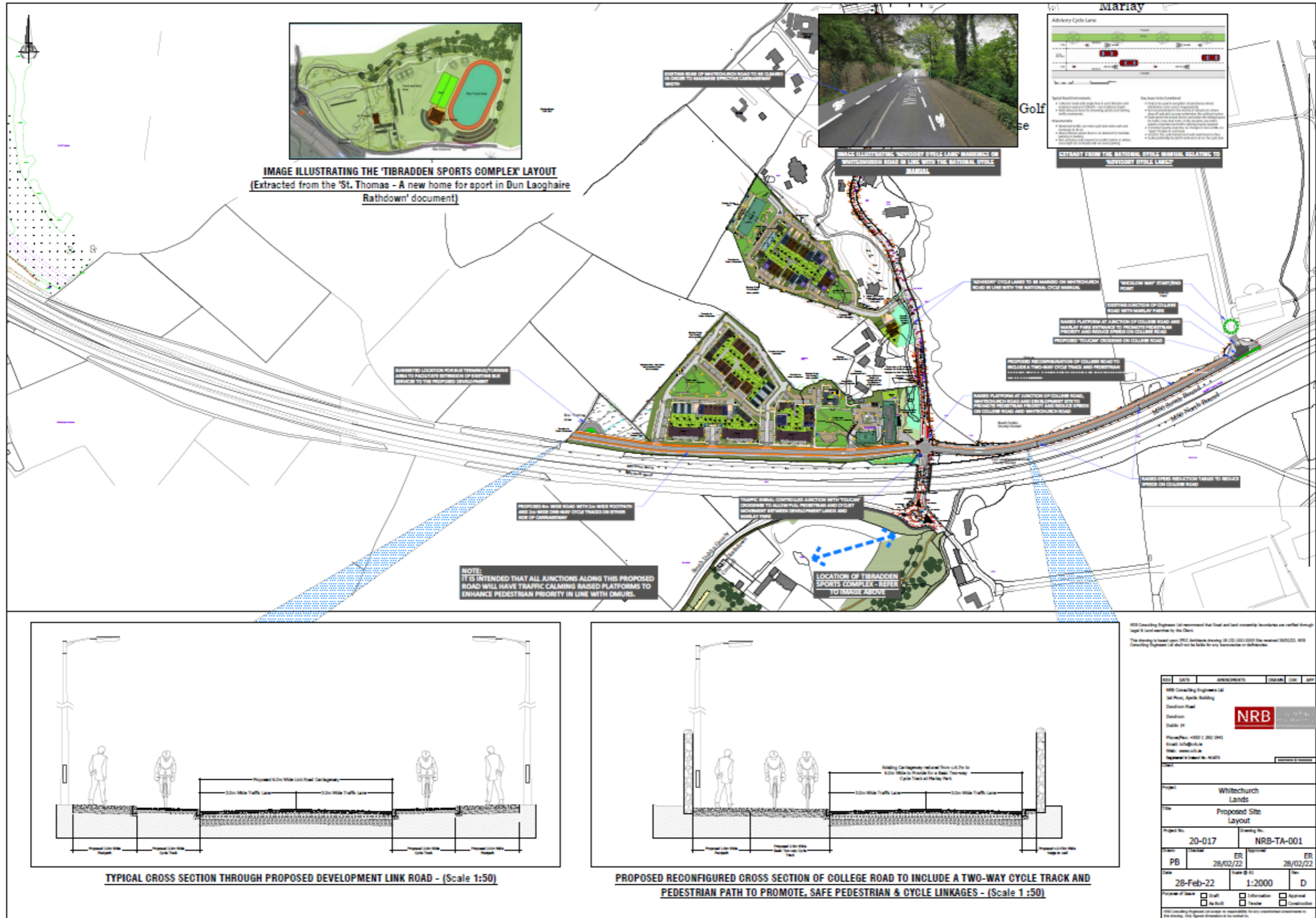
the extension of Dublin Bus Services to serve the area (the intention being that services that currently 'terminate' on Whitechurch Road can be extended to service lands to the M50 cordon boundary in the short to medium term);

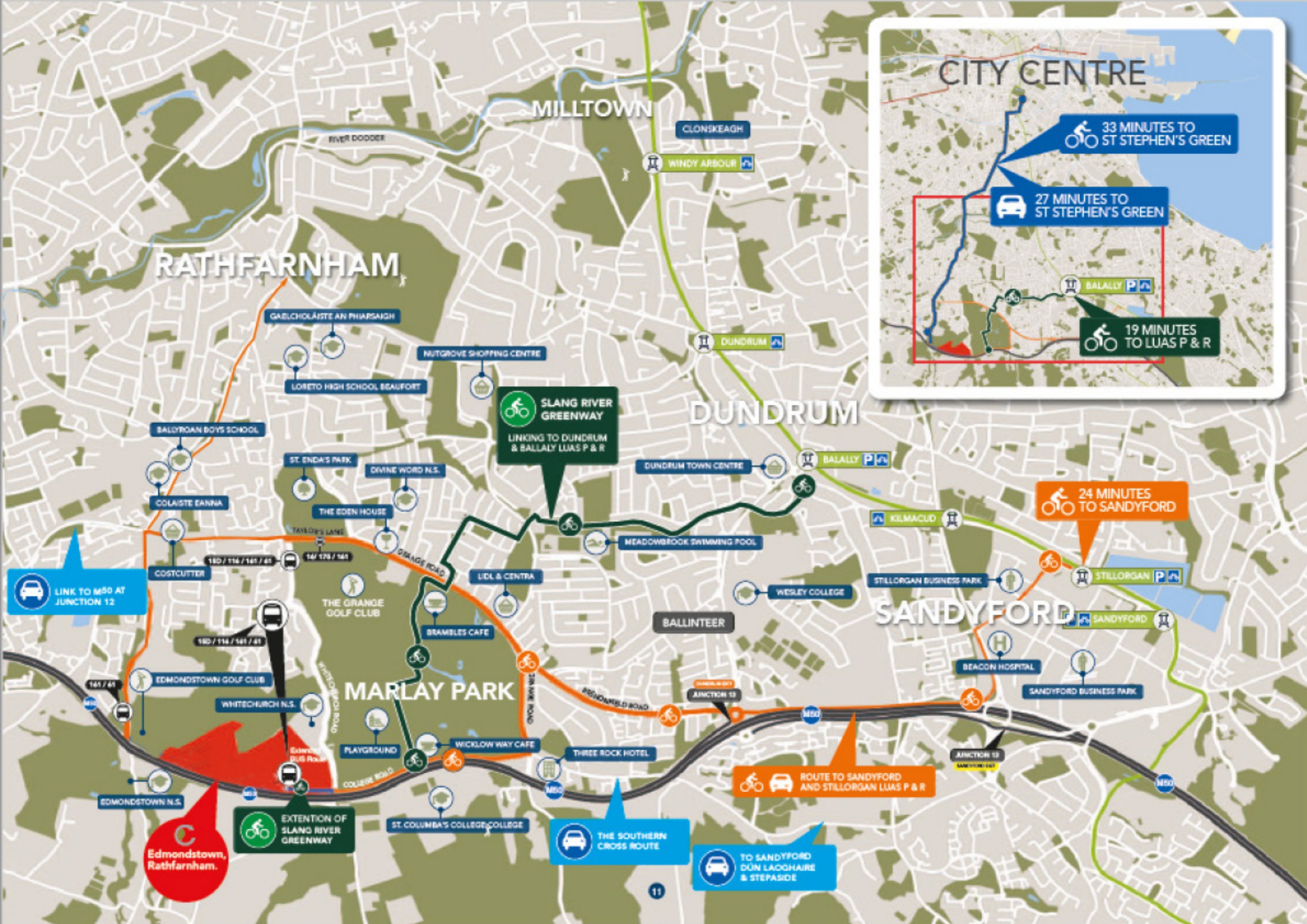
- Improvements to College Road, can provide for DMURS compatible Traffic
- Calming and the addition of a 2-way continuous cycle lane from the rear of Marlay Park, with enhanced connectivity to DLRCC's Slang River Greenway, which provides a safe cycling route to recreation, shopping, employment and education locations;
- The route, designed based on a Topographical Survey, includes an improved junction at Whitechurch Rd/ College Rd, where it is also proposed to install a 'Toucan' Pedestrian / Cyclist Crossing which will provide for safe crossing.
- All of the Designs are informed by comprehensive Classified Traffic Surveys (and by way of 85%ile speed surveys of College Rd carried out at appropriate times in Autumn 2019). College Road was found to have high traffic speeds as surveyed in 2019.

An important benefit of the proposed College Road works is the improved access to the approved and funded DLRCC Sports Campus at Tibbradden Road. This Regional Sports Campus (due to be part operational in Q3 2022) and the adjacent Stillorgan Rugby Club are under construction at present. There will be clear benefits for safe pedestrian and cyclist access to the Sports Campus, in terms of the Traffic Calming and the Cyclists permeability locally via an extension to the Slang River Greenway along College Road.

This spatial framework study for the Edmondstown Neighbourhood promotes more environmentally friendly travel modes, improving energy efficiency; reducing

congestion; creating more liveable neighbourhoods and reducing green- house gas emissions. It is intended to accommodate a bus terminus / turning area as a part of this planning application to facilitate congestion; creating more liveable neighbourhoods and reducing green- house gas emissions and recognises that with the future concentration of high density population within the M50, there is a need to address, at an early stage, existing and potential congestion and promotion of sustainable modes of transport throughout the southern suburbs of the core metropolitan area. The extension of Dublin Bus Services to serve the area, with the intention being that services that currently 'terminate' on Whitechurch Road can be extended to service lands to the M50 cordon boundary in the short to medium term will facilitate this. The existing bus services can be extended from the Whitechurch Road into the new link street in consultation with TII and the NTA





RATHFARNHAM

MILLTOWN

DUNDRUM

SANDYMOUNT

MARLAY PARK

Edmondstown, Rathfarnham.

SLANG RIVER GREENWAY
LINKING TO DUNDRUM & BALLALY LUAS P & R

24 MINUTES TO SANDYMOUNT

ROUTE TO SANDYMOUNT AND STILLORGAN LUAS P & R

THE SOUTHERN CROSS ROUTE

TO SANDYMOUNT DUN LAOGHAIRE & STEPASIDE

EXTENSION OF SLANG RIVER GREENWAY

LINK TO M50 AT JUNCTION 12

A Zoned Residential Landbank within the M50

- A mix of uses at an appropriate density for the location are envisaged in this Neighbourhood.
- Such lands inside the M50 have been identified as suitable for development under the Regional Planning Guidelines.
- The existing bus services can be extended from the Whitechurch Road into the new link street in consultation with TII and the NTA.
- Local services can be integrated into proposed development. Walking, cycling and connectivity have been prioritised.

Edmondstown Neighbourhood response to its surroundings

- High levels of amenity space near these lands include Marlay Park, Grange Golf Club, Edmondstown Golf Club, St Thomas' Sports Campus and Stillorgan Rugby Club. These high quality spaces will be connected with and supported by new development
- Existing green infrastructure including streams and hedgerows have been identified and can be maintained and enhanced by development proposals
- Green links, pedestrian and cycle connections and vehicular access link open spaces and destinations
- Key features of the lands will be utilised to enhance and maximise the potential for a varied, sustainable and identifiable place making.
- A mixed development ranging from two storey houses to apartments are envisaged across the development lands.
- The Neighbourhood Centre will serve both new and existing communities
- A local landmark building is proposed within the lands at the entrance to the new Edmondstown Road link, defining the new neighbourhood.

Accessibility within the Edmondstown lands

- Universal Design will be a guiding principle in the design of the overall layouts and in the detailed design
- The principles of universal design underpin the design approach, such that the lands “may be accessed, understood and used to the greatest practicable extent, in the most independent and natural manner possible, and in the widest possible range of situations
- Public spaces, streets and parks, will be all designed so that every member of society can use them.
- Buildings will front these spaces so that they are passively supervised, creating safe spaces for everyone to use. Where Home Zones / Shared Spaces adjoin the public open spaces, the activity generated here enhances the open space realm.
- It is proposed that suitable sites and typologies for sheltered housing can be identified within and throughout the zoned Edmondstown lands. These may include flexible house or apartment designs that can easily be adapted to changing needs over the course of a lifetime.

Edmondstown Neighbourhood

- A Neighbourhood Centre at the southern access will provide for a range of local services including convenience store, shop/café and other retail to serve the new and existing communities
- A creche will be provided as a part of any new development Existing community services include schools and churches A variety of dwelling types, sizes and tenures will be provided by the new development
- The spatial framework study has taken care to identify and enhance existing landscape characteristics including field boundaries, hedgerows, trees and some attractive old stone buildings to create identifiable neighbourhoods and character areas
- A hierarchy of public open spaces are proposed on these lands, with the additional benefit of the high amenity of Marlay Park beside the site



Placemaking

- Existing hedgerows and historic boundaries will be retained where possible.
- Identifying features such as attractive stone walls and trees around which to focus public spaces and street fronts have been defined in the Study.
- A local landmark Building is proposed at the entrance to the site in the Neighbourhood Centre.
- An attractive courtyard style neighbourhood centre anchors the site and connects it to the surrounding context.
- Framing views and vistas from the site towards attractive landscape features will assist in placemaking.
- A refined and coherent architectural vision within this framework will ensure the sense of place and longevity of the development of these lands.



Green Infrastructure and Riparian Corridor

- The Whitechurch Stream is a tributary of the River Dodder and functions as an important part of the Liffey river system and its ecology. It begins in the Dublin Mountains and flows north through the residential zoned Edmondstown lands towards Rathfarnham where it meets the River Dodder.
- A riparian zone is protected along the Whitechurch stream Serving an important function as buffer elements protecting water quality from threats from surrounding land use.
- The riparian corridor also aids in natural flood management, helps prevent river bank erosion, and can offer very high recreational value.
- The range of landscape typologies found between the water, bank, and landscape within the riparian zone support a large number of different habitats and act as a conduit for the wildlife associated with these habitats
- The Whitechurch Stream is home to numerous species of wildlife and is rich in plant diversity and protecting its natural ecological conditions is an important imperative .
- The framework for the Edmondstown Neighbourhood sets out to enhance the biodiversity and strengthen the Whitechurch Stream ecological corridor by retaining healthy and valuable trees, removing unhealthy or hazardous trees, replacing them where necessary, and by improving the understory planting layer of the riparian edge.

Home Zones

- Design Manual for Urban Roads and Streets - Shared surface streets and junctions are particularly effective at calming traffic.
- Movement priorities within the Edmondstown lands are low and there will be a high place value in promoting more liveable streets.

- To provide pedestrians with a safer and more enjoyable experience, the pedestrian and vehicular environment within the Edmondstown lands will be promoted as a shared surface environment.
- A contrasting coloured surface will provide a visual cue for vehicles so that they recognise that they are making the transition from a segregated footway/road arrangement to a slow-speed shared-surface environment. A reduction in carriageway width to 4.8m and corner radii can be reduced in order to promote slower moving traffic, bring vehicles within pedestrians' peripheral vision, and reduce crossing distances.
- A 4.8m carriageway intended to be an equal priority environment used by both pedestrians and vehicles, for pedestrian safety together with an exclusive 1.2m verge where appropriate will provide ample space for pedestrians to step off the carriageway and allow for the occasional passing of two vehicles. In addition to enhancing pedestrian safety, the verge will facilitate the planting of street trees within the limited space available on site and help establish the verdurous character the landscape design strives to accomplish. This step-off zone will be clearly distinguished from the shared surface by using a contrasting paving block.

Servicing

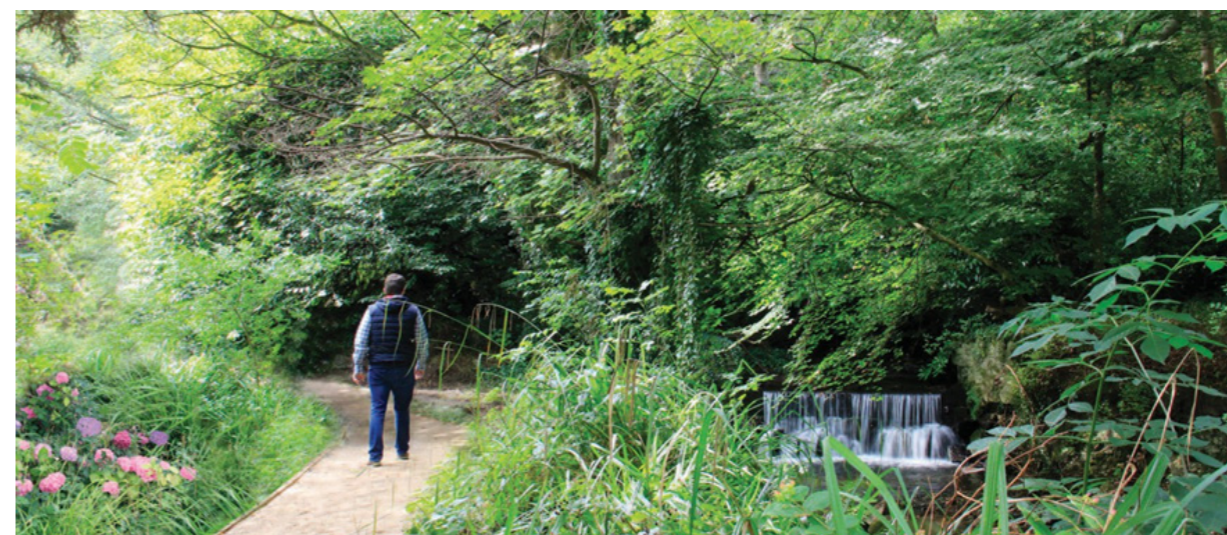
A comprehensive servicing strategy has been developed by CS consulting engineers to access the public foul sewerage system; to attenuate surface water drainage in accordance with SUDS principles; and to address any potential flood risk potential to affect the development lands.

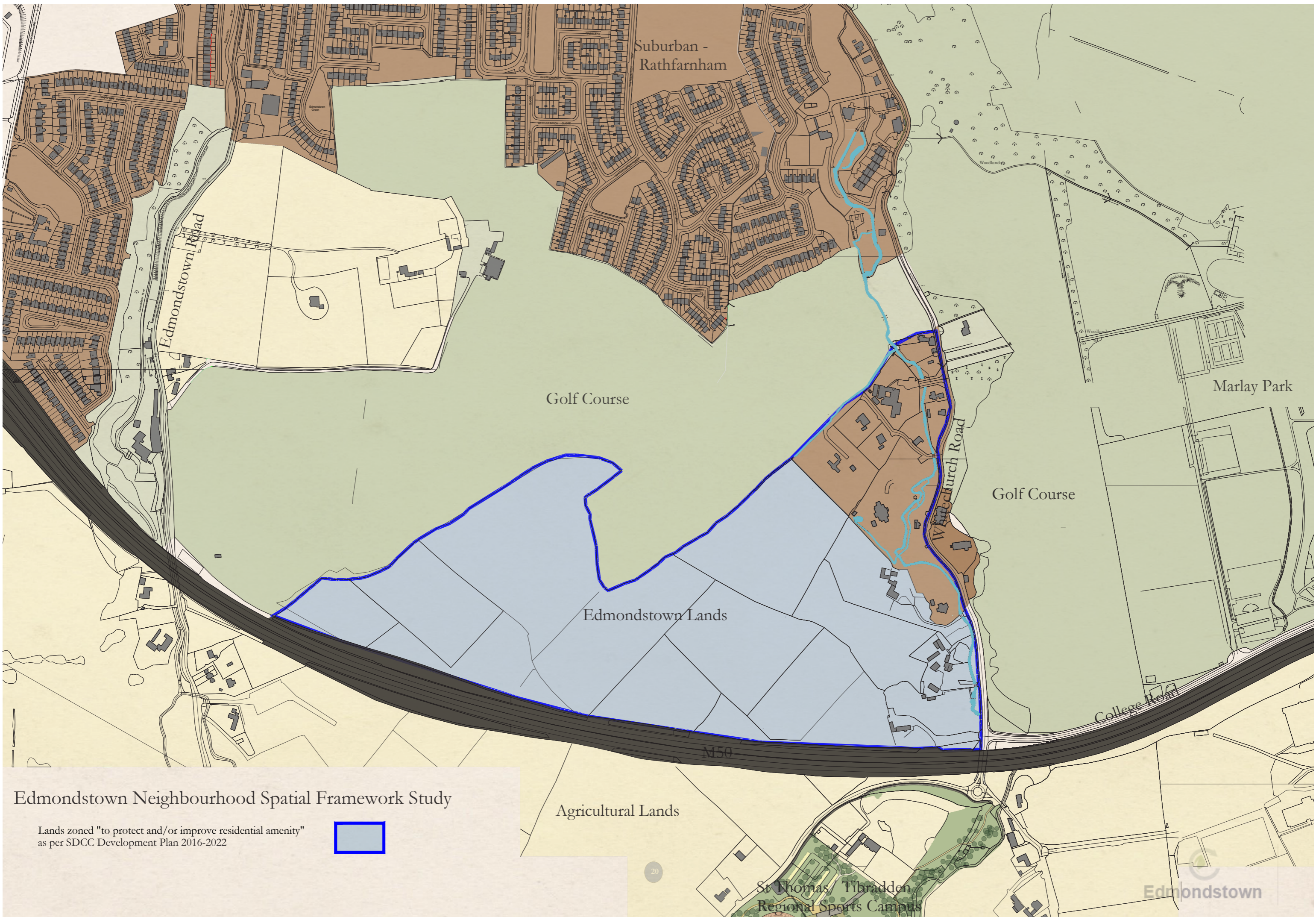
Phasing

The first residential phase lands are accessed via the Whitechurch Road and College Road and their development can facilitate the development of a Neighbourhood Centre and new link street relief road from Whitechurch Road into the site. In the longer term this street could be extended across to Edmondstown Road, to provide a permeable extension to College Road to facilitate pedestrians, cyclists and vehicular traffic across the suburbs south of Rathfarnham, as well as providing access to the proposed new residential neighbourhood.

What does this mean for Edmondstown

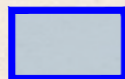
All of the baseline assessments indicate there is no impediment to the sustainable development of the subject lands within the framework of this Spatial and Neighbourhood study. Accessibility for pedestrians, cyclists and public transport is key to the sustainable development of this strategic land development resource. This document has outlined a clear vision for development to provide for a sustainable residential community with supporting neighbourhood facilities and achieving high quality public open space.

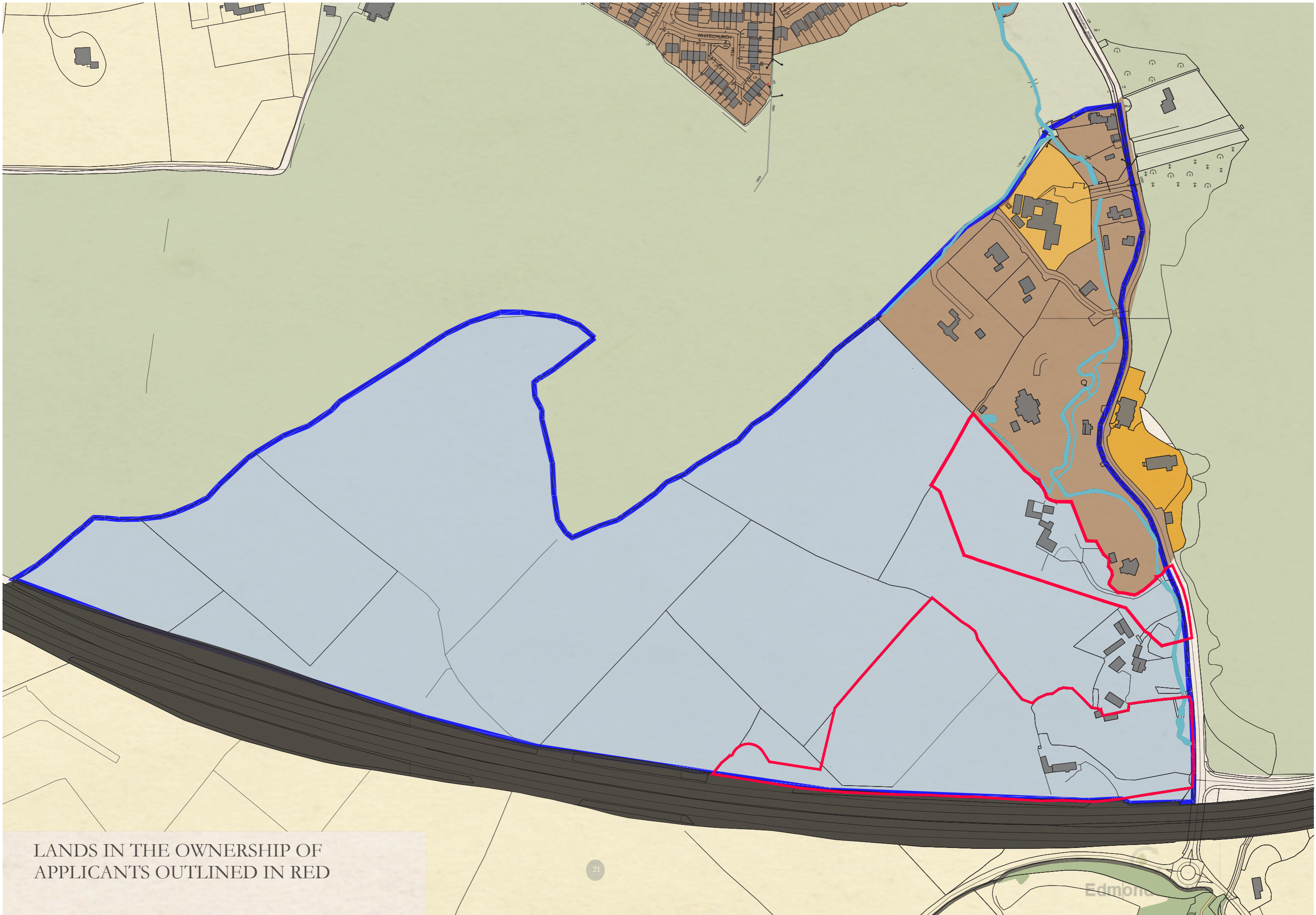




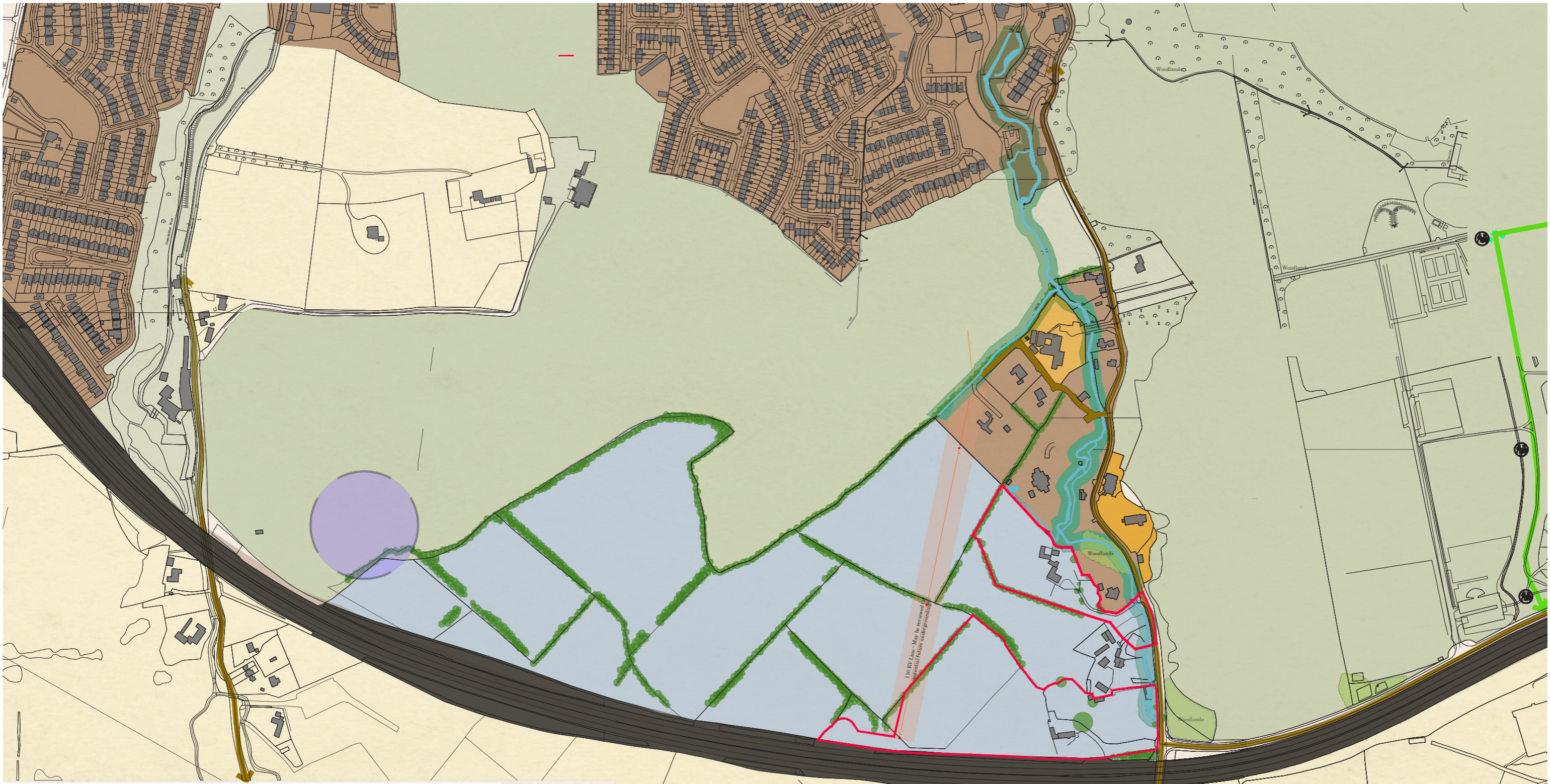
Edmondstown Neighbourhood Spatial Framework Study

Lands zoned "to protect and/or improve residential amenity" as per SDCC Development Plan 2016-2022



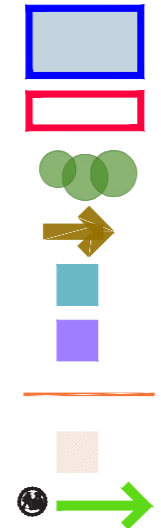


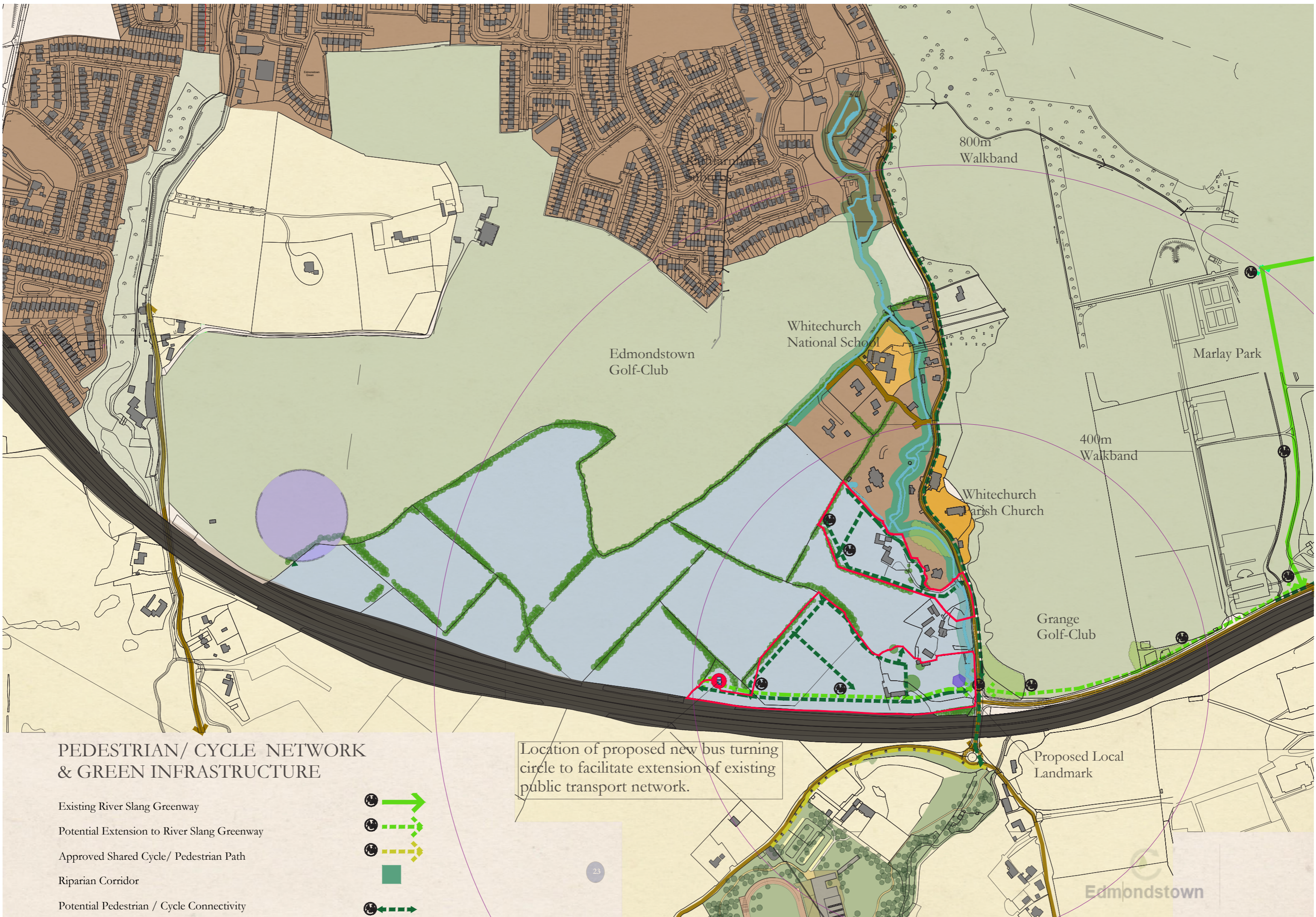
LANDS IN THE OWNERSHIP OF APPLICANTS OUTLINED IN RED



KEY FEATURES OF EDMONDSTOWN LANDS

- Lands zoned "to protect and/or improve residential amenity" as per SDCC Development Plan 2016-2022
- Lands the subject of Edmondstown Neighbourhood Feasibility Study
- Existing Hedgerows and Trees
- Existing Road Networks
- Existing Watercourse
- Area of Archaeological Interest
- Over Head High Voltage Line
- High Voltage Overhead Line exclusion zone
- Existing River Slang Greenway





PEDESTRIAN/ CYCLE NETWORK & GREEN INFRASTRUCTURE

- Existing River Slang Greenway
- Potential Extension to River Slang Greenway
- Approved Shared Cycle/ Pedestrian Path
- Riparian Corridor
- Potential Pedestrian / Cycle Connectivity

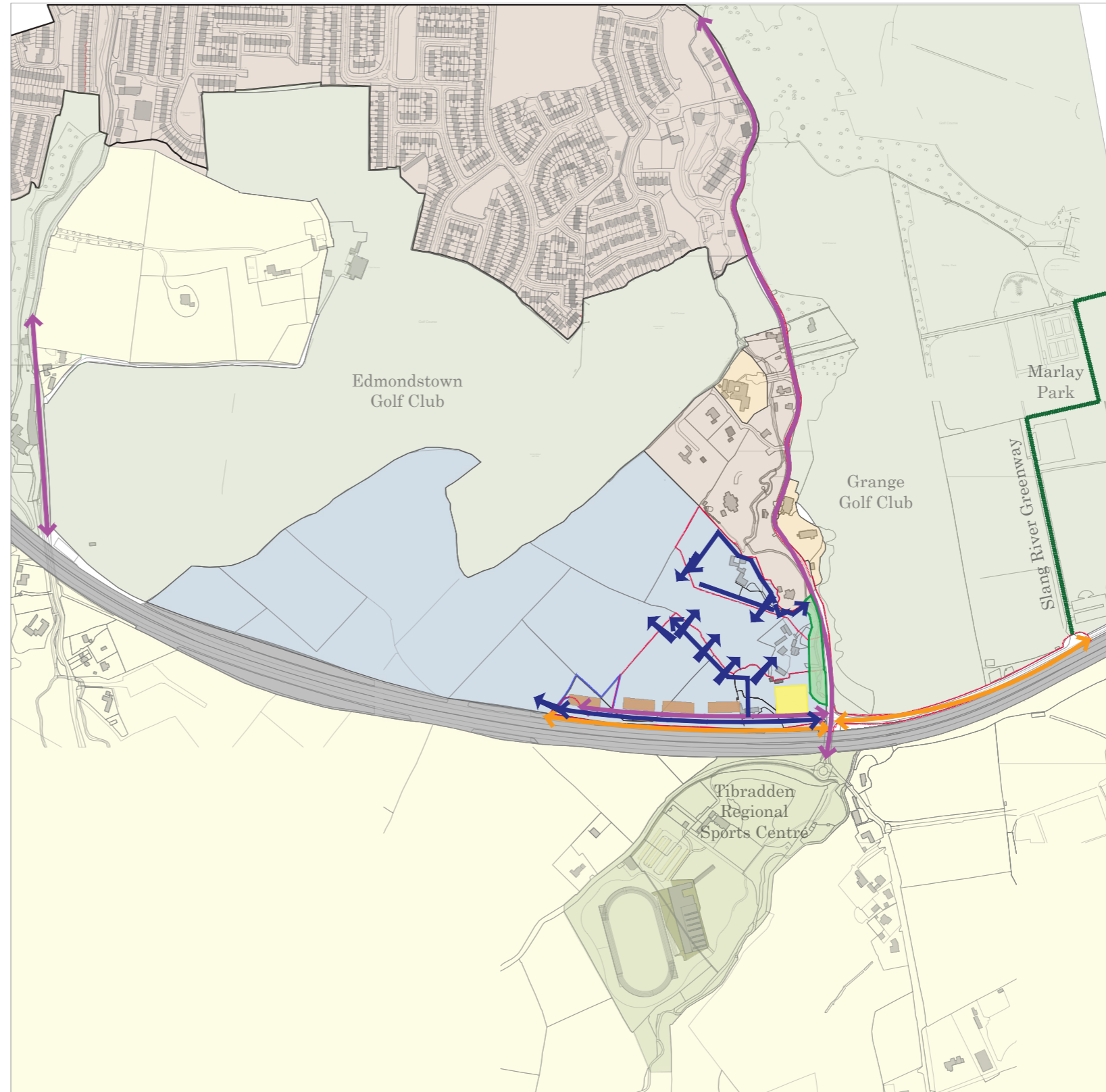


Location of proposed new bus turning circle to facilitate extension of existing public transport network.

Development Opportunities

Opportunities

- Proposed Site Outline
- Lands Zoned for Residential Development for in Excess of 10 years (Dev Plan 2004-2010, 2010-2016, 2016-2022)
- Create a New Edge for Edmondstown
- ↔ To make Connections
- ↔ To bring Bus Connectivity to this Locality, in Particular to Connect the Residential Zoned Lands at Edmondstown, Marlay Park, and St Thomas Sports Campus to Public Transports
- ↔ Opportunity to Enhance the Connectivity, Pedestrian and Cycle Links in the Local Area and Extend the Slang River Greenway
- Scale of Potential Residential Development Sufficient to Support New Neighbourhood Centre
- Maintain the Riparian Corridor



Making Connections





Spatial Framework Plan, Edmondstown, Planning Context Report For Strategic Housing Development
at Edmondstown, Whitechurch Road, Rathfarnham, Dublin 16, February 2022.