



County Development Plan 2022-2028



**Written
Statement**

County Development Plan 2022-2028

Written Statement

Frank Curran *Chief Executive*

Mary Henchy *Director of Planning*

Louise McGuaran *Senior Planner led the Development Plan team*

The Plan consists of:

- Written Statement
- 17 Appendices
- 14 Maps showing land use zoning objectives for the County
- 14 Flood Maps
- 3 Supplementary Maps
- SEA Environmental Reports
- Natura Impact Report in support of Appropriate Assessment

21st April 2022



The Metals and County Hall

Table of Contents

1	Introduction, Vision and Context	1
2	Core Strategy.....	19
3	Climate Action	51
4	Neighbourhood - People, Homes and Place.....	67
5	Transport and Mobility.....	99
6	Enterprise and Employment.....	121
7	Towns, Villages and Retail Development.....	139
8	Green Infrastructure and Biodiversity.....	157
9	Open Space, Parks and Recreation.....	181
10	Environmental Infrastructure and Flood Risk.....	193
11	Heritage and Conservation.....	211
12	Development Management	225
13	Land Use Zoning	305
14	Specific Local Objectives	321
15	Implementation, Monitoring and Evaluation	337
	Acronyms, Glossary and Index	353

List of Appendices

Appendix 1	Tiered Approach to Land Zoning – Infrastructure Assessment
Appendix 2	Housing Strategy and Housing Needs Demand Assessment (HNDA)
Appendix 3	Development Management Thresholds
Appendix 4	Heritage Lists
Appendix 5	Building Height Strategy
Appendix 6	Waste Management Guidelines
Appendix 7	Sustainable Drainage System Measures
Appendix 8	Landscape Assessment Study and Landscape/Seascape Character Areas
Appendix 9	Ecological Network
Appendix 10	Wind Energy Strategy
Appendix 11	Public Rights of Way/Recreational Access Routes
Appendix 12	Policy Context
Appendix 13	Statement Demonstrating Compliance with Section 28 Guidelines

Stand Alone Appendices

Appendix 14	Green Infrastructure Strategy
Appendix 15	Strategic Flood Risk Assessment
Appendix 16	Sandyford Urban Framework Plan
Appendix 17	Interim Dún Laoghaire Urban Framework Plan

Message from An Cathaoirleach

The Dún Laoghaire-Rathdown County Development Plan 2022 – 2028 was made by the 40 elected members of Dún Laoghaire-Rathdown County Council and comes into effect on 21st April 2022. The new Plan embraces inclusivity, quality of life and healthy placemaking and will guide development for the next 6 years.

I would like to thank all those who contributed to the preparation of the Plan including the many members of the public and other stakeholders who made numerous submissions during the various public consultation phases of the two year Plan making process. The high level of participation is welcomed particularly given the challenges which we all faced in the last two years due to the Covid-19 pandemic.

I acknowledge the work of the 40 elected members who deliberated over the various stages of the democratic Plan making process at many briefings and multiple Special Council Meetings and who ultimately made the final Plan. The issuing of strategic directions by the Elected Members at the initial stage resulted in a Plan that recognises the unique character of our towns and villages and protects recreational and community uses via the new Sustainable Neighbourhood Infrastructure land use zoning objective.

I wish to particularly thank my predecessors Councillor Una Power and Councillor Shay Brennan who were Cathaoirligh at earlier stages of this process. Thanks also goes to Leas-Chathaoirligh Councillor Deirdre Donnelly, Councillor Séafra Ó Faoláin and Councillor Juliet O Connell.

Finally, I would like to thank the officials across all Departments in the Council that provided advice and informed debate on matters, in particular the Planning Department team.

I am confident that we will all strive together to deliver on this Plan, ensuring the development of the County as a place where people want to live, work, visit and invest.



A handwritten signature in black ink, which appears to read 'Lettie McCarthy'.

**Councillor Lettie
McCarthy**
*Cathaoirleach of Dún
Laoghaire-Rathdown
County Council*

Message from the Chief Executive

The Dún Laoghaire-Rathdown County Development Plan 2022 – 2028 is one of the most significant policy documents of the Council. It sets the policy objectives that deliver on many of the goals in the Corporate Plan of the Council. It also represents the culmination of a two year democratic process whereby the Plan is made by the Elected Members, with the advice of the executive and in consultation with the public.

The Plan which was adopted by the elected members on 10th March 2022 and comes into effect on the 21st April 2022, sets out a comprehensive vision for the necklace of towns and villages that make up the County and will guide future climate resilient and economically vibrant growth and development over the 6 year period from 2022 – 2028 in these towns and villages and in our new growth areas. It also places a focus on biodiversity, heritage and the coastal and upland amenities which are an integral part of the unique character of the County.

The vision of the Plan which embraces inclusivity and quality of life is underpinned by five strategic County outcomes centred around the ten minute neighbourhood concept which aims to ensure that people can walk, cycle or use public transport to access their day to day needs and services such as schools, shops, parks and employment. Creating a climate resilient County is a key strategic outcome of the Plan and it is considered that the policy objectives of the Plan which dovetail with overarching national policy as set out in the National Planning Framework will ensure that future development is compact and connected growth which in itself is a key adaptation measure to address climate change. The Plan also includes a new land use zoning objective “Sustainable Neighbourhood Infrastructure” which seeks to protect, support and encourage facilities and services such as schools, healthcare and community facilities that are considered to be central to sustaining and building healthy neighbourhoods.

I would like to take this opportunity to compliment and thank both the Elected Members and the staff of Dún Laoghaire-Rathdown County Council, who have worked in close partnership over the past two years on the preparation of the new Plan. I would also like to thank the general public and other stakeholders who actively engaged in the process, which was abundantly clear from the high number of submissions received at all stages of the plan making process.



Frank Curran,
*Chief Executive Dún
Laoghaire-Rathdown
County Council*

Elected Members of Dún Laoghaire-Rathdown County Council

At time of Adoption:

Councillor Kazi Ahmed
Councillor Marie Baker
Councillor Emma Blain
Councillor Shay Brennan
Councillor Michael Clark
Councillor Anne Colgan
Councillor Maurice Dockrell
Councillor Deirdre Donnelly
Councillor Eva Elizabeth Dowling
Councillor Daniel Dunne
Councillor Martha Fanning
Councillor Mary Fayne
Councillor Kate Feeney
Councillor Michael Fleming
Councillor Jim Gildea
Councillor Anna Grainger
Councillor Lorraine Hall
Councillor Melisa Halpin
Councillor Mary Hanafin
Councillor John Kennedy
Councillor Patricia Kinsella
Councillor Tom Kivlehan
Councillor Hugh Lewis
Councillor Lettie McCarthy
Councillor Sean McLoughlin
Councillor Frank McNamara
Councillor Justin Moylan
Councillor Tom Murphy
Councillor Peter O'Brien
Councillor Denis O'Callaghan
Councillor Juliet O'Connell
Councillor Maeve O'Connell
Councillor Oisín O'Connor
Councillor Séafra Ó Faoláin
Councillor Jim O'Leary
Councillor Una Power
Councillor Dave Quinn
Councillor Barry Saul
Councillor Dónal Smith
Councillor Carrie Smyth

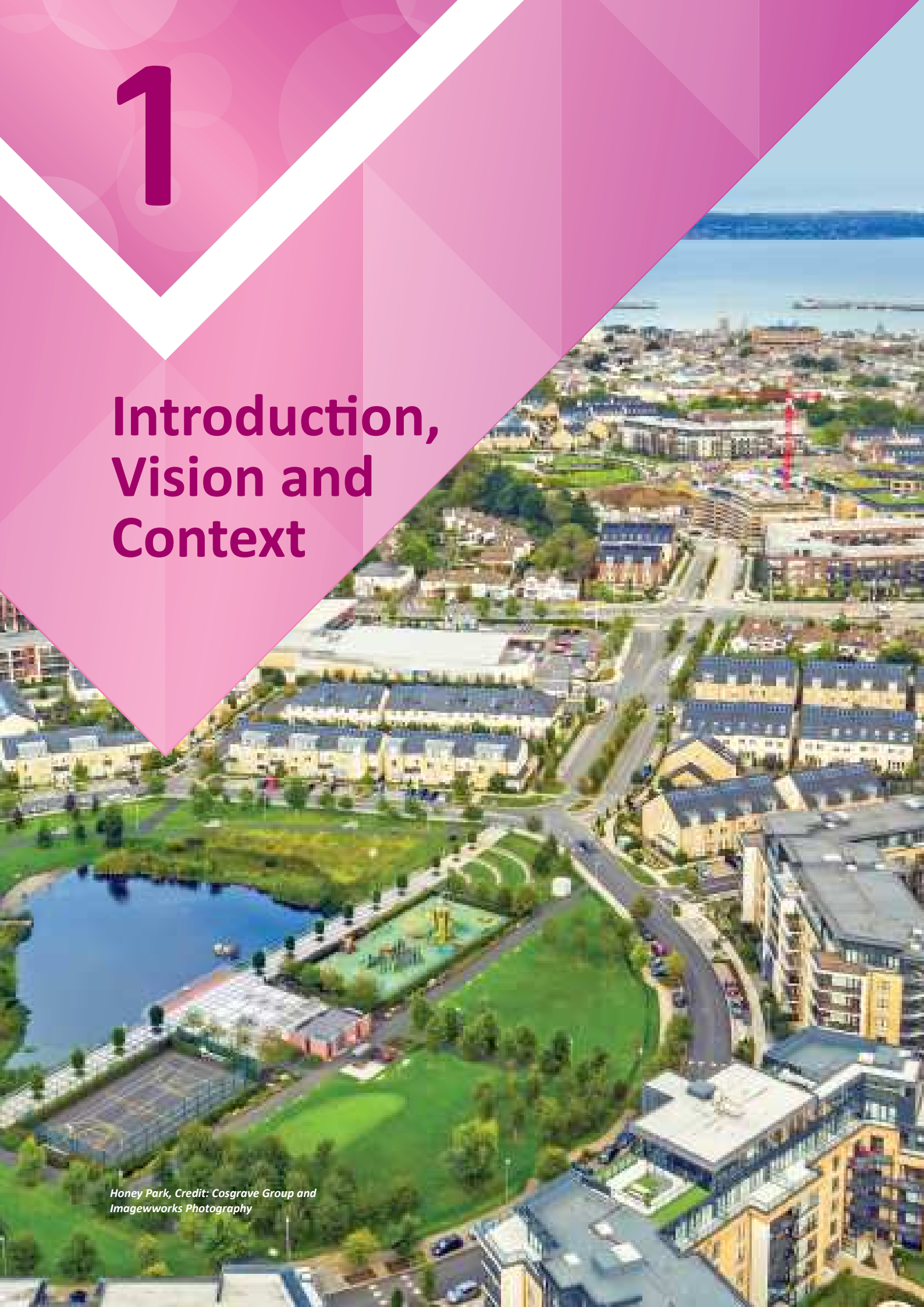
Former Councillors:

Cormac Devlin (TD)
Deirdre Kingston
Jennifer Carroll MacNeill (TD)
Deirdre Ní Fhloinn
Ossian Smyth (TD)
Lynsey McGovern
Barry Ward (Senator)

1

Introduction, Vision and Context

*Honey Park, Credit: Cosgrave Group and
Imageworks Photography*



Development Plan Vision

The Vision for Dún Laoghaire-Rathdown is to embrace inclusiveness, champion quality of life through healthy placemaking, grow and attract a diverse innovative economy and deliver this in a manner that enhances our environment for future generations.



Marlay Park in the snow

1.1 Introduction

The County Development Plan guides future growth and development in the County. The new DLR County Development Plan sets out the policy objectives and the overall strategy for the proper planning and sustainable development of the County over the plan period from 2022 to 2028. The Plan sets out an approach centred on the core principle of sustainability with a focus on creating vibrant, liveable, climate resilient communities. This Plan is consistent with both the [‘National Planning Framework’ \(2018\) \(NPF\)](#) and the [‘Regional Spatial and Economic Strategy’ \(2019\) \(RSES\)](#).

This Chapter sets out the legislative background to the Plan, the context in which the Plan is produced - which has changed significantly since the last Plan was prepared - and the overall structure of the Plan. This Chapter then sets out the overarching Vision which is underpinned by 5 Strategic County Outcomes which permeate all Policy Objectives in the Plan. This approach imbues the Plan, cascading from the Vision and Strategic County Outcomes, through the Core Strategy, policy objectives and standards, and supported through an increased focus on implementation, monitoring and evaluation.



Meabh McKenna and Rachel Duffy at the Lexlcon Harpathon (Barry Cronin)

1.2 Plan-Making Process

This Plan has been prepared following 3 periods of consultation which took the form of public and virtual displays, open days, meetings with stakeholders and service providers, written submissions, briefing sessions for Elected Members, special Council meetings and the preparation of 3 Chief Executive's Reports on submissions received.

The process of reviewing the 2016-2022 County Development Plan and preparation of the new Plan formally commenced in January 2020 with an eight-week Pre-Draft public consultation phase. A 'Have your Say' public consultation document was prepared and widely circulated, and six open days were held, one in each Electoral Ward in the County. Submissions were invited, and the Executive prepared a Chief Executive's Report summarising these submissions and making recommendations on what should be contained in the Draft Plan. A special Council meeting was held with the Elected Members of the Council and a number of Directions were issued requesting strategic matters to be addressed in the Draft Plan.

A Chief Executive's Draft Plan was circulated to the Elected Members in October 2020. This was subsequently amended by the members. The draft Plan then went on display from January to April 2021. That Draft Plan process generated over 1200 submissions from the public and other stakeholders. Amendments to the Draft Plan - which went out on public consultation in December 2020 generated over 100 submissions. This 'Finalised' County Development Plan was duly adopted by the Elected Members of the Council at a Special Meeting of the Council held on the 10th March 2022.

Blackrock Library



1.3 Legislative Background

The County Development Plan has been prepared in accordance with the requirements of the Planning and Development Act 2000, as amended ('The Act'). The legislative basis for the preparation and adoption of a Development Plan is set out in Sections 9-12 of The Act. Section 10(1) provides that the Development Plan shall set out an overall strategy for the proper planning and sustainable development of the area and shall consist of a Written Statement and a Plan or Plans indicating the development objectives for the area. The Act sets out the mandatory requirements which must be included in a Development Plan and these include objectives for inter alia: the zoning of land; the provision of infrastructure; the conservation and protection of the environment; and, the integration of planning and sustainable development with the social, community and cultural requirements of the area and its population.

Section 10(1A) of The Act provides that the Written Statement of the Development Plan shall include a Core Strategy which shows that the development objectives in the Plan are consistent, as far as practicable, with national and regional development objectives as set out in the NPF, the RSES and with Specific Planning Policy Requirements (SPPRs) set out in Section 28 Ministerial Guidelines (see Appendix 13 for a full list of SPPRs). The requirement for the Development Plan to be consistent with inter alia the NPF, RSES and Section 28 Ministerial Guidelines is woven throughout the planning legislation that pertains to the review of an existing and the making of a new County Development Plan. Section 11(1A) of The Act states that the review of the Plan and preparation of the new Plan shall take account of the "statutory obligations" of any Local Authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government. Section 12(11) of The Act refers to the making of the Development Plan and similarly states that in making the Plan that members shall be restricted to considering the proper planning and sustainable development of the area to which the Development Plan relates, the statutory obligations of any Local Authority in the area, and any relevant policies or objectives for the time being of the Government or any Minister of the Government.

There are a range of EU Directives that are an important consideration in the Development Plan preparation process. See Appendix 12 for a list of relevant Directives.

In accordance with European and national legislation, DLR has carried out: a Strategic

Environmental Assessment of the Plan; Appropriate Assessment under the Habitats Directive; and a Strategic Flood Risk Assessment, all of which informed the preparation of the County Development Plan.

1.3.1 Strategic Environmental Assessment

Environmental assessment is a procedure that ensures that the environmental implications of decisions are considered before such decisions are made. Strategic Environmental Assessment (SEA) is the term which has been given to the environmental assessment of plans and programmes, which help determine the nature and location of individual projects taking place. SEA is a systematic process of predicting and evaluating the likely significant environmental effects of implementing a proposed plan or programme, in order to ensure that these effects are adequately addressed at the earliest stages of decision-making, in tandem with economic, social and other considerations. The SEA process was integrated into the preparation of the County Development Plan and the SEA Environmental Report is contained as a separate document accompanying the Plan.

1.3.2 Appropriate Assessment

In accordance with requirements under EU Habitats Directive (43/92/EEC), the EU Birds Directive (79/409/EEC) and Section 177 of the Planning and Development (Amendment) Act 2010, the impacts of the policies and objectives of all statutory land use plans on certain sites designated for the protection of nature under European legislation, must be assessed as part of the preparation of the Plan. This process, known as Appropriate Assessment, is to determine whether or not the implementation of plan policies or objectives could have negative consequences for the habitats or species for which these sites are designated. Appropriate Assessment was undertaken as part of the plan-making process and a Natura Impact Report is contained as a separate document accompanying the Plan.

1.3.3 Strategic Flood Risk Assessment

A Strategic Flood Risk Assessment (SFRA) is an area-wide assessment of the existing risks of flooding and the impact of those risks arising from proposed spatial planning decisions. The national Guidelines 'The Planning System and Flood Risk Management' (2009) state that Planning Authorities are required to introduce flood risk assessment as an integral and leading element of their Development Plan functions. The Guidelines set out that Development Plans must establish the flood risk assessment requirements for their functional area. The

Guidelines further state that flood risk management should be integrated into spatial planning policies at all levels to enhance certainty and clarity in the overall planning process. In conjunction with the SEA process, the Council carried out a SFRA of the County Development Plan. This SFRA is included as Appendix 15 of the Plan and includes a supplementary set of associated flood zone maps.

1.3.4 Office of the Planning Regulator

The Office of the Planning Regulator (OPR) was established in 2019 and oversees the enhancement of Ireland's planning system by driving the co-ordination of planning policy implementation across national, regional and local levels, building a stronger knowledge base and ensuring regular

reviews of the performance of Planning Authorities and An Bord Pleanála. One of the core functions of the OPR is to independently evaluate and assess statutory development plans and regional strategies, and variations to these, with a view to ensuring that the plan or strategy provides for the proper planning and sustainable development of the area concerned.

The OPR may issue a Notice to the Minister recommending that a Ministerial Direction be issued. It is however the role of the Minister to issue any Direction to compel the Planning Authority to address any matter.



Seapoint Beach

1.4 Structure of the Plan

The County Development Plan comprises a series of separate, but closely linked and interrelated elements. The overarching structure of the Plan includes the following:

- The Written Statement;
- Supporting Appendices;
- Zoning Maps; Flood Zone Maps; and, other supplementary mapping;
- SEA Environmental Report;
- Natura Impact Report.

1.4.1 Written Statement

The Written Statement comprises the main policy document of the County Development Plan.

The content of the Written Statement has been prepared having regard to the requirements of the National Adult Literacy Agency Guidelines and incorporates its recommendations where possible.

The County Development Plan is however, a legal document and as such much of the wording in the Plan reflects statutory obligations. In the event of any conflict or ambiguity between what is contained within the Written Statement and the supporting maps, the Written Statement will take precedence.

The structure of the Written Statement is as follows:

Table 1.1: *Layout of Written Statement*

Overall Strategy
Chapter 1: Introduction, Vision and Context – The introductory Chapter sets out an overview of the statutory framework through which the County Development Plan is prepared and sets out the overall Development Plan Vision.
Chapter 2: Core Strategy - This Chapter sets out the Core Strategy or settlement strategy, consistent with both the NPF and RSES, that will help guide and shape the growth and development of the County.
Chapter 3: Climate Action – This new Chapter sets out detailed policy objectives in relation to climate action and the role of planning in climate change mitigation, climate change adaptation, and the transition towards a more climate resilient County.
Chapter 4: Neighbourhood – People, Homes and Place – This new Chapter which amalgamates the former Residential, Community and Urban Design Chapters sets out the Policy Objectives for residential development, community development and placemaking, to deliver sustainable and liveable communities and neighbourhoods over the six years of the Plan.
Chapters 5 – 11 set out a range of Policy Objectives under a series of specific headings which the Council will seek to deliver upon over the six year life of the Plan and include: Mobility and Transport; Enterprise and Employment; Towns, Villages and Retail Development; Green Infrastructure and Biodiversity; Open Space, Parks and Recreation; Environmental Infrastructure and Flood Risk; and, Heritage.
Chapter 12: Development Management – This Chapter incorporates detailed development management objectives and standards to be applied to future development proposals in the County.
Chapter 13 sets out a series of Land Use Zoning Objectives – and accompanying definitions – which are given graphic representation through the accompanying Zoning Maps. The purpose of zoning is to indicate the land use objectives for all lands within the County. A new zoning for ‘Sustainable Neighbourhood Infrastructure’ is included in this Chapter.
Chapter 14: Specific Local Objectives – This Chapter comprises a series of targeted local objectives.
Chapter 15: Implementation, Monitoring and Evaluation - This Chapter details monitoring mechanisms to be put in place to ensure effective sustainable delivery of the Plan and also to allow for greater transparency on the progress made in its implementation.

1.4.2 Appendices

The primary Written Statement is accompanied by a separate volume of Appendices (nos. 1 – 17) which incorporates a series of complementary and supporting documents, data-sets and guidelines that help inform and clarify the broader strategic context of the Written Statement. The Appendices of the Plan are as follows:

Table 1.2: *Appendices*

Number	Title
1	Tiered Approach to Land Zoning – Infrastructure Assessment
2	Housing Strategy and Housing Needs Demand Assessment (HNDA)
3	Development Management Thresholds
4	Heritage Lists: <ul style="list-style-type: none"> ● Record of Protected Structures ● Architectural Conservation Areas ● Record of Monuments and Places ● Industrial Heritage Survey
5	Building Height Strategy
6	Waste Management Guidelines
7	Sustainable Drainage System Measures <ul style="list-style-type: none"> ● Stormwater Management Policy ● Green Roofs
8	Landscape Assessment Study and Landscape / Seascape Character Areas
9	Ecological Network
10	Wind Energy Strategy
11	Rights of Way and Recreational Access Routes
12	Policy Context
13	Statement Demonstrating Compliance with Section 28 Guidelines
14	Green Infrastructure Strategy
15	Strategic Flood Risk Assessment
16	Sandyford Urban Framework Plan
17	Interim Dún Laoghaire Urban Framework Plan

*One South County (Photographer - Enda Kavanagh;
Architect - TOT Architects)*



1.5 Strategic Context

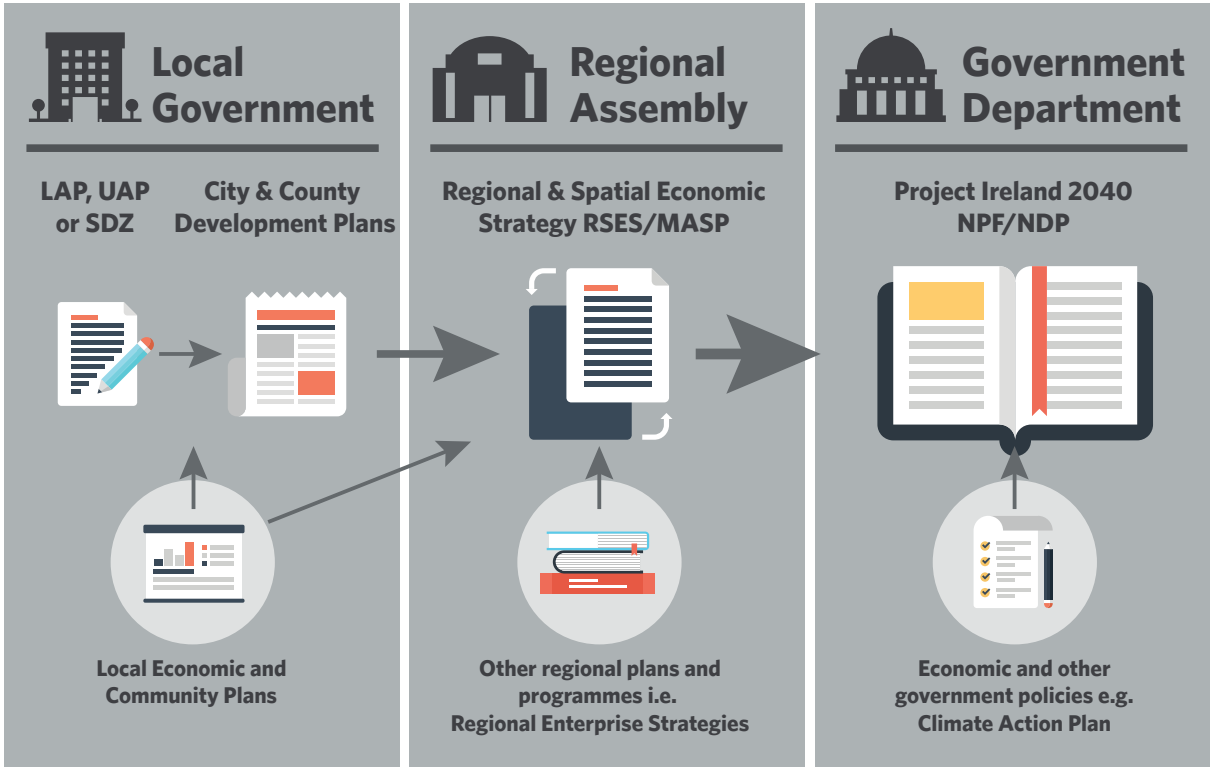


Figure 1.1: Spatial Planning Hierarchy in Ireland (Source: NPF)

Since the adoption of the 2016-2022 County Development Plan, there have been a number of significant legislative and policy changes in the area of planning, including the reframing of policy at both the national and regional levels. In terms of the hierarchy of plans the overarching national plan is now the National Planning Framework with the Regional Spatial and Economic Strategy setting out the regional framework for implementation and delivery of the NPF. The RSES also includes the Dublin Metropolitan Area Strategic Plan (MASP) which provides, for the first time, a 12 to 20 year strategic planning and investment framework for the Dublin Metropolitan Area. The DLR County Development Plan seeks to combine the overarching ‘top-down’ policy framework at the national and regional level with a ‘bottom-up’ approach to policy development at the local level.

1.5.1 National Planning Policy Context

1.5.1.1 Project Ireland 2040 - National Planning Framework and National Development Plan

The NPF sets out the Government’s high level strategic vision for shaping future growth and development in Ireland up to the year 2040. The NPF replaced the National Spatial Strategy and now represents the overarching national planning

policy document, of direct relevance to the planning functions of regional and local Planning Authorities. The companion document to the NPF is the ‘National Development Plan 2018-2027’ which provides the accompanying investment strategy that aligns with the strategic objectives of the NPF.

The NPF utilises a set of shared goals which are expressed as National Strategic Outcomes (NSOs), see Figure 1.2 below. Sustainability is key to the NPF and there is significant alignment between the NPF’s NSOs and the United Nations Sustainable Development Goals, to which Ireland has been a signatory since 2015. Where Policy Objectives in this County Development Plan support the achievement of a specific NSO or National Policy Objective (NPO), the relevant objective is referenced in brackets after the policy objective statement.

The key role that land use planning plays in progressing climate change mitigation and adaption is to the forefront of the NPF. Underpinning the NPF is a firm commitment to ensuring our planning system is responsive to our national environmental challenges and that development occurs within environmental limits (NPO Objective 52). Part of this commitment includes sustainable land management and resource efficiency in order to support the transition towards a low carbon society.



Figure 1.2: National Strategic Outcomes (Source: NPF)

1.5.1.2 NPF Development Strategy

The NPF is unapologetic in seeking to disrupt trends and sets out how Ireland can move away from the current 'business as usual' pattern of development. The NPF explored the 'do nothing' scenario which suggested that without a new approach there would likely be continued sprawl, stagnation of inner city and older suburban areas, a degraded environment with loss of habitat due to greenfield development, greater distances between where people live and work, social inequality and disadvantage, and haphazard approaches to planning for infrastructure and climate change.

The Eastern and Midland Regional Area (EMRA), where DLR is located, has a target population growth of c. 490,000 – 540,000 additional people up to 2040, with an additional 320,000 people in employment. A key focus for delivering this 'regional parity' approach is through strengthening Ireland's overall urban structure and, in particular, encouraging proportionally higher levels of population growth in Ireland's five Cities.

The NPF recognises that the physical form of urban development in Ireland is one of the greatest national development challenges. The NPF has a very clear focus on achieving what is called brownfield/infill development, which translates

into encouraging more people, jobs and activity generally within our existing built up areas. The NPF sets out that securing compact and sustainable growth requires a focus on the liveability of urban places, continuous regeneration of existing built up areas, tackling of legacies such as concentrations of disadvantage in certain areas, and linking regeneration and redevelopment initiatives to climate action.

To support the delivery of this compact growth agenda the NPF puts in place a target that half of future national population growth will be focused in the existing five Cities and their suburbs (NPO 2a) and furthermore, that at least half of all new homes, that are targeted in the five Cities, will be within their existing built-up footprints (NPO 3b). The CSO boundary utilised by the NPF to define the geographic area of Dublin City and Suburbs is illustrated in Figure 1.3 below. The NPF provides that the targeted pattern of population growth will be addressed by way of a Metropolitan Strategic Area Plan for each City. Outside of the five Cities and suburbs, the NPF targets the delivery of at least 30% of all new homes within the existing built-up footprint in other settlements (NPO 3c).

In terms of housing, the long term vision of the NPF is to balance the provision of good quality

housing that meets the needs of a diverse population in a way that makes our cities, towns and villages good places to live now and into the future.

1.5.1.3 Dublin City and Metropolitan Area: Growth Enablers

The NPF recognises the strong performance of Dublin in recent years and the importance of its ongoing role as an internationally competitive City. However, it also acknowledges the key challenges facing Dublin including inter alia: housing affordability; transport; and urban amenity/liveability issues. The NPF states that Dublin needs to accommodate a greater proportion of the growth it generates within its metropolitan boundary and offer improved housing choice,

transport mobility and quality of life. Dublin also needs to become a greener, more environmentally sustainable City in line with international competitors. The NPF sets out key growth enablers for Dublin, many of which have directly informed and shaped the growth objectives of this County Development Plan. The most pertinent of the NPF 'growth enablers', as relevant to DLR, are set out in Table 1.3 below.

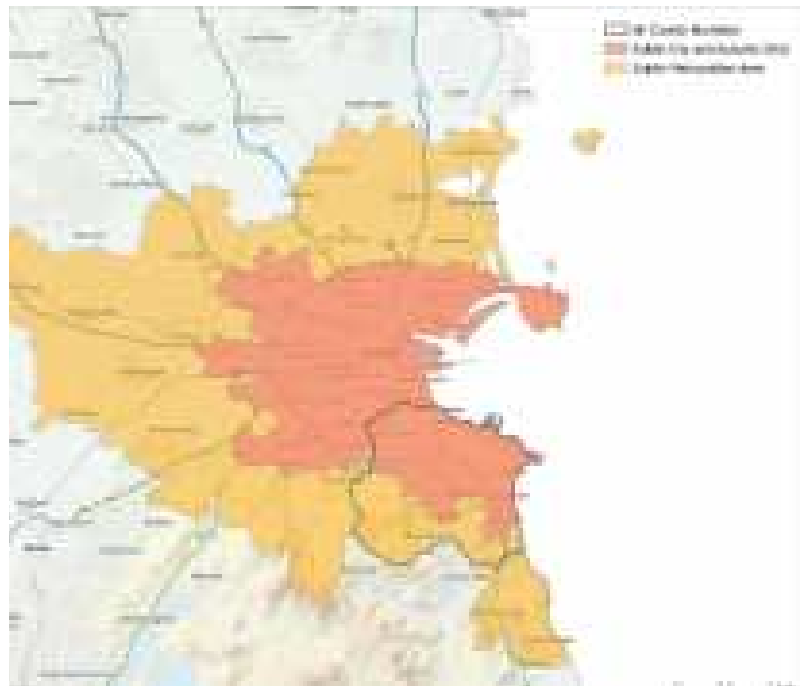


Figure 1.3: *Geographic Boundaries - Dublin City and Suburbs (Source: Census 2016) and the Dublin Metropolitan Area (Source: RSES)*

Table 1.3 *Key Growth Enablers for Dublin*

Key Growth Enablers for Dublin
Identifying ambitious largescale regeneration areas for the provision of new housing and employment throughout the City and Metropolitan area and the measures required to facilitate them as integrated, sustainable development projects.
Progressing the sustainable development of new greenfield areas for housing, especially those on public transport corridors.
Determining a limited number of accessible locations for significant people-intensive employment to complement the City Centre and Docklands.
Enabling enhanced opportunities for existing communities as development and diversification occurs, particularly through employment, learning and education support.
Relocating less-intensive uses outside the M50 ring, in particular, and from the existing built-up area generally.
Delivering the key rail projects set out in the Transport Strategy for the Greater Dublin Area.
The development of an improved bus-based system, with better orbital connectivity and integration with other transport networks.
Delivery of the metropolitan cycle network set out in the Greater Dublin Area Cycle Network Plan (and any subsequent revisions).
Ensuring that water supply and wastewater needs are met by new national projects.
Improving sustainability in terms of energy, waste management and resource efficiency and water.
Public realm and urban amenity projects focused on streets and public spaces.
Measures to enhance and better link the existing network of green spaces.

Policy Objective NPF1 – National Planning Framework:

It is a Policy Objective of the Council to ensure consistency with and support the achievement of the National Strategic Outcomes and National Policy Objectives of the National Planning Framework.

1.5.2 Regional Planning Policy Context

1.5.2.1 Regional Spatial and Economic Strategy 2019-2031

The RSES sets out the long-term spatial planning and economic framework for the Eastern and Midland Region, in accordance with the economic policies of the Government, for the proper planning and sustainable development of the Region to 2031 and beyond. The principal statutory purpose of the RSES is to support the implementation of the NPF. In practical terms the RSES takes the high-level framework and principles set out in the NPF and applies a finer level of detail at the regional level. The RSES is underpinned by three cross-cutting principles; healthy placemaking; climate action; and, economic opportunity. Sixteen Regional Strategic Outcomes (RSOs) are set out which are broadly aligned with the National Strategic Outcomes of the NPF, the United Nations Sustainable Development Goals, EU, and other national policies, see Figure 1.4 below.

The RSES also includes Regional Policy Objectives (RPOs). Where policy objectives in this County Development Plan support the achievement of a specific RSO or RPO, the relevant objective is referenced in brackets after the policy objective statement.

1.5.2.2 Asset-Based Approach to Growth

In developing a growth strategy for the Region, the RSES promotes what is called an asset/potential-based criteria approach. The asset-based approach to spatial development is ‘evidence-based’ and identifies and builds on a combination of social, economic and natural assets that are available within a settlement. This growth strategy is then underpinned by a settlement strategy and an integrated land use and transportation strategy. In a similar vein to the NPF, the RSES also identifies key ‘growth enablers’ to support the Region in meeting its potential. The recommended ‘growth enablers’, as relevant to DLR, include the following:

- Align Population, Employment and Housing Growth - Promote sustainable growth in the right locations that reduces the distance between the places people live and work.
- Compact Sustainable Growth - Promote compact, sequential and sustainable development of urban areas. Promote active land management and better use of under-utilised, brownfield and public lands.
- Regeneration and Development – Identify significant ready-to-go regeneration projects in existing built-up areas.
- Economic Growth - Harness opportunities for economic growth by supporting synergies

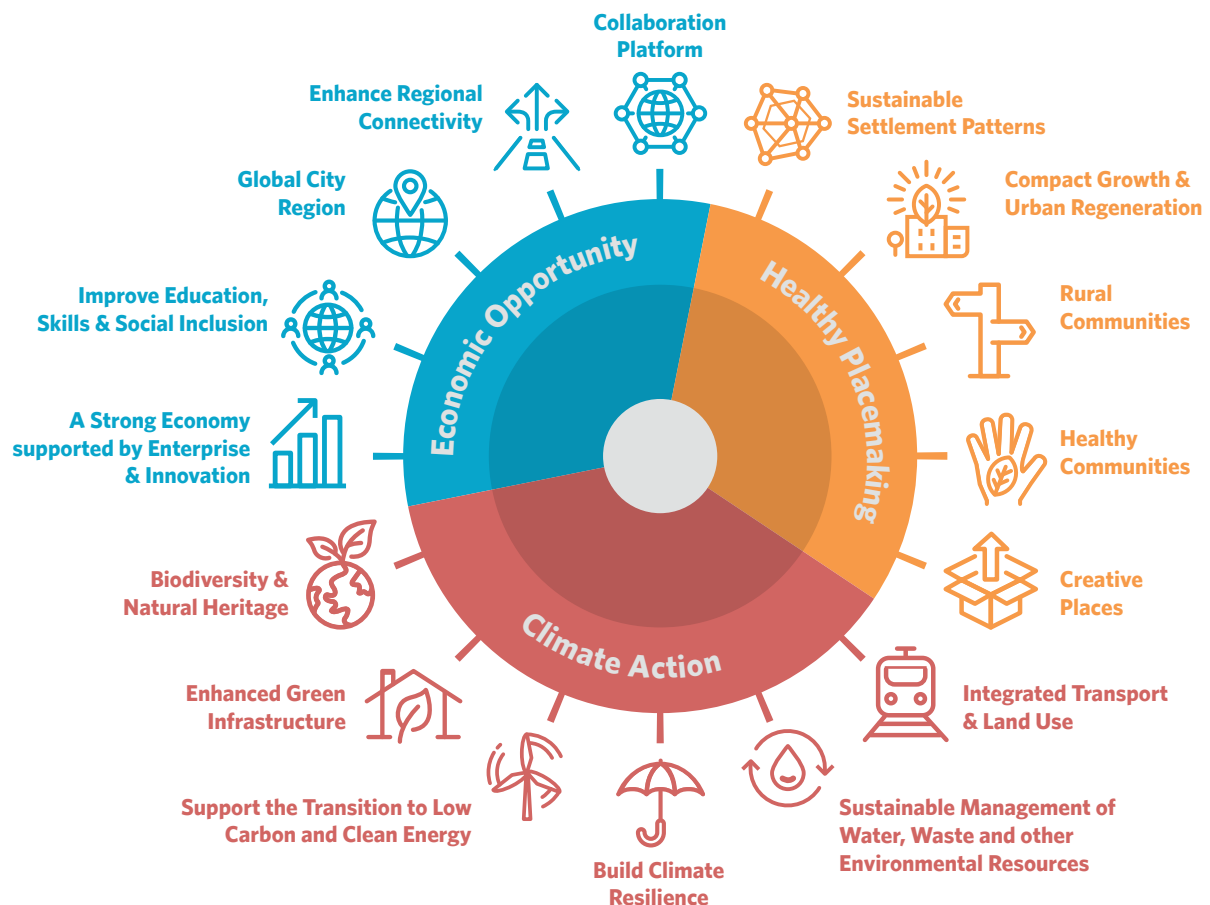


Figure 1.4: Regional Strategic Outcomes (Source: EMRA RSES)

between talent and place, building on identified assets to strengthen enterprise ecosystems and provide quality jobs. Re-intensify employment within existing urban areas, complemented by strategic employment growth in the right locations.

- Healthy Placemaking - Focus on place-making to create attractive and sustainable communities for people to live, work, visit and invest in.
- Climate Action – Accelerate the transition to a greener, low carbon and climate resilient region.

1.5.2.3 RSES Settlement Strategy

The RSES sets out a settlement hierarchy for the Region and identifies key growth areas which will see significant development up to 2031 and beyond. The vast majority of the built-up footprint of DLR is located within the area defined as Dublin City and Suburbs, which comprises the first tier in the regional settlement hierarchy. Old Connaught, in the south of the County, comprises a component part of the 'Key Town' of Bray (tier 3), while Glencullen comprises a rural village (tier 6). In terms of applying the settlement hierarchy at County level, RPO 4.1 provides that, in preparing Core Strategies for Development Plans, that Local Authorities shall determine its hierarchy of settlements in accordance with the hierarchy, guiding principles and typology of settlements set out in the RSES (see Section 2.4.1 of the Core Strategy).

Within Dublin City and Suburbs, the focus in the RSES is on the consolidation and re-intensification of infill/brownfield sites, in order to provide high density and people-intensive uses within the existing built up area (RPO 4.3).

The Key Town of Bray is recognised in the RSES as having significant growth potential. Owing to geographical constraints, the growth of Bray is primarily limited to westward expansion with identified growth potential at Fassaroe (Wicklow County Council) along with the development of lands at Old Connaught (DLR). RPOs 4.37 and 4.38 provide that the westward extension of the Key Town of Bray is to be co-ordinated between Wicklow County Council, DLR County Council, and the relevant transport agencies to facilitate the delivery of key enabling transport infrastructure and services. In addition to the westward extension of Bray, RPO 4.37 of the RSES also supports the development of major schemes at the former Bray Golf Club lands.

1.5.2.4 Population Targets

The RSES includes a breakdown of population targets at County level and provides that the Core Strategy of the Local Authority should be informed by the transitional population projections methodology set out in the 'Implementation

Roadmap for the National Planning Framework' (2018). Under NPO 68 of the NPF, the RSES makes a further allowance for up to 20% of the targeted growth in Dublin City and Suburbs area to be transferred to other settlements in the MASP, which includes inter alia the Metropolitan Key Town of Bray (see section 2.3.2 of the Core Strategy).

1.5.2.5 Dublin Metropolitan Area Strategic Plan

The Dublin MASP sets out, for the first time, a strategic planning and investment framework for the growth of the Dublin Metropolitan area over a 12 to 20 year horizon. The MASP comprises an integrated land-use and transportation strategy that sets out:

- A vision for the future growth of the Dublin Metropolitan area, identifying strategic corridors based on their capacity to achieve compact sustainable and sequential growth along key public transport corridors.
- Large scale strategic residential, employment and regeneration development opportunities and infrastructure deficits or constraints that need to be addressed.
- A sequence of infrastructure priorities to promote greater co-ordination between Local Authorities, public transport and infrastructure providers for the phased delivery of sites.

The MASP supports a sequential approach to residential development with a primary focus on the consolidation of sites within or contiguous to Dublin City and Suburbs.



Figure 1.5: Dublin MASP (Source: EMRA RSES)

The Dublin MASP identifies strategic residential and employment corridors based on their current and future development capacity, their ability to deliver outcomes such as compact development, place-making, accessibility to public transport, potential for economic development, and their ability to deliver a reduced carbon footprint. The strategic development corridors of the MASP are illustrated in Figure 1.5. The corridors of relevance to DLR include the: North-South Corridor (DART); and the MetroLink / Luas Green Line Corridor. Within the North-South Corridor (DART), the MASP identifies Woodbrook-Shanganagh, Old Connaught and lands at the former Bray Golf Course and Harbour lands as suitable for the development of new residential communities. Within the Metrolink / LUAS Green Line Corridor, Ballyogan and Environs and Kiltiernan-Glenamuck are identified as new residential communities, while Cherrywood and Sandyford are identified as new and emerging mixed-use districts.

In terms of employment generation, the MASP identifies a limited number of people intensive employment locations that are accessible to public transport. While the overarching aim of the MASP is to continue densification in the City Centre, it also aims to intensify strategic employment areas within the M50 ring, such as Sandyford Business District, and to activate key strategic sites such as Cherrywood, to complement existing employment hubs. Sandyford and Ballyogan (Carrickmines) are also identified as strategic employment locations.

The MASP thus provides the planning policy framework, which is interlinked with the requisite capital investment programmes, to ensure the co-ordination of strategic growth areas through the delivery of supporting infrastructure. The County Development Plan includes an Infrastructure Assessment which addresses inter alia the enabling infrastructure and phasing timeframes detailed in the MASP (see Appendix 1).

Policy Objective RSES1- Regional Spatial and Economic Strategy:

It is a Policy Objective of the Council to ensure consistency with and support the achievement of the Regional Spatial Objectives (RSOs) and Regional Policy Objectives (RPOs) of the Regional Spatial and Economic Strategy.

Policy Objective MASP1- Dublin Metropolitan Area Strategic Plan:

It is a Policy Objective of the Council to support the delivery of the Dublin Metropolitan Area Strategic Plan.

1.5.3 Climate Action National

Government policy has increasingly recognised the key strategic challenge of climate change. The Government has published the 'Climate Action Plan 2021 Securing Our Future', the 'National Adaption Framework' (2018), and the 'National Energy and Climate Plan 2021-2030' and 'Climate Action and Low Carbon Development (Amendment) Act 2021' all of which combine to comprise a strong legislative and policy framework for climate action. At a local level, the Council has adopted the 'Dún Laoghaire-Rathdown County Council Climate Change Action Plan 2019- 2024', and furthermore, is a signatory of the Climate Action Charter that commits local Government to driving forward meaningful climate action in their communities, through the actions set out in the Climate Action Plan.

1.5.4 Other International, Regional and Local Policy

In addition to the NPF, RSES and climate related policy, there are a whole range of other national, regional and local policy documents which have helped inform and guide the preparation of the County Development Plan. A list of these policy documents is included in Appendix 12.

1.5.5 UN Sustainable Development Goals

The 17 UN Sustainable Development Goals (SDGs) set out a holistic approach to achieving a sustainable future for all. Ireland is committed to achieving the SDGs as set out in the Department of Communications, Climate Action & Environment 'The Sustainable Development Goals National Implementation Plan 2018-2020' (2018).

Policy Objective UN1 – United Nations Sustainability Goals:

It is a Policy Objective of the Council to contribute, as practicable, via this Plan, towards achievement of the 17 Sustainable Development Goals of the United Nations' 2030 Agenda for Sustainable Development.

1.6 Challenges in Plan Preparation

A Development Plan is made at a particular point in time and this creates a challenge in that it is based on the policies in place at that particular time. In the last number of years that statutory planning policy framework has been changing and evolving and it will inevitably continue to do so once this Plan is adopted. While every effort has been made to prepare the Plan in accordance with the most up-to-date statutory planning policy framework the following limitations are noted.

1.6.1 Section 28 Ministerial Guidelines

In accordance with Section 28 of The Act, Planning Authorities shall have regard to any Guidelines issued by the Minister and are also required to apply any Specific Planning Policy Requirements (SPPRs) contained in such Guidelines in carrying out their functions. Planning Authorities must comply with these SPPRs. Section 34 of The Act provides that where SPPRs contained in Section 28 Guidelines differ from the provisions of the Development Plan of a Planning Authority, then the SPPR, to the extent to which it differs, shall apply instead of the provisions of the Development Plan. This statutory provision was particularly relevant through the period of the 2016-2022 County Development Plan during which a number of Section 28 Guidelines were issued by the Minister including inter alia 'Urban Development and Building Heights' (2018) and 'Sustainable Urban Housing: Design Standards for New Apartments' (2020).

Section 28(1) of The Act provides that the Minister may, at any time, issue Guidelines to Planning Authorities under Section 28 of The Act regarding any of their functions and, as such, this Plan must be read in conjunction with any forthcoming Section 28 Guidelines. In this context, it is noted that the Plan has been prepared in a period when certain relevant Section 28 Guidelines were being progressed by the Department of Housing, Planning and Local Government. These included:

- Development Plans - Guidelines for Planning Authorities (Update of the 2007 Guidelines).
- Housing Supply Target Methodology for Development Planning, (December 2020).
- Sustainable Rural Housing Guidelines for Planning Authorities (Update of the 2005 Guidelines).

Guidance on the preparation of a Housing Need Demand Assessment has issued in April 2021 but with the proviso that Planning Authorities who have already commenced review do not need to integrate the new methodology into the review but should consider a variation of the Plan if the HNDA significantly affects the Housing Strategy.

Where Policy Objectives and supporting text refer to specific legislation, Planning Guidelines or Policy documents and in the event that new or updated versions of these are published it shall be taken as read that the most up to date versions shall apply.

1.6.2 Retail Strategy for the Greater Dublin Area

In planning policy terms, the 'Retail Planning Guidelines for Planning Authorities' (2012) and the 'Retail Strategy for the Greater Dublin Area 2008-2016', set out the higher level strategic framework for a co-ordinated and sustainable approach to retail growth in the County and wider Region. The Retail Strategy for the Greater Dublin Area 2008-2016 was prepared at a time of record in-migration, economic growth and spending and requires updating. In this regard, it is a policy of the RSES to support the preparation of a new Retail Strategy/ Strategies for the Region in accordance with the Retail Planning Guidelines, or any subsequent update, and to update the retail hierarchy and apply floorspace requirements for the Region. To date the preparation of an updated retail strategy for the Greater Dublin Area has not commenced.

1.6.3 Transport Strategy for the Greater Dublin Area

The National Transport Authority's (NTA) 'Transport Strategy for the Greater Dublin Area 2016-2035' provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area over the medium to long term. The Planning Authority must ensure that the County Development Plan is consistent with the Transport Strategy of the NTA. The Dublin Transport Authority Act 2008 (as amended) provides that the NTA's Transport Strategy, must be reviewed every six years. While the Draft 'Greater Dublin Area Transport Strategy 2022 - 2042' has been published, the 2016 - 2035 strategy is still in place until the Draft is finalised.

1.6.4 Census Data

While the preparation of the County Development Plan has been informed, where possible, by the most up-to-date available data sources, the statutory timeframe of the plan-making process will not allow for the incorporation of Census 2022 data. Due to the Covid-19 pandemic Census 2021 is deferred until April 2022 with preliminary results available a number of months thereafter.

1.7 Development Plan Vision

The Vision for Dún Laoghaire-Rathdown is to embrace inclusiveness, champion quality of life through healthy placemaking, grow and attract a diverse innovative economy and deliver this in a manner that enhances our environment for future generations.

The Development Plan Vision has been crafted having regard to the National Strategic Outcomes set out in the NPF, the Regional Strategic Outcomes set out in the RSES, the UN Sustainable Development Goals and the 8 Corporate Goals set out in the DLR 'Corporate Plan 2020 – 2024' and the unique character of DLR.

In addition, the content of the submissions received from members of the public, interested groups and statutory bodies, and of the directions, received at the pre-draft public consultation and members consideration stage have informed this Vision.

To deliver on the Development Plan Vision over the lifetime of the Plan there are a number of key cross cutting and interrelated themes or Strategic County Outcomes which underpin the Plan as set out in Table 1.4.

Figure 1.6: Strategic County Outcomes



Table 1.4 Five Strategic County Outcomes

Creation of a Climate Resilient County	It is recognised that the County Development Plan has a key role in supporting the delivery of meaningful action on climate change through the implementation of the NPF compact growth agenda at the local level; the integration of land-use and transportation; and in the sustainable management of our environmental resources including biodiversity. Climate action is thus an important strategic objective of the County Development Plan which is reflected by the introduction of a new stand-alone evidence based Chapter relating to Climate Action (see Chapter 3) in addition to other climate action related Policy Objectives which permeate throughout the Plan. The County Development Plan in conjunction with the DLR 'Climate Action Plan' in effect provides a framework for the transition towards a low carbon and more climate resilient County.
Creation of a Compact and Connected County	One of the best ways to transition to a climate resilient County is to consolidate development within the existing urban footprint thus making best use of land. Sustainable planning policy has long been underpinned by the matching of land use and transport policies so that denser development takes place close to good quality public transport options and supporting services. This will allow those living, working and visiting the County easy access to amenities and services by way of high-quality public transport and the softer modes of walking and cycling.
Creation of a Network of Liveable Towns and Villages	In creating a climate resilient and a compact and connected County one must also create a liveable County, where our necklace of towns and village and the surrounding neighbourhoods work better for the people who use them. It should be a County where residents, workers and visitors alike can access transport options, housing, services and amenities including heritage, culture, recreational and community facilities, green infrastructure and biodiversity in a sustainable manner.
Creation of an Inclusive and Healthy County	Mental and physical health is affected by the environment in which we live. Access to sustainable transport, housing, quality placemaking, green space and community infrastructure can have a significant influence on the health and wellbeing of all.
Creation of a Vibrant Economic County	The things that make DLR an attractive and exciting place to live, work and visit also make it a County within the Metropolitan Dublin area that attracts business. Continuing success of the economy is reliant upon making the County work better for all. By delivering on the four Strategic County Outcomes above and creating a liveable, sustainable climate resilient County one will create a County that is primed for economic growth.

Each of the five Strategic County Outcomes outlined above are entirely interrelated and in combination can deliver the overall Development Plan Vision over the lifetime of the Plan. Creation of a liveable, connected and compact County will in turn lead to a climate resilient County which will create the opportunities for economic growth.

Biodiversity - Red admiral butterfly on a thistle at Carrickgollogan



2

Core Strategy



The Grange (Credit: Kennedy Wilson and O'Mahoney Pike Architects)



*The Brambles, Park Close,
Sallynoggin*

2.1 Introduction

This Chapter sets out the Core Strategy which is the settlement and growth strategy for the County. The Core Strategy is the key component of the County Development Plan in that it sets out - in

line with the overarching hierarchy of national and regional plans and the Development Plan Vision - the quantum and location of development in the County over the lifetime of the Plan.

2.2 Purpose of the Core Strategy

The Planning and Development (Amendment) Act 2010 introduced the requirement for a Core Strategy to be incorporated as part of all County Development Plans. The purpose of the Core Strategy is to articulate a medium to longer term quantitatively based strategy for the spatial development of the County and in so doing to demonstrate that the Plan and its objectives are consistent with national and regional development objectives set out in the [National Planning Framework \(NPF\)](#) and the [Regional Spatial and Economic Strategy \(RSES\)](#). The central focus of the Core Strategy is on residential development and in ensuring that there is an acceptable equilibrium between the supply of zoned, serviced land for the projected demand for new housing, over the lifetime of the Plan. As set out in Section 10(2A) of The Act, the Core Strategy shall inter alia:

- Provide relevant information to demonstrate that the Development Plan and the Housing Strategy are consistent with the NPF, RSES and with specific planning policy requirements (SPPRs) specified in Section 28 Guidelines.
- Take account of any policies of the Minister in relation to national and regional population targets.
- Provide details in respect of the area in the Development Plan already zoned for residential and mixed-use zonings and the proposed number of housing units to be included in the area.
- Provide details in respect of the area in the Development Plan proposed to be zoned for residential use and mixed-use zonings and how the zoning proposals accord with national policy that development of land shall take place on a phased basis.
- Set out a settlement hierarchy for the area of the Development Plan.
- Provide relevant information to show that, in setting out objectives for retail development, the Planning Authority has had regard to any Section 28 Guidelines.



Clay Farm (Credit: Park Development Group and OMP Architects)

2.3 Devising the Core Strategy

The following Chapter sets out a comprehensive and detailed evidence-based analysis which examines a range of inter-related factors that are relevant in devising the Core Strategy for the County Development Plan. It is acknowledged that the Core Strategy sits firmly within the broader parameters for growth set out at a national and regional level, and as such, the Core Strategy must be consistent with the detailed higher-tier settlement strategy of, in particular, the Dublin Metropolitan Area Strategic Plan. Notwithstanding, the following Chapter provides an overview of the main considerations and evidence-based analysis which has informed the Core Strategy. Each of these factors is considered in turn hereunder:

1. Population growth trends
2. Population projections for the Core Strategy
3. Housing delivery
4. Planning and construction activity
5. Evaluation of housing demand
6. Housing target for the Core Strategy
7. Residential Development Capacity Audit

Appendix 1 contains an Infrastructure Assessment which informs this Core Strategy.

2.3.1 Population Growth Trends

Historical trends in population growth are an important consideration in formulating realistic proposals for future growth. DLR has experienced a significant reversal in population growth trends from a County that was experiencing a period of population stagnation through the noughties, to a County that has experienced consistent and strong population growth over the last 10 to 15

years. The 2016 Census records indicate that DLR has a population of c.218,000 people which comprises an increase of c. 24,000 people over the two intercensal periods from 2006 to 2016. This is in stark contrast to the previous 10-year period between 1996 and 2006 which saw an increase of only c. 4,000 people. This acceleration in population growth is further emphasised by the fact that DLR had the lowest population increase of any County in the State between the years 2002-2006, whereas in the most recent intercensal period (2011-2016) DLR had the fourth highest growth rate of all Counties in Ireland, surpassed only by Fingal, Kildare and Meath. In population growth terms, DLR is now one of the fastest growing Counties in Ireland. It is anticipated that the results of Census 2022 will confirm ongoing strong population growth, in line with the quantum of housing completions in the County since the 2016 Census (see Section 2.3.3 below) and the ongoing high levels of planning and construction activity.

Table 2.1: DLR Population Growth Trend (Source: Census)

Year	Population	Average Annual Increase	% Increase (DLR)	% Increase (State)
1996	189,999	918	2.5%	2.8%
2002	191,792	299	0.9%	8%
2006	194,038	562	1.2%	8.2%
2011	206,261	2,445	6.3%	8.2%
2016	218,018	2,351	5.7%	3.8%

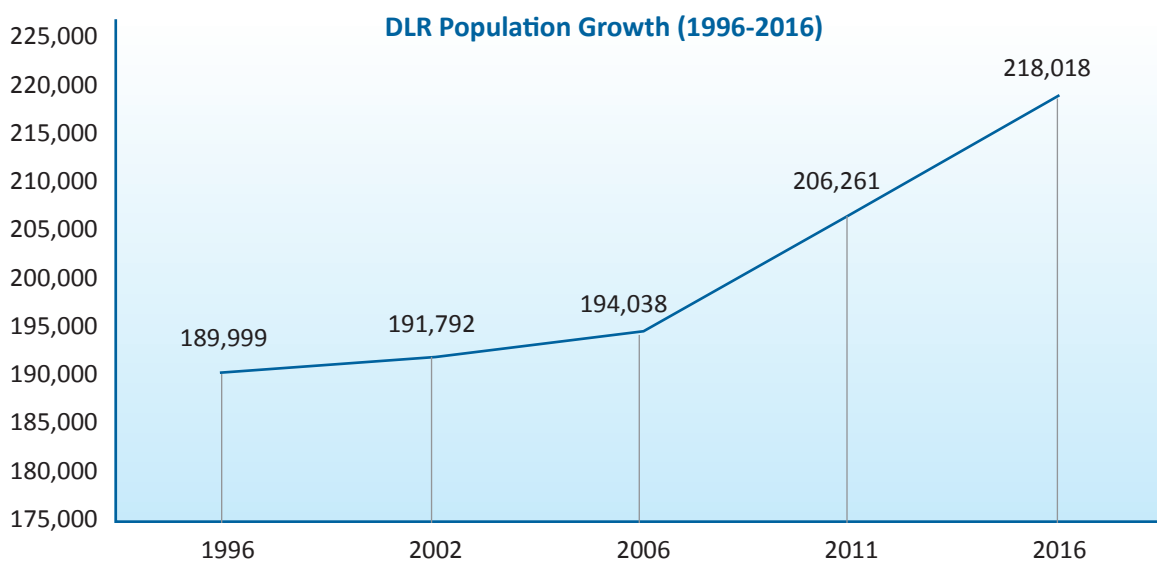


Figure 2.1: Population Change in DLR 1996 - 2016 (Source: CSO Census Data)

2.3.2 Population Projections for the Core Strategy

Future population projections for the DLR area are a primary input to the Core Strategy. The adoption of the NPF and the RSES now means that there are statutory national and regional growth strategies which include detailed population targets based on 2016 Census data. The NPF prescribes population growth targets for each Region and City within the State and the RSES further analyses and sets out, in turn, the future population target for each County and City. Calculation of the population target parameters for use in the Core Strategy comprises a three-stage process based upon national and regional provisions and includes: assessment of the RSES County population targets; application of additional 'headroom' as prescribed in the 'Implementation Roadmap for the National Planning Framework' (2018); and, incorporation of 'relocated growth' as provided for under NPO 68 of the NPF. Each of these stages is set out in turn below.

2.3.2.1 Population Projection Calculation

(i) Stage 1: RSES Population Targets

Appendix B of the RSES includes phased population targets for each Local Authority area in the Eastern and Midlands Region, setting out both a low and high growth scenario up to 2026 and 2031. Table 2.2 below sets out the RSES population targets that pertain to DLR.

Table 2.2: County Level Population Projection

	2016	2026 (Low to High)	2031 (Low to High)
Dún Laoghaire-Rathdown	218,000	241,000 – 245,500	250,500 – 257,000

(ii) Stage 2: Application of Additional 'Headroom'

The Implementation Roadmap for the National Planning Framework recognises that there are parts of the Country where population growth is projected to be at or above the national average baseline for growth. In Counties where population growth is projected to be at or above the national average baseline, the Implementation Roadmap makes provision for headroom, not exceeding 25%, to be considered up to 2026. DLR is specifically identified in the list of Counties where this additional headroom applies. In accordance with the Implementation Roadmap, Table 2.3 sets out the population targets contained in Appendix B of the RSES, adjusted to factor in an additional 25% headroom up to 2026. Population growth between the period 2026 to 2031 remains unchanged save for the requirement to adjust to take account of the 25% additional growth allocated between the period 2016 to 2026.

Table 2.3: RSES Population Projection Incorporating Additional 25% 'Headroom'

	2016	2026 (Low to High)	2031 (Low to High)
Dún Laoghaire-Rathdown	218,000	246,750 – 252,375	256,250 – 263,875

(iii) Stage 3: Relocated Growth

National Policy Objective 68 of the NPF provides that a Metropolitan Area Strategic Plan (MASP) may enable up to 20% of the phased population growth targeted in the principal city and suburban area, to be accommodated in the wider metropolitan area. The Dublin MASP, as set out in the RSES, further elaborates upon NPO 68 stating that the provision to allow for the transfer to other settlements shall apply only to three Metropolitan 'Key Towns', namely Bray, Maynooth and Swords, and only if they can demonstrate compact growth on high capacity planned or existing public transport corridors. In this context it is noted that Old Connaught, which falls within the administrative boundary of DLR, is included in the growth targets for the Key Town of Bray.

In accordance with NPO 68, and as approved by the Eastern and Midland Regional Assembly, an additional 3,500 population was allocated to DLR under the 2031 'High' population target scenario of the RSES. Table 2.4 sets out the population targets contained in Appendix B of the RSES adjusted to include both the additional 25% 'headroom' provided for in the Implementation Roadmap up to 2026, and also the 3,500 relocated growth in the 2031 'High' scenario, as provided for and agreed by the Regional Assembly under NPO 68.

Table 2.4: Adjusted for Additional 'Headroom' and Relocated Growth

	2016	2026 (Low to High)	2031 (Low to High)
Dún Laoghaire-Rathdown	218,000	246,750 – 252,375	256,250 – 267,375

(iv) Population Projection for the DLR County Development Plan 2022-2028

Table 2.5 details the low and high population projections for DLR for the Plan period 2022-2028. These population projections, which inform the Core Strategy of the County Development Plan, are directly informed by the provisions of the NPF and RSES and are in effect a trickle down from these higher-tier planning policy strategies. In order to take account of the variation between plan timeframes (the County Development Plan covers

Table 2.5: DLR Core Strategy – Population Projections

	2016	2026 (Low to High)	Q1 2028 (Low to High)	Total Population Growth 2016 – Q1 2028	Average Annual Pop Growth 2016-2028
Dún Laoghaire-Rathdown	218,000	246,750 – 252,375 ¹	249,125 – 256,125 ²	31,125 – 38,125	2,594 – 3,177

¹ 25% additional ‘headroom’ applied in both low and high growth scenario up to 2026 only.

² Additional 3,500 ‘relocated growth’ applied to 2026-2028 population target on a pro-rata basis.

the period up to 2028 whereas the RSES covers the period up to 2031) the population targets set out in Table 2.5 incorporates 1 ¼ years (25%) of the 2026-2031 population growth timeframe. The residual population growth to 2031 falls outside the County Development Plan period and is therefore not included in calculating population projections for the Core Strategy.

2.3.2.2 Historical Growth Compared to Projected Growth

Figure 2.2 below sets out the average annual population growth experienced in DLR over the two most recent intercensal periods, 2006 to 2011 and 2011 to 2016, and compares this to the

population growth projections provided for in the statutory national and regional growth strategy and set out in Table 2.4 above. It is evident that there is a variation between historical average annual growth (c. 2,400 persons per annum between 2006 and 2016) and future average annual population (c. 2,900-3,400 between 2016 to 2026 and 1,900-3,000 between 2026 and 2031). The future high growth scenario between 2016 to 2026 represents an increase of c.43% in average annual population growth compared to historical growth, while the high growth scenario for the period 2026 to 2031 represents a more modest 25% increase. In overall terms, the future low growth scenario comprises a comparatively minor variation to historical trends.

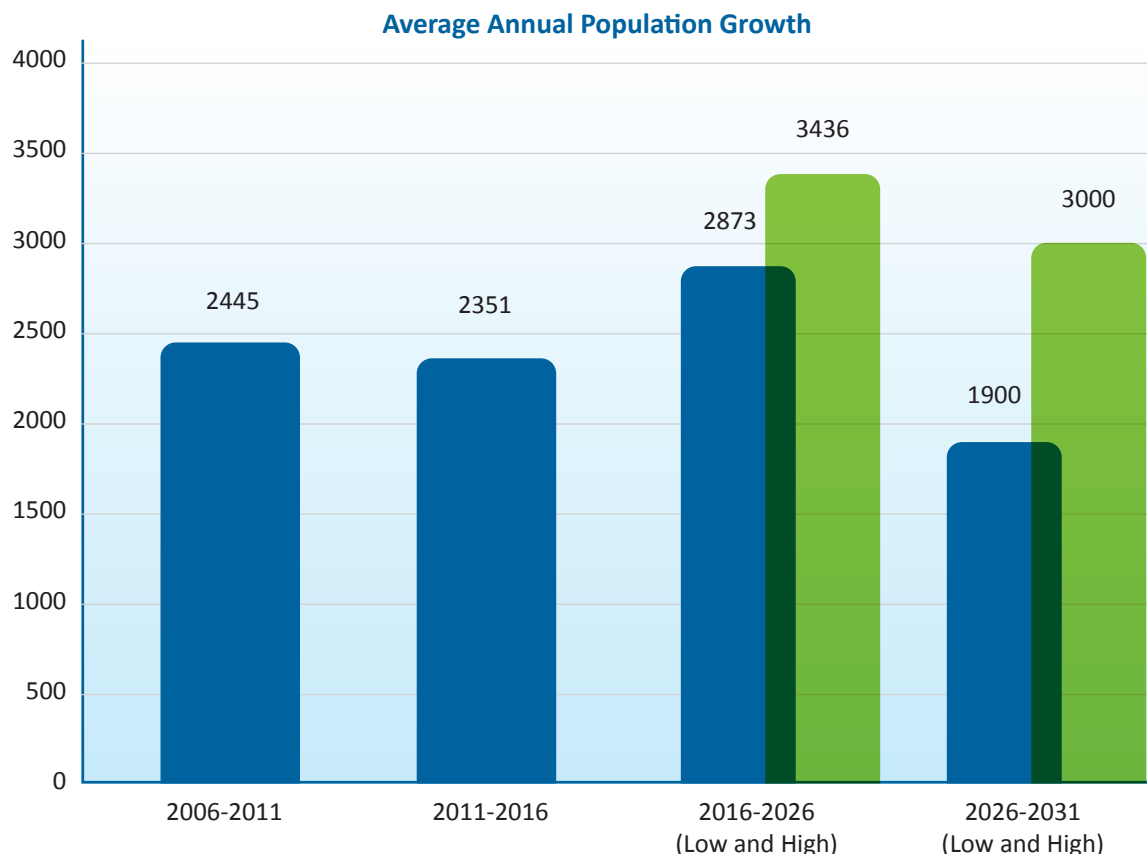


Figure 2.2: Average Annual Population Growth

The rationale for the higher levels of future annual population growth between the period 2016 to 2026 is explained in the Implementation Roadmap for the National Planning Framework. The Implementation Roadmap notes that the previous Development Plan Guidelines for Planning Authorities (2007) made provision for Planning Authorities to provide 50% more zoned land than was required to meet demand during the six-year lifetime of a Development Plan i.e. sufficient land for a further three years. The purpose of this provision was to ensure that sufficient zoned residential land was available throughout the lifetime of the Development Plan, and beyond, to meet anticipated needs and allow for an element of choice in the market.

In a move away from this methodological approach, the Implementation Roadmap states that the provision of the additional 50% growth is already accounted for in the national population targets to 2026, and by extension the population targets included in the RSES. Thus, while the future annual population growth figures set out in Figure 2.2 above might appear somewhat high in comparison to historical annual growth, the figures are in effect factoring in growth beyond the six year timeframe of the County Development Plan.

When the change in methodological approach is taken into consideration the actual future annual population growth for DLR is lower than the rate of historical growth experienced in the County between 2006 to 2016. In effect, based on historical growth trends, the RSES high growth scenario under provides in terms of planning for the nine year horizon. With respect to the RSES low growth scenario it is considered that application of same for the purposes of the Core Strategy could result in an imbalance in the equilibrium between the supply of zoned land required to meet housing demand and could negatively impact upon the proper planning and sustainable development of the County. On this basis, it is recommended that the RSES low growth scenario is not brought forward as an input for calculation of the DLR housing target for the Plan period.

2.3.3 Housing Delivery

The Central Statistics Office (CSO) publishes dwelling completion data at County level on a quarterly basis. Figure 2.3 details annual housing completions in DLR from 2011 to 2019. There has been a significant increase in housing completion levels from that experienced during the financial and property crash with housing completion levels now averaging c. 1,200 units per annum. When housing

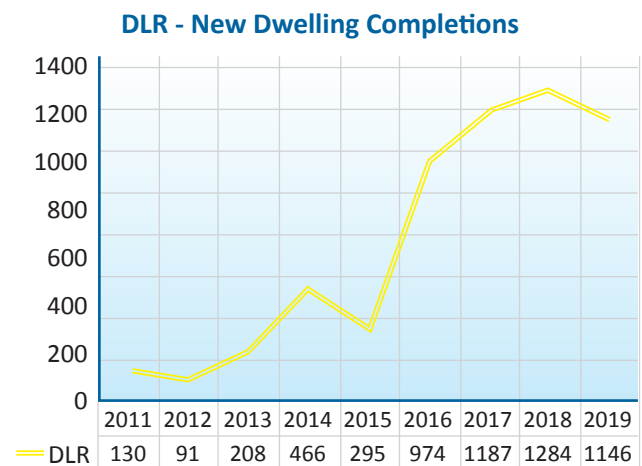


Figure 2.3 New Dwelling Completions in DLR, 2011-2019 (Source: CSO)

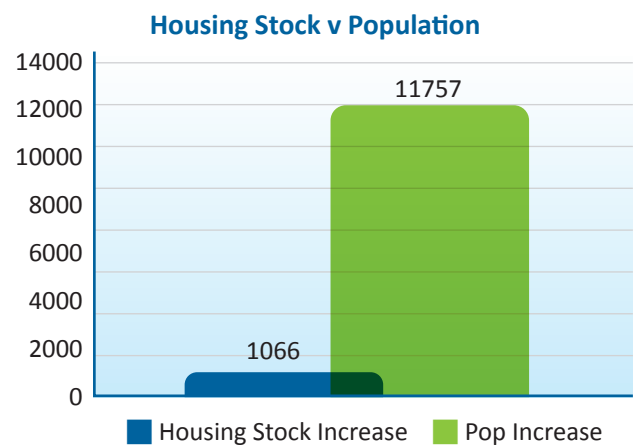


Figure 2.4 Housing Delivery v Population Growth 2011-2016 (Source: Census 2016)

completion figures are considered in tandem with the number of units under construction in the County, see Section 2.3.4 below, it is anticipated that the current trend in housing output will continue in the short to medium term.

In a healthily performing housing market, residential output and housing completions should be planned to increase in line with population growth. Reactive rather than proactive housing delivery ultimately creates under or over supply. Looking at the most recent intercensal period between 2011 and 2016, population in DLR increased by 11,757 people while housing stock only increased by 1,066 units. While it is acknowledged that vacancy in DLR reduced by some 2,020 units over the same period, the evidence suggests a period of prolonged under-supply which has resulted in 'pent-up' housing demand. This under-supply is further evidenced by the increase in household size experienced in DLR between 2011 and 2016 (see Section 2.3.6.2 below).

2.3.4 Planning and Construction Activity

The Housing Supply Coordination Taskforce, established by the Department of Housing, Planning and Local Government, tracks the quantum of residential development of 10 or more units of the four Dublin Local Authorities on a quarterly basis. The data has been collated since 2016 and provides an excellent insight into planning and construction activity in the residential sector and the inter-relationship between same.

Figure 2.5 below illustrates the number of residential units that have the benefit of planning permission in DLR but have not commenced development and also the number of units under construction on a quarterly basis. The number of residential units that have been granted planning permission but have not commenced development has significantly increased from c. 3,500 units in Q1 2016 to over 10,000 units in Q4 2019, a near three-fold increase. This surge in planning activity was concentrated in the years 2018 and 2019. In comparison, the number of units under construction in the County has remained broadly consistent over the four year period and a proportionate increase in construction activity in line with planning activity has not yet been realised.

While planning activity is a fundamental component of a healthily functioning housing market, ultimately it is the implementation of planning permissions and delivery of residential schemes that is of relevance in the context of delivering the Core Strategy. The fact that planning permission for a residential scheme has been granted does not equate to the delivery of a residential scheme, and in this context the role of the extant planning permission must be taken into consideration in the formulation of the Core Strategy.

2.3.4.1 Extant Planning Permissions

As illustrated in Figure 2.5, DLR has a significant quantum of permitted residential units that have not commenced development. While this is a positive position and reflective of strong demand for housing, it is highlighted that there are very few powers available to the Planning Authority to bring about the implementation of these planning permissions or the advancement of appropriately zoned land for development purposes. The introduction of the vacant site levy under the Urban Regeneration and Housing Act 2015 (as amended) was a welcome enabling tool for the Local Authority to incentivise development, however, in practice to date, the effectiveness of the legislation has yet

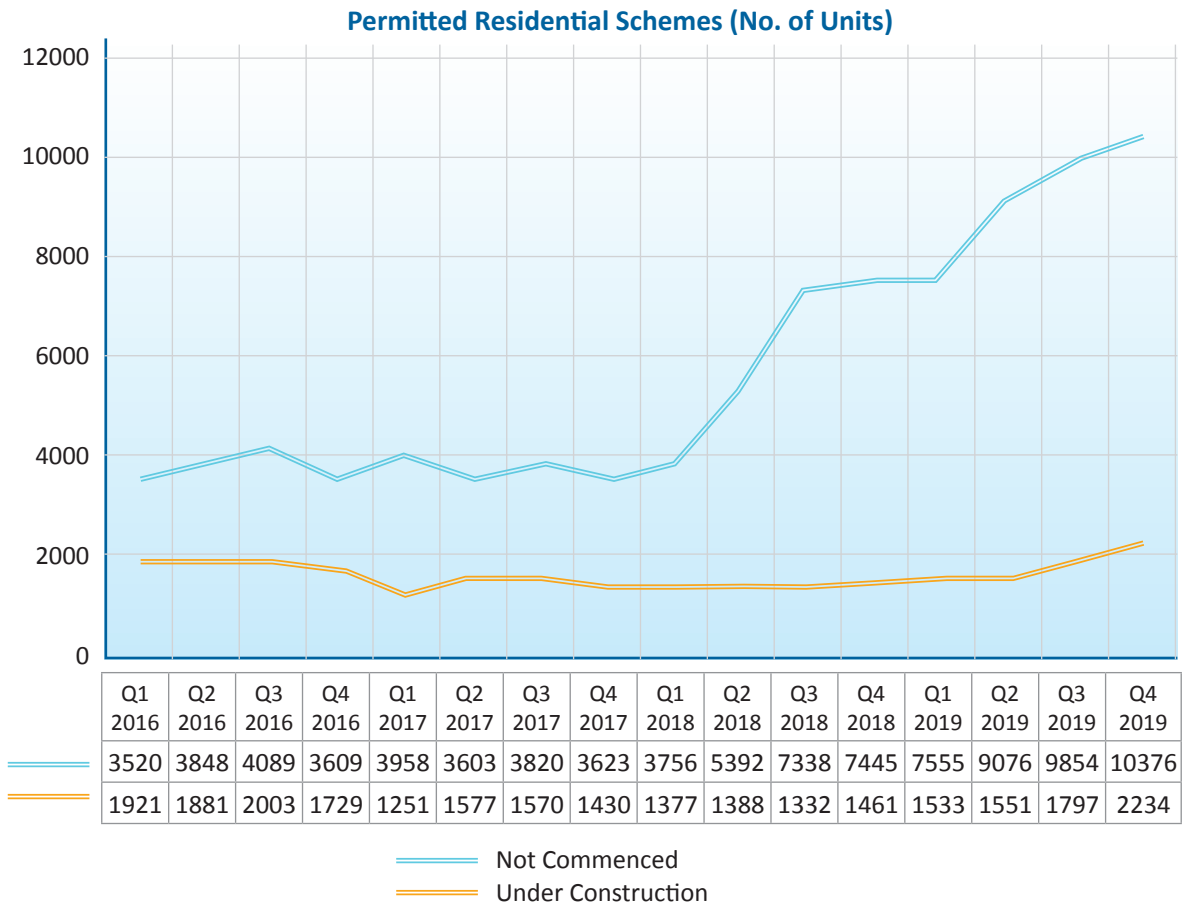


Figure 2.5: Residential Schemes in DLR with Planning Permission (Source: Housing Task Force)

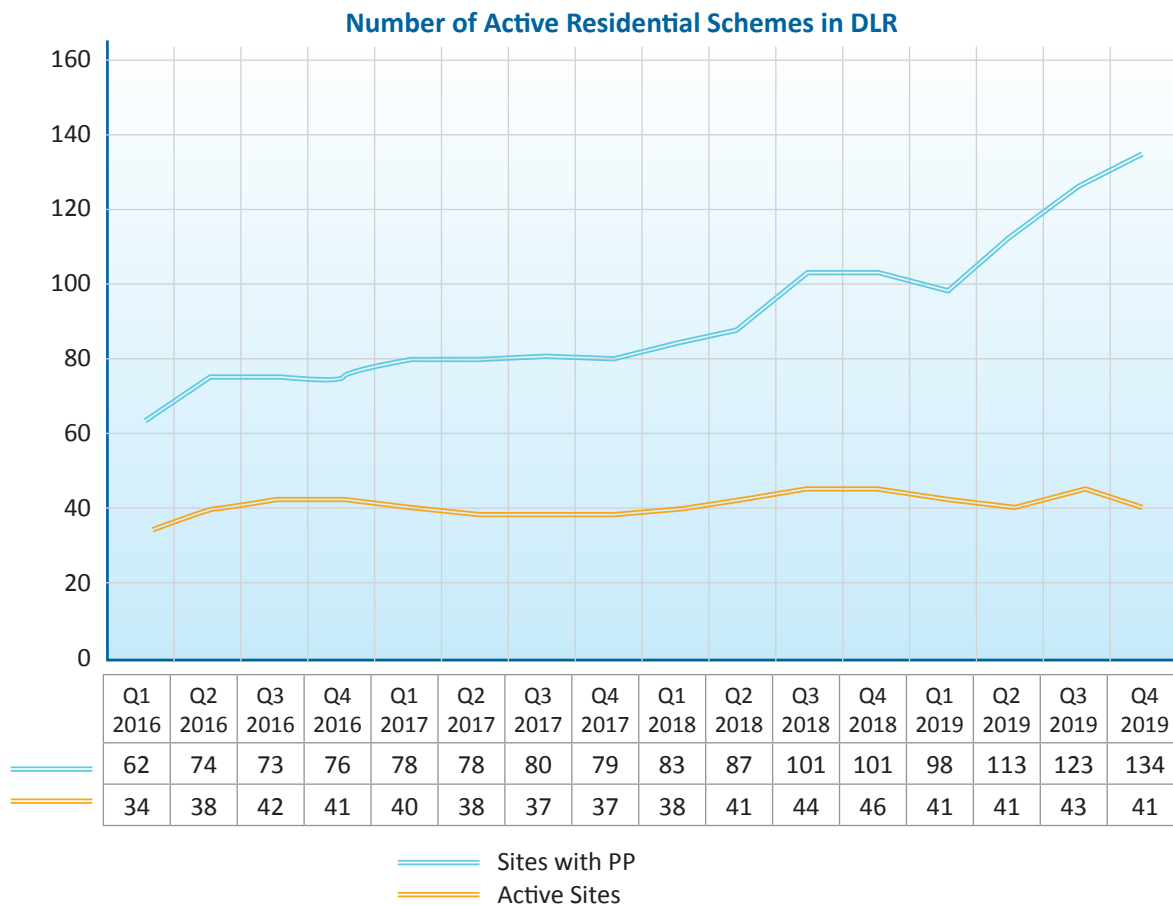


Figure 2.6: Number of Active Residential Schemes in DLR (Source: Housing Task Force)

to be proven. The implementation of a planning permission and the delivery of units thus remains largely dependent on the market.

Figure 2.6 above illustrates on a quarterly basis the number of sites in DLR that have the benefit of planning permission for residential development and also identifies the number of those sites which are/were under construction. Taking an average of the quarterly Housing Task Force (HTF) data, it is evident that less than half of sites (46%), that have the benefit of planning permission for residential development, were under construction at any given time over the four year period. The significant variation between the number of sites with planning permission, and the number of those sites which are under construction, reflects inter alia the time-lag between the grant of a planning permission and the implementation of said permission, sites that are progressed through the planning process for the purpose of re-sale with the benefit of planning permission, and also the fact that some planning permissions are never brought forward to construction stage. Based on these trends it is evident that DLR will have, on an ongoing basis, a quantum of sites that are suitable for residential development and have the benefit of planning permission, which may not be brought forward for development within the lifetime of the Plan, or which may not reach construction stage at all.

While the Local Authority will endeavour to employ all means within its powers to support appropriate residential development in a timely manner, including the implementation of mechanisms such as the vacant site levy, it is considered that the Core Strategy must provide for a degree of flexibility necessitated by the housing market, given the limitations of the Local Authority to provide certainty in terms of implementation.

2.3.5 Evaluation of Housing Demand

National Policy Objective 37 of the NPF requires each Local Authority to prepare a 'Housing Need Demand Assessment' (HNDA). A HNDA is defined in the NPF as a database to allow Local Authorities to run a number of different scenarios to inform key decisions on housing need and supply. HNDAs are designed to give broad, long term estimates as opposed to precision estimates. The RSES acknowledges that, in the case of Dublin, the HNDA may be at a metropolitan scale having regard to what they call inter-county and inter-regional settlement interactions and as such it is recommended that a Regional HNDA would be appropriate for the four Dublin Local Authorities.

The Department of Housing, Local Government and Heritage issued Guidelines entitled "Guidance on the Preparation of a Housing Need and Demand Assessment" in April 2021. An accompanying

Circular expects that the new HNDAs will be integrated into reviews that commence after the date of issue of the Guidance and that other Planning Authorities may vary their Plan.

Pending the preparation of a regional HNDA, DLR has prepared a Housing Strategy and HNDA (see Appendix 2) which will inform housing policy in the County. The Housing Strategy element is based on the overall population and housing land requirements set out in the Core Strategy.

Policy Objective CS1 – Housing Need Demand Assessment

It is a Policy Objective to accord with the Housing Strategy and Housing Needs Demand Assessment 2022–2028 and to carry out a regional HNDA post adoption of the Plan and to consider varying the Plan if required. (Consistent with NPO 37 of the NPF).

2.3.6 Housing Target for the Core Strategy

2.3.6.1 Housing Targets

The Core Strategy of the previous County Development Plan, 2016-2022, was framed by housing target projections contained in the 'Regional Planning Guidelines for the Greater Dublin Area 2010-2022'. The RSES has subsequently replaced the Regional Planning Guidelines and while the RSES includes population projections at Local Authority level, it does not however translate those population projections into housing targets. As such, it is necessary to calculate the overall housing requirements for the Plan period based on the County population projections set out in Section 2.3.2 above. Two key assumptions have been applied in order to calculate the housing target for the Plan period, namely, household size and occupancy.

2.3.6.2 Household Size

An important input in the calculation of a housing target is future household size. Average household size is calculated based on the number of persons living in private households in permanent dwellings in the County. The application of household size is considered a more appropriate method in calculating the housing target in comparison to the use of occupancy rates, which was applied in the previous Regional Planning Guidelines. At European level, the average household size in the EU-27 Countries in 2019 was 2.3 persons³. In comparison, Ireland recorded an average household size of 2.75 in Census 2016, with DLR recording a broadly similar household size of c. 2.72. Despite the comparatively high average household size recorded in DLR in 2016, the long term national trend in household

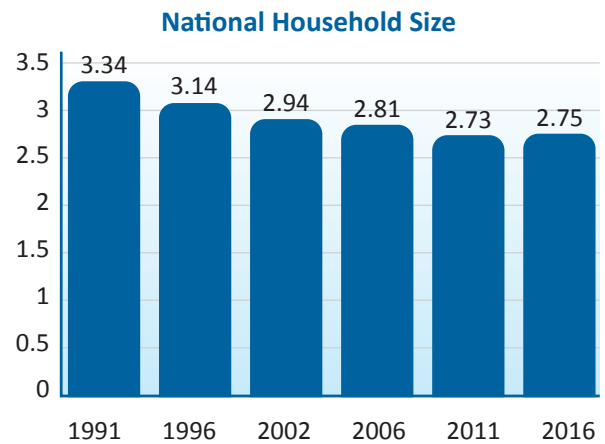


Figure 2.7 National Household Size (Source: CSO)

size is declining, see Figure 2.7, and it is anticipated that it will continue to decline in line with European trends. As set out in Section 2.3.3 above, the increase in household size recorded in DLR in 2016 could, in part, be attributed to the near stagnation in the residential construction sector following the financial and property crash, and the considerable timeframe associated with the delivery of housing subsequent to improvements in market conditions.

For the purpose of calculating a housing target for the County Development Plan an average household size of 2.5 is assumed for the period up to 2028. This relates to both existing housing stock and future housing stock. While it is acknowledged that the NPF refers to an expected national household size of around 2.5 people per household by 2040, the NPF assumption comprises a nationwide amalgam and does not reflect regional differences in household size. This regional variance is reflected in the Dublin MASP which applies a household size of 2.5 in its determination of residential capacity.

Broadly speaking, household size varies geographically, and this is evidenced through variance in residential unit type. For example, in 2016 the average household size for houses in DLR was 2.88, whereas the average household size for apartments/flats/bed-sits was 2.14. Given this significant variance between unit type, future housing stock comprises an important indicator of potential future household size trends. In this regard, it is noted that over 9,000 (87%) of the 10,376⁴ permitted residential units in DLR, which have not commenced development, comprise apartment dwellings. An average household size of 2.5 is thus applied based on two primary assumptions: new residential stock being delivered to the market primarily comprising apartments will have a lower average household size; and average household size in existing older housing stock will continue to follow a gradual downward trajectory in line with overarching national and European trends.

³ Source: Household Composition Statistics (2020), Eurostat.

⁴ Source: Housing TaskForce Data – Q4 2019.

2.3.6.3 Occupancy

The quantum of households in the County comprises a subset of the entire housing stock. At any given time, the housing stock in the County will comprise both occupied and unoccupied units. The largest component of unoccupied units is those which are classified as vacant and in 2016 DLR had the third lowest vacancy rate in the State at 5.5%. For the purpose of projecting forward it is assumed that the residential occupancy rate in DLR in 2028 will remain constant with the 2016 rate. This is considered a conservative approach in the context of ongoing supply-side constraints in the housing sector.

Table 2.6: DLR Occupancy Rate (Source: Census 2016)

Year	Population	Housing Stock	Private Households
2016	218,018	86,962	78,568

Year	Persons in Private Households	Household Size	Private Households as a % of Housing Stock
2016	213,353	2.72	90.3%

2.3.6.4 Housing Target for the Core Strategy

Table 2.7 details the housing target for the Core Strategy up to Q1 2028. Based on the high growth scenario of the RSES there is a requirement for an additional 18,515 residential units. The housing target is informed by and aligned with the population projections provided for in the RSES and is calculated based on the assumptions detailed above.

Table 2.7: Core Strategy Housing Target

	2016	Q1 2028 – RSES High Growth Scenario
Population	218,000	256,125
Increase in Population	N/A	38,125
Total Housing Stock	86,962	110,969
Housing Target (2016 - Q1 2028)	N/A	24,007
Minus CSO Housing Completions (2017 – Q1 2021) + Estimated Completions (Q2 2021 – Q1 2022)	N/A	5,492
Housing Target (Q2 2022 - Q1 2028)	N/A	18,515

2.3.6.5 Housing Supply Target Methodology for Development Planning

The Section 28 Guidelines ‘Housing Supply Target Methodology for Development Planning’ (2020) (HST Guidelines) are intended to assist in providing the required consistent and coherent approach to be taken by Planning Authorities in incorporating national and regional population and housing projections into their statutory functions. They are intended to assist Planning Authorities in appropriately integrating the strategic national and regional population parameters into their statutory planning processes, such as the preparation of the Development Plan and the preparation of the Housing Strategy, informed by the Housing Need and Demand Assessment process.

In accordance with National Policy Objective 37 of the NPF, the Planning Authority is required to undertake a Housing Need Demand Assessment as part of its Housing Strategy. This is a new feature of the planning system that will need a consistent population and housing demand basis from which to effectively estimate the housing needs of the Local Authority. The HST Guidelines include a methodology to bridge the strategic national and regional population projections (contained within the NPF and RSES) to the Housing Need Demand Assessment.

Table 2.8 below sets out the methodology contained in the HST Guidelines as applicable to DLR and calculates household demand for the County pertaining to the 6-Year County Development Plan cycle only. The household demand figure provided in Table 2.8 will inform the preparation of a HNDA to be prepared in conjunction with the other Dublin Local Authorities.

Table 2.8: HST Guidelines - DLR Household Demand

Dún Laoghaire-Rathdown	Annual Average Households	Total Households
A ESRI NPF scenario projected new household demand 2017 to Q1 2028	1798 (20223/11.25)	20223
B CSO dwelling completions Q1 2017 to Q1 2021 + Estimated completions Q2 2021 to Q1 2022	1046 (4554+938/5.25)	5492
C Homeless households (latest data), and unmet demand as at most recent Census	N/A	494
D Plan Housing Demand = Total (A-B+C) ((Projected ESRI NPF demand - new completions) + Unmet demand)	2538 (15225/6)	15,225 ((20223 - 5492) + 494)
E Potential adjustment 1 to end 2026 portion of plan period to facilitate convergence to NPF strategy (where justified)	Mid-point between ESRI NPF and baseline scenarios to 2026 in lieu of A above.	Not Applicable
F Potential adjustment 2 to end 2026 portion of plan period to facilitate convergence to NPF strategy, applicable where B exceeds or is close to D (where justified)	Mid-point between ESRI NPF and baseline scenarios to 2026 in lieu of A above, plus up to 25%	Not Applicable

2.3.7 Residential Development Capacity Audit

A 'Residential Development Capacity Audit' was undertaken in order to inform the preparation of the Core Strategy and to meet the statutory requirement to assess existing zoned land, as required under Section 10(2A)(c) of The Act. The purpose of the audit was to analyse the existing capacity of the County to accommodate residential development and provide the basis upon which the future housing target may be allocated. In general terms, too much or too little capacity to meet future population growth would inform the requirement

to adjust zoning provision. The audit comprised a comprehensive review of all zoned residential and mixed-use land in the County. In order to support the compact growth agenda, a significant emphasis was placed on the identification of potential infill/brownfield sites for regeneration/redevelopment.

2.3.7.1 Potential Residential Yield

The Residential Development Capacity Audit estimated that at Q4 2019 there were approximately 553 hectares of zoned land in the County which is, or may become available, for residential development. This comprises a reduction of c. 90 hectares from the housing land availability audit which informed the 2016 County Development Plan. The zoned land equates to a potential yield of between 22,763 and 25,353 residential units. When actual and estimated completions for the period Q1 2020 to Q1 2022 are taken into consideration it is estimated that there is a potential residential yield of between c. 20,886 to 23,476 homes. The Cherrywood Strategic Development Zone comprises a significant proportion of this total with an estimated residential yield of between 5,596 to 8,186 units.

A number of assumptions were applied at a site specific level in order to provide a robust estimation of potential residential yield. Where applicable, residential density and capacity calculations already set out in existing statutory plans were applied. These densities are either consistent with or exceed the recommended residential densities in the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (2009). Outside of these plan areas potential residential yield was also calculated having regard to the residential densities recommended in the 'Sustainable Residential Development in Urban Areas' (2009), with consideration given to sites that would be more suited to higher residential density.

The category of infill/windfall comprises a broad mix of sites within the existing built-up footprint of the County and includes both sites which are under construction and sites where there is no construction activity. For sites which have commenced construction, the full residual residential yield of the associated planning permission is incorporated. The audit placed a significant focus in the infill/windfall category on brownfield and infill development to deliver compact growth and includes a number of sites which are currently in existing use but have potential for redevelopment for residential purposes. In order to provide for a balance between the inclusion of suitable infill and brownfield sites that promote compact growth, but which may not come forward for development within the lifetime of the Plan, and to ensure that sufficient lands are zoned to allow for overall projected growth, the residential yield for the category infill/windfall is calculated based on an assumption that half

of the total site area (for sites where there is no construction activity) would be brought forward for development within the lifetime of the Plan. Table 2.9 provides a detailed breakdown of residential yield categorised by infill/windfall sites and strategic growth areas.

2.3.7.2 Tiered Approach to Land Zoning

The Residential Development Capacity Audit was undertaken in the context of National Policy Objective 72a of the NPF which requires Planning Authorities to apply a standardised, tiered approach to differentiate between i) zoned land that is serviced and ii) zoned land that is serviceable within the life of the Plan.

- Tier 1 lands are serviced, and in general, part of or contiguous to the built-up footprint of an area.
- Tier 2 lands are not currently sufficiently serviced to support new development but have potential to become fully serviced within the lifetime of the Plan. Tier 2 lands may be

positioned within the existing built-up footprint, or contiguous to existing developed lands, or to Tier 1 zoned lands.

- While the County Development Plan may include zoned land which cannot be serviced during the lifetime of the Plan, they cannot be categorised as either Tier 1 or Tier 2 lands. Such lands cannot be zoned for development or included within the Core Strategy for calculation purposes.

The high level zoning tier of each strategic growth area in the County is set out in Table 2.9 below. The detailed assessment of strategic enabling infrastructure requirements for Tier 2 lands across the County is provided in Appendix 1. While the NPF tiered approach to zoning does not focus on community infrastructure, the provision of same is considered to be of central importance in the creation of sustainable neighbourhoods in the County and is covered in detail in Chapter 4 'Neighbourhood - People, Homes and Place'.

Table 2.9: DLR Residential Development Capacity Audit – Aggregate Data (Accurate as of Q4 2019)

Location	Hectares	Potential Residential Yield	Zoning Tier
Infill/Windfall – Sites under Construction	35.63	1,837 ⁵	Tier 1
Infill/Windfall – Sites with an extant planning permission not commenced	63.1	1,299	Tier 1
Infill/Windfall – Sites with no planning permission	67.13	1,436	Tier 1 and Tier 2
Infill/Windfall - Total	165.86	4,571	Tier 1 and Tier 2
Ballyogan & Environs	71.8	4,147	Tier 1 and Tier 2
Woodbrook-Shanganagh	29.53	1,998	Tier 1 and Tier 2
Kiltiernan-Glenamuck	59.34	2,015	Tier 1 and Tier 2
Old Connaught	50.13	2,005	Tier 2
Rathmichael	83.05	2,431	Tier 2
Cherrywood	93.55	5,596 - 8,186	Tier 1 and Tier 2
Total	553.28	22,763 - 25,353	
Less Actual and Estimated Completions Q1 2020 to Q1 2022		1,877	
Adjusted Total		20,886 – 23,476	

⁵ Note: The category 'Infill/Windfall' incorporates both sites which are under construction and sites where there is no construction activity. For sites which have commenced construction, the full residual residential yield of the associated planning permission is incorporated. For sites where no construction has commenced, it is assumed that half of the total area of these sites would be brought forward for development within the lifetime of the Plan. (See Section 2.3.7.1 above)

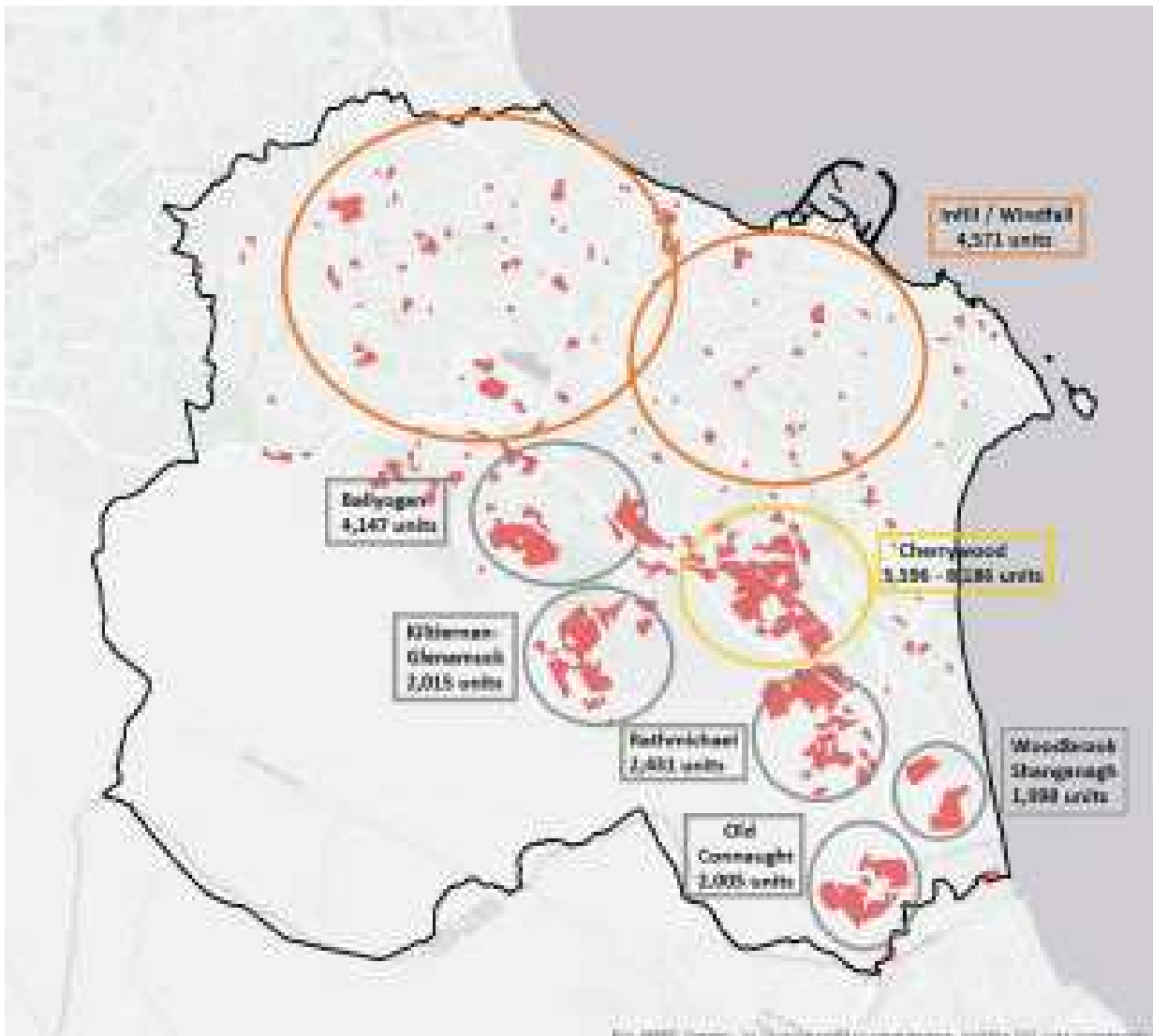


Figure 2.8: Residential Development Capacity Audit – Aggregate Data (Accurate as of Q4 2019)

2.4 The Core Strategy

2.4.1 Settlement Hierarchy

Section 10(2A)(f) of The Act requires the Core Strategy of all County Development Plans to contain a settlement hierarchy while subsection (2C) requires the hierarchy to be consistent with the NPF, RSES and the policies of the Government. The RSES sets out a settlement hierarchy for the Region and identifies key growth areas which will see significant development up to 2031 and beyond. Local Authorities are required to determine the County level hierarchy of settlements in accordance with the RSES settlement hierarchy. Table 2.10 below sets out the DLR settlement typology within the framework of the RSES settlement hierarchy. The vast majority of the built-up footprint of DLR falls within the geographic area known as ‘Dublin City and Suburbs’, which comprises the first tier in the settlement hierarchy recommended in the RSES. Old Connaught comprises a component part of the future growth of the ‘Key Town’ of Bray (tier 3), while Glencullen comprises a rural village (tier 6).

DLR is a spatially small County and the vast bulk of its population is concentrated in a single urban/suburban mass between the foothills of the Dublin Mountains and the coast. The various suburbs in the County coalesce into one another and the County does not have the same discrete hierarchy of settlements that can be found in other Counties in Ireland. It is evident that in order for the DLR Core Strategy to allocate housing and population across settlements in the County that a more granular level of detail is required, particularly with regard to housing allocation within the area defined as Dublin City and Suburbs. Thus, while the settlement strategy for the County Development Plan operates within and in accordance with the RSES settlement hierarchy, the spatial distribution of housing and population allocation within this hierarchy has been refined to reflect a more bespoke settlement strategy for the County.

Table 2.10: RSES Settlement Hierarchy as applicable to DLR

tier	Settlement Typology	Description	DLR
tier 1	Dublin City and Suburbs	International business core with a highly concentrated and diversified employment base and higher order retail, arts, culture and leisure offer. Acts as national transport hub with strong inter and intra-regional connections and an extensive commuter catchment	Majority of the urban footprint of DLR.
tier 2	Regional Growth Centres	Regional Growth Centres are large towns with a high level of self-sustaining employment and services that act as regional economic drivers and play a significant role for a wide catchment area.	None identified in DLR.
tier 3	Key Towns	Large economically active service and/or county towns that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers to complement the Regional Growth Centres.	Bray (Old Connaught)
tier 4(i)	Self-Sustaining Growth Towns	i) Self-Sustaining Growth Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.	None identified in DLR.
tier 4(ii)	Self-Sustaining Towns	ii) Self-Sustaining Towns with high levels of population growth and a weak employment base which are reliant on other areas for employment and/or services and which require targeted ‘catch up’ investment to become more self-sustaining.	None identified in DLR.
tier 5	Towns and Villages	Towns and villages with local service and employment functions.	None identified in DLR.
tier 6	Rural	Villages and the wider rural region.	Glencullen

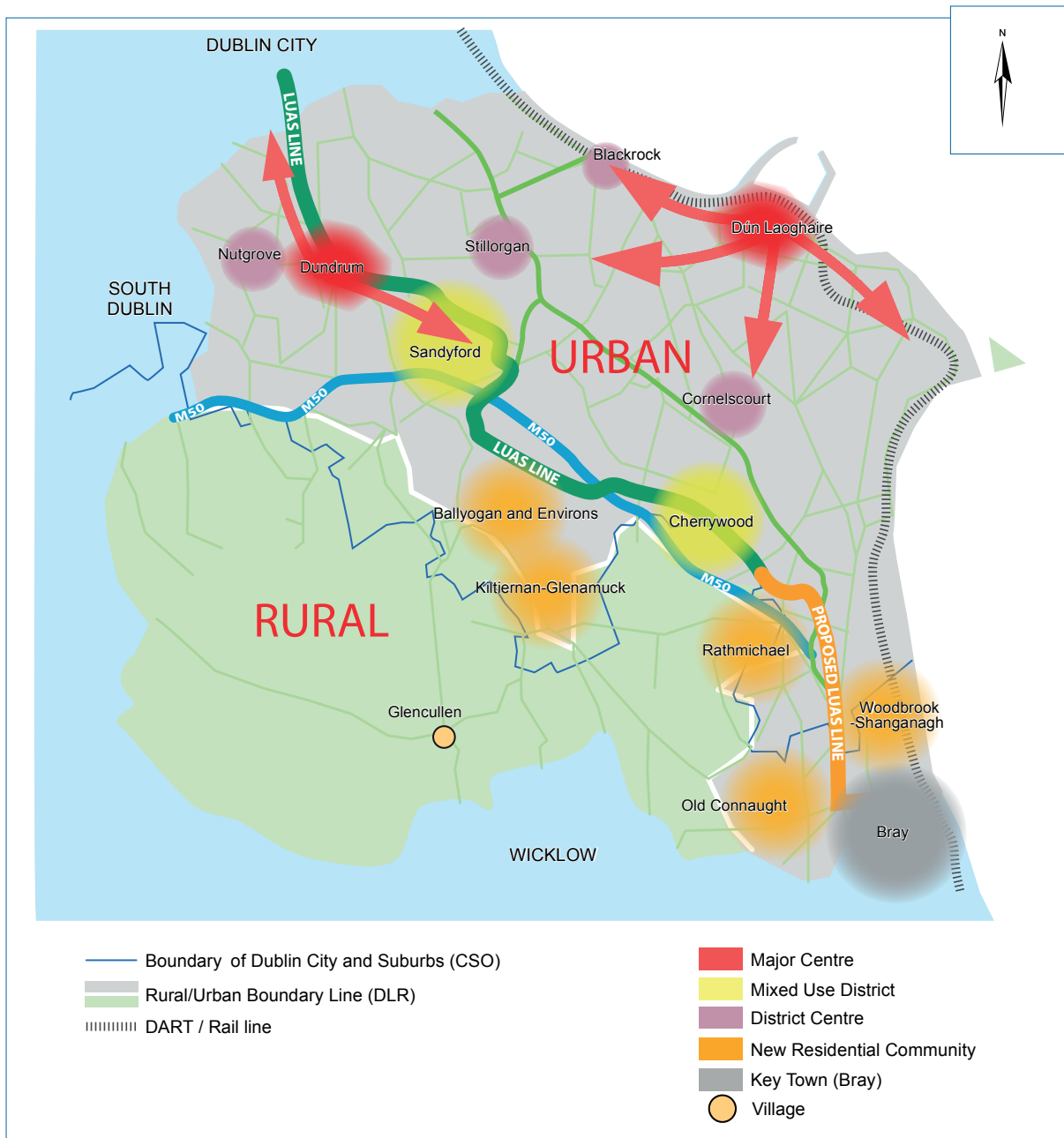


Figure 2.9: Core Strategy Map

2.4.2 DLR Settlement Strategy Statement

The settlement strategy for the Core Strategy of the County Development Plan seeks to support the overarching Development Plan Vision and supports the transition to a low carbon and climate resilient County through the implementation of a compact growth agenda, increased integration between land-use and transportation, increased sustainable mobility and, the sustainable management of our environmental resources.

The settlement strategy applies an asset-based approach to spatial development focusing employment and housing growth on existing and future transport corridors and aligning growth with the delivery of supporting enabling and supporting social infrastructure. The strategy seeks to deliver compact and sustainable growth within the existing built footprint of the County and build upon existing physical, social, economic and natural assets which

are available. The strategy is supported by an increased focus on healthy place-making and the liveability factors which define our urban places. In accordance with the provisions of Section 10(2B) of The Act, Figure 2.9 illustrates the Core Strategy Map which depicts the DLR settlement strategy for the Plan period.

2.4.3 Sustainable Neighbourhood Infrastructure

Whilst there is an emphasis in the settlement strategy on compact growth, the overarching focus of the Development Plan Vision, the five Strategic County Outcomes, and the policy approach set out throughout the Plan, is about creating a liveable County where residential development is balanced with the need for supporting community infrastructure. It is recognised that the creation of sustainable residential communities requires more than the provision of housing alone, and it

is imperative that the Plan supports the creation of vibrant, sustainable communities with access to good housing choice, open space and recreation, a range of quality transport options and appropriate social and community infrastructure. This will align with NPO33 in the NPF by ensuring that new homes are delivered in a sustainable manner.

In recognition of this overarching objective, the Plan introduces a new 'Sustainable Neighbourhood Infrastructure' land use zoning objective that identifies existing social and community infrastructure considered to be central to sustaining and building residential communities. This new land use zoning seeks to enhance the role and importance of community infrastructure as part of the sustainable compact growth agenda envisaged in the Core Strategy. Chapter 4 'Neighbourhood - People, Homes and Place' sets out in detail the policy objectives aimed at creating and maintaining successful residential communities throughout the County over the lifetime of the Plan and beyond.

2.4.4 DLR Core Strategy

The 'Guidance Note on Core Strategies' (2010), provides that the Core Strategy should summarise the area of land zoned for residential use, or a mixture of residential and other uses, and the amount of land proposed to be zoned for such use.

The Residential Development Capacity Audit detailed in Section 2.3.7 above sets out the existing area of land zoned for residential use in the County and this is further set in the Core Strategy Table below.

Section 2.3.2 above details the population projection for DLR for the Plan period 2022-2028. The population projection is informed by the provisions of the NPF and RSES and provides the basis for calculating the housing target for DLR for the Plan period. As set out in Section 2.3.6 above there is provision for an additional 18,515 residential units. As detailed in the Core Strategy Table below the housing target for DLR is broadly consistent with the existing residential capacity of zoned land in DLR, as ascertained through the Residential Development Capacity Audit.

While the Core Strategy Table below identifies an excess of between 2,371 and 4,961 homes, reference is made to the Guidance Note on Core Strategies which advises that any excess (of lands or housing capacity) will not normally include lands identified for strategic long-term development as part of Strategic Development Zones or major regeneration sites within key areas. The full capacity of the Cherrywood Strategic Development Zone is incorporated into the Core Strategy Table below and comprises an estimated residential yield of between

Table 2.11: Core Strategy Table

Location	RDCA Existing Zoning (Ha)	RDCA Existing Residential Yield	County Development Plan 2022-2028 Proposed Zoning (Ha)	County Development Plan 2022-2028 Proposed Residential Yield
Infill/Windfall – Sites under Construction	35.63	1,837	35.63	1,837
Infill/Windfall – Sites with an extant planning permission not commenced	63.1	1,299	63.1	1,299
Infill/Windfall – Sites with no planning permission	67.13	1,436	67.13	1,436
Infill/Windfall	165.86	4,571	165.86	4,571
Ballyogan & Environs	71.8	4,147	71.8	4,147
Woodbrook-Shanganagh	29.53	1,998	29.53	1,998
Kiltiernan-Glenamuck	59.34	2,015	59.34	2,015
Old Connaught	50.13	2,005	50.13	2,005
Rathmichael	83.05	2,431	83.05	2,431
DLR Total (excluding Cherrywood)	459.73	17,167	459.73	17,167
Cherrywood	93.55	5,596 - 8,186	93.55	5,596 - 8,186
DLR County Total	553.28	22,763 – 25,353	553.28	22,763 – 25,353
Less Actual and Estimated Completions Q1 2020 to Q1 2022				1,877
Adjusted Total				20,886 – 23,476
HST Housing Target Q2 2022 to Q1 2028				15,225
DLR Housing Target Q2 2022 to Q1 2028 (Inclusive of 'Headroom')				18,515
Excess				2,371 – 4,961

5,596 to 8,186 units. While the Cherrywood SDZ lands comprise Tier 1 and 2 zoned residential lands that may be developed within the lifetime of the Plan, it is acknowledged that the full build-out of Cherrywood may extend beyond the timeframe of the Plan. In this context, and as provided for in the Guidance Note on Core Strategies, it is not considered necessary to apply any specific mechanisms to address the relatively minor excess identified in the Core Strategy Table.

Based on allocated future population growth for DLR it is considered that broad equilibrium exists between the supply of zoned land for primarily residential purposes, and the projected demand for new housing. On this basis it is recommended that the existing quantum of land zoned for primarily residential use in the County, excluding the lands identified in this Plan for ‘Sustainable Neighbourhood Infrastructure’, is maintained for the County Development Plan period 2022-2028 and that additional zoning of land for residential purposes is not required.

Policy Objective CS2 – Core Strategy

It is a Policy Objective to support the delivery of the Core Strategy in accordance with the Core Strategy Map illustrated in Figure 2.9 and the Core Strategy Table detailed at Table 2.11.

Policy Objective CS3 – Supply of Zoned Land

It is a Policy Objective to ensure that sufficient zoned land continues to be available to satisfy the housing requirements of the County over the lifetime of the Plan.

2.4.5 Strategic Land Reserve

National Policy Objective 68 of the NPF states that a MASP may enable up to 20% of the phased population growth targeted in the principal city and suburban area, to be accommodated in the wider metropolitan area i.e. outside the city and suburbs or contiguous zoned area, in addition to growth identified for the metropolitan area. The RSES provides a further elaboration on foot of NPO 68 and states that the transitional population targets in NPO 68 shall apply to the three Metropolitan Key Towns in the MASP, namely Bray, Maynooth and Swords, and only if they can demonstrate compact growth on high capacity planned or existing public transport corridors. In accordance with the NPF and the RSES, the Elected Members of the Regional Assembly approved a transitional population allowance of 13,000 for the Key Town of Bray, 3,500 of which is applicable to the DLR administrative area. The 3,500 re-allocation of population is applied to the 2031 high growth scenario of the RSES and as such,

in part, falls outside the timeframe of the County Development Plan. Given the regional designation and specific population allocation for the Key Town of Bray it is considered appropriate to identify a potential ‘strategic land reserve’ to meet the designated future growth beyond the timeframe of the Plan period of 2028.

In accordance with the infrastructure assessment of Tier 2 zoned residential lands (see Appendix 1) the full build-out of existing residential zoned land at Old Connaught is incorporated into the Core Strategy for the Plan period 2022-2028. Part of the 3,500 allocation is thus subsumed into the delivery of existing zoned land at Old Connaught up to 2028. To provide for the residual population allocated under NPO 68 the strategic land reserve reflects the period Q2 2028 to 2031 which equates to an additional 2,625 persons or approximately 1050 residential units (average household size estimated at 2.5).

The lands identified as a strategic land reserve are located to the north of Old Connaught in zoned greenbelt land. The lands comprise c. 38 hectares and include significant provision for educational, open space and recreational facilities. Part of the lands comprise existing residential development which is subsumed into the overall strategic land reserve. With regards to greenbelts, reference is made to NPO 62 of the NPF which identifies the role of greenbelts to include for inter alia the long-term strategic expansion of urban areas. The lands identified as strategic land reserve are not categorised as either Tier 1 nor Tier 2 lands, as per the infrastructure assessment contained in Appendix 1. The lands are not zoned for residential development and as such are not included in the Core Strategy for calculation purposes. Furthermore, while the subject lands are identified as a strategic land reserve it does not confer any future zoning status. Regard shall be had to this reserve in the future Old Connaught Local Area Plan.

Table 2.12: Strategic Land Reserve

Location	Hectares	Potential Residential Yield	Potential Phasing
Old Connaught North	38	c. 1,050 units	Post Q1 2028

Policy Objective CS4 – Strategic Land Reserve

It is a Policy Objective to support the phased growth of the Key Town of Bray through the identification of a strategic land reserve to meet regional growth targets to 2031.

Policy Objective CS5 – Strategic Land Reserve

It is a Policy Objective:

- To designate and maintain as a strategic land reserve the lands marked accordingly on [Land Use Zoning Map No. 14](#).
- To protect the strategic land reserve for potential future residential growth and to restrict development except for minor modifications and extensions to existing properties and the development of appropriate educational/open space/recreational facilities compatible with the underlying zoning objective and in line with any future Old Connaught LAP.

2.4.6 Phasing

The NPF, RSES and the Dublin MASP all place particular emphasis, including a specific compact growth target, on the physical consolidation of Dublin City and Suburbs, in line with its status as the first tier in the settlement hierarchy for the Region. The vast majority of lands identified for development in DLR fall within or contiguous to this geographic area while lands identified for development at Old Connaught comprise a component part of the future growth of the Key Town of Bray, an area specifically identified for growth under the Dublin MASP.

Notwithstanding the sequentially preferable location of residential zoned lands in the County, it is considered, having regard to the tiered approach to zoning and the Infrastructure Assessment included in Appendix 1, that the Core Strategy should incorporate a framework for the phased delivery of residential land to ensure a plan-led approach to sustainable growth.

In this context, it is noted that Old Connaught and Rathmichael are not currently serviced, and the future development of these areas is contingent upon the timely delivery of supporting infrastructure. It is considered that a plan-led approach to the development of both Rathmichael and Old Connaught is of paramount importance to ensure the proper planning and sustainable development of these new residential communities.

The lands at Old Connaught and Rathmichael are both zoned Objective 'A1' – 'To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans.' As provided under the LAP programme contained in Table 2.16, it is the intention of the Council to prepare Local Area Plans for both of these new communities during the lifetime of the Plan.

The future Local Area Plans for Rathmichael and Old

Connaught may include new land use zonings for neighbourhood centres, open space and other land uses.

2.4.7 Rural Settlement Strategy

The 'rural' footprint of DLR is primarily concentrated in the south-west of the County and generally comprises the foothills of the Dublin Mountains and includes the upland plateau framing Carrickgollogan and Ballycorus (see Figure 2.9 above). The proximity of the defined rural footprint immediately adjacent to the edge of the urban/suburban extent of the County places the Rural Amenity and High Amenity zones under strong urban influence for housing, and the Development Plan reflects this by having a carefully defined Rural Settlement Strategy.

The Council's approach to rural settlement embodies the policies and objectives of the 'Sustainable Rural Housing – Guidelines for Planning Authorities' (2005) and also takes into consideration the contents of Circular letter PL 2/2017. The Development Plan advocates a robust rural settlement strategy aimed at controlling the spread of urban-generated 'one-off' housing into the spatially limited rural countryside of the County. It is also recognised, however, that there will be certain circumstances where limited one-off housing may be acceptable where it can be shown not to be urban generated, will not place excessive strain on services and infrastructure or have serious negative impact on the landscape, and where demand arises from location-specific employment or local social needs. The policy approach promoted in the Development Plan is considered to provide a reasonable balance between the delivery of appropriate and justifiable residential development in the rural parts of the County with the stated objective of protecting the unique character of the Dublin Mountain foothills and is, accordingly, broadly in line with Government guidance on the subject.

National Policy Objective 20 of the NPF provides that the Core Strategy of County Development Plans will project the need for single housing in the countryside. Quantifying the need for single housing is to be undertaken on an evidence basis and will relate to the Local Authority's Housing Need Demand Assessment. Table 2.13 below sets out the number of planning decisions for single dwellings in the last 4 years in areas of Rural Amenity Zoning Objective 'B' and areas of High Amenity Zoning Objective 'G'. On the basis of stringent rural settlement policies to manage the spread of one-off housing; together with policies which encourage the densification of existing built-up areas in order to optimise infrastructural investment, housing projections for the defined rural area which is 'under strong urban pressure' is not anticipated to be of a scale to warrant inclusion in the overarching Core Strategy Table illustrated in Table 2.11 above.

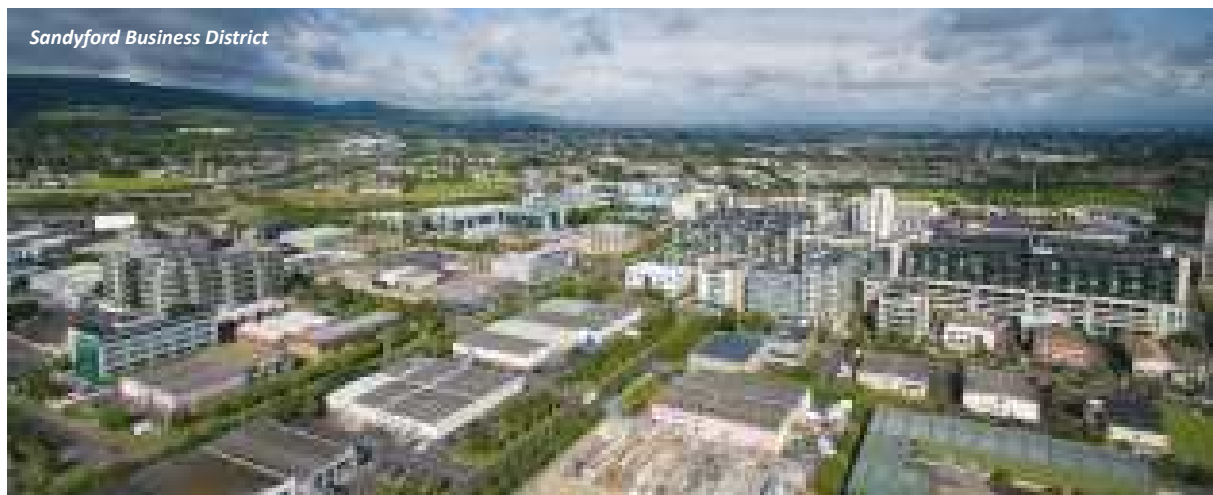


Table 2.13: 'One-Off' Housing Applications in Rural Amenity and High Amenity Zones

Year of Decision	No. of Planning Applications for 'One-Off' Houses	Grant	Refusal
2016	9	2	7
2017	7	4 (includes 2 no. replacement dwellings)	3
2018	3	0	3
2019	5	0	5

2.4.8 Employment Strategy

To complement the preparation of the Core Strategy, the Guidance Note on Core Strategies (2010) states that Planning Authorities should undertake an appropriate level of analysis to ensure that sufficient lands are identified for employment purposes at suitable locations, taking proper account of national planning policies. While the Guidance document sets out a clear methodology for determining the sufficiency of residential zoned land, no such methodology is provided for determining the appropriate quantum of employment zoned lands. In the absence of an established methodology, the following section applies the guiding principles for the identification of locations for strategic employment development as set out in the RSES. In addition, the employment strategy is informed by an evidence-based approach which considers both existing land use zoning for employment purposes, and the requirement for additional employment lands based on population and employment growth assumptions.

2.4.8.1 RSES and the Dublin MASP

The RSES sets out guiding principles to identify locations for strategic employment development and recommends that these principles should be

applied by Local Authorities in the preparation of Development Plans. The guiding principles include consideration of:

- Current employment locations, density of workers, land-take and resource/infrastructure dependency, including town centres, business parks, industrial estates and significant single enterprises.
- Locations for expansion of existing enterprises.
- Location of technology and innovation poles - Institutes of Technology (IoTs) and Universities, as key strategic sites for high-potential growth of economic activity.
- Locations for new enterprises, based on the extent to which they are people intensive (i.e. employees/customers), space extensive (i.e. land), tied to resources, dependent on the availability of different types of infrastructure (e.g. telecoms, power, water, roads, airport, port etc.) or dependent on skills availability.
- Locations for potential relocation of enterprises that may be better suited to alternative locations and where such a move, if facilitated, would release urban land for more efficient purposes that would be of benefit to the regeneration and development of the urban area as a whole, particularly in metropolitan areas and large towns.
- Within large urban areas where significant job creation can be catered for through infrastructure servicing and proximity to public transport corridors.

The Dublin MASP applied these principles to identify locations for strategic employment within the Dublin Metropolitan Area. The MASP followed a sequential approach to employment lands with a focus on the intensification of existing lands within the M50 and also at strategic development areas in tandem with the provision of high quality public transport. Cherrywood, Ballyogan (Carrickmines) and Sandyford are all identified as strategic employment locations.

2.4.8.2 Employment in DLR

Analysis of Census 2016 data shows that there were 95,925 people living in DLR who were at work. This was an increase of 9.6% from 87,490 in 2011. The Census also records how many jobs are located within the County and in 2016 this figure was 92,909⁶. A number of factors relating to the employment profile of DLR comprise important considerations in determining what will constitute an adequate supply of employment zoned land in the County. When assessing the characteristics of the labour force in DLR, two factors stand out: the relatively low participation rate and the relatively positive 'Jobs Ratio'.

The labour force in DLR is comprised of all persons at work, looking for their first job or unemployed, while students, homemakers, retired persons and those unable to work are categorised as not being in the labour force. The results of Census 2016 indicate that the total number in the labour force in DLR stood at 103,641, an increase of 5,080, or 5.2 per cent from 2011. The County's labour force participation rate was 58.2% remaining broadly unchanged from a rate of 58.4% in 2011. The overall labour force participation rate for DLR remains the lowest of all four Dublin Authorities with Dublin City having a participation rate of 64.7%, Fingal 66.9% and South Dublin 64%. This relatively low participation rate is primarily due to (i) the high numbers of persons in the retired age cohorts, and (ii) the relatively large proportion of third level students in the County.

At an inter-regional level, a good indicator of the imbalances that exist between the location of the labour force and the location of jobs is the 'Jobs Ratio'. The 'Jobs Ratio' is the total number of jobs in the County divided by the labour force. The 'Jobs Ratio' is used as an indicator to measure the sustainability of settlements and it has been suggested that on sustainability grounds, the ratio should not fall below 0.7. Based on 2016 Census Workplace Zone data there were 92,909 jobs in DLR and a labour force of 103,641 people. This provides a comparatively positive and sustainable 'Jobs Ratio' for DLR of 0.9.

2.4.8.3 Employment Land and Land Use Zoning

Employment in DLR is not located solely within the main Objective 'E' zoned employment lands but rather spread across a range of zoning categories including significant concentrations in Major Town Centre and District Centre lands where commercial development is 'Permitted in Principle'. The Sandyford Business District has a

variety of 'subset' employment zone types while the Cherrywood SDZ provides for employment both in High Intensity Employment and Commercial zoned lands as well as Town Centre and Village Centre zonings. Interestingly, the largest single location for employment in the County is at UCD which employs c. 3,600 academic and support staff and is located on lands zoned Objective TLI "To facilitate the development of Third Level Institutions".

In terms of lands zoned primarily for employment use there is approx. 250 hectares of employment zoned lands in the County. The Sandyford Business District is the largest cluster of employment zoned land in the County comprising c. 96 hectares. Other significant clusters of employment zoned land are located at Carrickmines (c. 50 ha), Deansgrange (c. 30 ha) and North Bray (c. 10 ha). The Cherrywood SDZ provides c. 16 hectares of land zoned for High Intensity Employment and c. 7.7 hectares of lands designated for non-retail commercial uses, while an additional 112,000 sq.m of High Intensity Employment floorspace is permissible within its Town and Village Centres (in accordance with the provisions of the SDZ Planning Scheme). In addition, there are some smaller employment cores distributed across the County such as Churchtown Business Park, Clonskeagh and Blackrock while clusters of manufacturing can be identified in areas around Dundrum (Balally, Meadowmount, Nutgrove and Farranboley) and Dún Laoghaire (Sallynoggin, Pottery Road, Granitefield and Kilbogget). While the quantum of employment zoned land in DLR is low in comparison to the other Dublin Authorities, the job density of the land is much higher, reflecting a comparative concentration of employment in the services sector.

In terms of land use capacity for employment uses there are c. 26 hectares of undeveloped Objective 'E' zoned lands located at Carrickmines, part of which includes a Specific Local Objective for a Neighbourhood Centre. A smaller undeveloped parcel of c. 2.4 hectares is located to the north of Bray Town. Employment capacity at Cherrywood represents a significant location for employment growth in the County and comprises:

- 7.8 hectares of undeveloped High Intensity Employment zoned land (HIE 3,4,5 & 6) with capacity for 106,000 sq.m of floorspace. Capacity for an additional c. 51,000 sq.m of High Intensity Employment uses at HIE 1 and 2.
- 13 hectares of undeveloped Town Centre zoned land (TC1, TC3 & TC4) with capacity for inter alia 101,753 sq.m of High Intensity Employment Uses. Capacity for an additional 3,000 sq.m at Village Centres within the Plan area.

⁶ This figure includes 13,450 DLR residents at work, where their place of work was blank or uncodeable in the Census returns, or where the person indicated they had no fixed place of work.

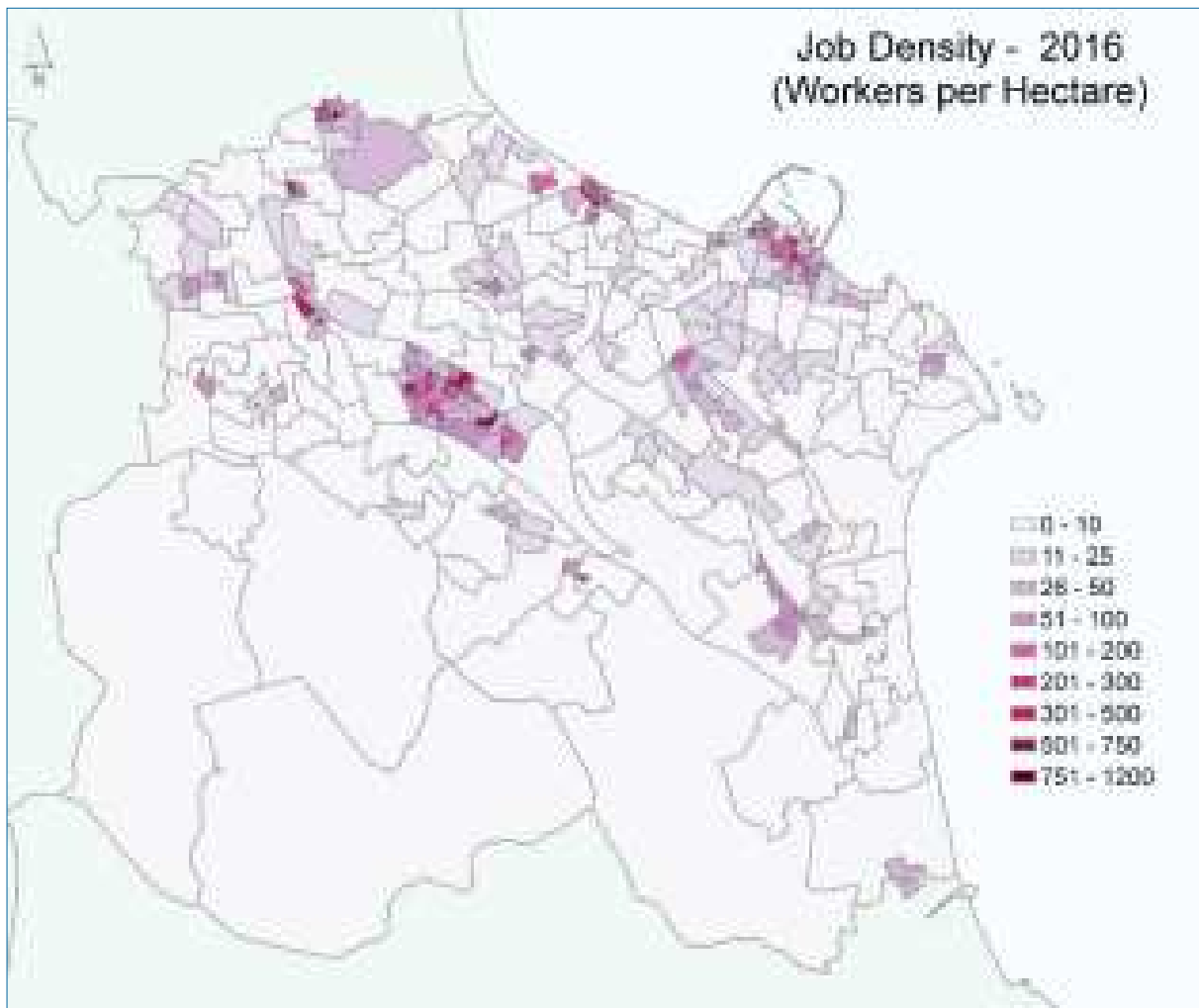


Figure 2.10: Job Density (Workers per Hectare), 2016 (Source: CSO Workplace Zone Census Data)

- 7.7 hectares of lands designated for non-retail commercial uses to provide a minimum quantum of 77,000 sq.m floorspace.

In addition, there is significant opportunity for the redevelopment and intensification of brownfield lands at the Sandyford Business District, as well as elsewhere throughout the County.

2.4.8.4 Demand for Employment Zoned Lands

The following Section provides an evidence-based analysis to estimate the requirement for employment zoned lands in the County. The purpose of the analysis is to ascertain whether sufficient employment lands are zoned to provide for the projected additional workforce resident in DLR for the Plan period to 2028. It is acknowledged that DLR is part of the wider Greater Dublin Area labour market which is characterised by considerable movement of employees between Counties and that the growth of DLR's resident

population/workforce will only generate a proportional increase in jobs located in the County. Notwithstanding, a key strategic outcome of the DLR Core Strategy is to minimise the divergence between the places people live and work through the identification of strategic employment locations in proximity to existing or planned strategic transport corridors, thus reducing the requirement for unsustainable movement patterns.

The estimation of employment zoned land and the quantum of commercial development envisaged is determined primarily through the labour force projection for the County. It is possible to arrive at a labour force projection by considering the projected population growth, the projected labour force participation rate of the new population, and the projected jobs ratio, i.e. how many jobs are likely to be located within the County based on the relative size of the labour force. The population growth projection of 38,125 persons (see Section 2.3.2 above) is informed by the provisions of the NPF

and RSES and provides the basis for calculating the future labour force. For the purpose of the analysis the 2016 labour force participation rate of 58% is assumed to increase to 60% on the assumption of a slight increase in the working population in the County, while the current positive jobs ratio of 0.9 is assumed to be maintained.

Table 2.14: *Jobs Forecast*

Population Projection 2016-2028	38,125
Minus % of Population Aged under 15 Years (18%)	31,263
Labour Force Participation Rate (60%)	18,758
Jobs Ratio (0.9)	16,882
DLR Additional Jobs Forecast	16,882

The jobs forecast can be used to estimate the potential quantum of new employment floor space which may be required in the County by 2028. The largest growth area by employment sector over the lifetime of this County Development Plan, and beyond, is anticipated to be in the services sector (market services and non-market services). Market services are a complex group of employment types, covering retail and commerce, business and finance, and 'other' employments such as hotels/catering etc. while non-market services cover three important and distinct groups of employment, namely education, health services and public administration.

Employment density is used as a measure of intensity of building use and refers to the average

floorspace (in sq.m) each person occupies within the workplace. The relationship between economic activity, property development and employment generation is changing rapidly, with fundamental changes occurring in the way businesses operate. A range of factors are now influencing the demand for and utilisation of employment space including inter alia: advances in technology; the evolution of new forms of workspace; changing trading formats; and flexible working practices. Employment density is now more closely aligned with the nature of business activity, rather than the building itself.

Calculating as a rough estimate, a requirement for 20sq.m of commercial floorspace per employee, it is possible that based on the jobs forecast for the County, there may be a demand for up to c. 360,000sq.m of commercial floorspace over the lifetime of the County Development Plan. It is considered that the undeveloped employment zoned lands at Cherrywood and Carrickmines, in addition to brownfield lands suitable for development throughout the County, including lands at the Sandyford Business District, can accommodate this estimated level of demand. In this regard it is considered that a sufficient quantum of employment zoned lands are available to facilitate continued economic development and employment growth in the County over the Plan period. It is noted, however, that the extent of the employment landbank in DLR is quite low in comparison to adjoining Counties in the MASP area and as such, there is an enhanced need to retain and protect these lands for employment purposes.



The Park at Carrickmines (Credit: Peter Kavanagh)

Policy Objective CS6 – Lands for Employment Use

It is a Policy Objective to ensure that sufficient serviced lands continue to be available for employment generation.

2.4.8.5 Employment Strategy

In spatial terms, the DLR employment strategy aims to provide for the expansion of employment through the designation of a range of sustainable employment locations. The spatial strategy applies the principles of the circular economy to land-use management through the intensification and redevelopment of existing strategic employment areas within the M50 ring and the activation of key strategic sites such as Cherrywood and Carrickmines which are accessible to public transport. The strategy seeks to align strategic employment locations with existing and identified residential growth areas through high frequency transport and active travel thereby minimising the divergence between the places people live and work, increasing the efficiency of land-use, reducing sprawl and minimising carbon footprint. Table 2.15 provides an overview of the employment potential pertaining to the identified strategic employment locations in DLR.

Policy Objective CS7 – Strategic Employment Locations

It is a Policy Objective to support the delivery of strategic employment growth areas in the County. (Consistent with RPO 5.6 of the RSES MASP)

2.4.9 Retail Strategy

Section 10(2A)(e) of The Act requires a Core Strategy to contain information to show that, in setting out objectives regarding retail development, the Planning Authority has had regard to Section 28 Guidelines that relate to retail planning. The retail strategy for the County Development Plan is contained in Chapter 7 'Towns, Villages and Retail Development' and is informed by the higher level strategic framework which provides for a co-ordinated and sustainable approach to retail growth in the County and wider Region. The retail strategy is informed by the 'Retail Planning Guidelines for Planning Authorities' (2012) and its companion document, the 'Retail Design Manual', in addition to the 'Retail Strategy for the Greater Dublin Area 2008-2016' and the regional retail hierarchy set out in the RSES.

It is acknowledged that the Retail Strategy for the Greater Dublin Area 2008–2016 requires updating. In this regard, it is an objective of the Eastern and Midland Regional Assembly (EMRA) to support and drive the preparation of a new retail strategy for the Region under the requirements of the Retail Planning Guidelines for Planning Authorities (2012) and to update the retail hierarchy and apply floorspace requirements for the Region. The Planning Authority will support the EMRA in their stated role.

Table 2.15: Strategic Employment Locations

Location	Employment Potential
Sandyford Business District	Key strategic employment location in Dublin, designated SMART Region, and world leader in key innovative sectors – notably ICT, healthcare and life sciences as well as financial and professional services. Location inside the M50 and on the Luas Greenline corridor delivers sustainable growth through the alignment of employment growth with identified strategic residential growth areas. Significant opportunity for increased land efficiency and densification through intensification of existing brownfield commercial sites for additional High Intensity Employment. Delivery to accord with the Sandyford Urban Framework Plan (see Appendix 16).
Cherrywood	Key future strategic employment location for High Intensity Employment situated on the Luas Greenline aligning employment growth with both existing and new residential communities. Cherrywood has a significant quantum of undeveloped employment zoned lands. Delivery to accord with the Cherrywood SDZ Planning Scheme.
Carrickmines	Key strategic employment location for High Intensity Employment situated on the Luas Green Line aligning employment growth with both existing and new residential communities.
UCD and IADT	Potential to drive high-tech and high potential start-ups in the County through inter-institutional connections and impactful collaboration.
Major Town Centres	Potential for the development of key strategic urban regeneration sites for employee-intensive development. Located on strategic transport corridors, aligning employment growth with both existing and new residential communities.

2.5 Ecosystems Services Approach and Natural Capital

Ecosystems are multifunctional communities of living organisms interacting with each other and their environment. Ecosystems provide a series of services (ecosystem services) either directly or indirectly contributing towards human wellbeing. The Ecosystems Services Approach followed by the Plan provides a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way. Ecosystem Services Approach principles include:

- Consideration of natural systems - by using knowledge of interactions in nature and how ecosystems function (considered in preparing Chapters nos. 3, 8, 9 and 10).
- Taking into account the services that ecosystems provide - including those that underpin social and economic well-being, such as flood and climate regulation (considered in preparing Chapters nos. 3 and 8) or recreation, culture and quality of life (considered in preparing Chapters nos. 9 and 11).
- Involving people - those who benefit from ecosystem services and those managing them need to be involved in decisions that affect them. Public consultation has informed the

preparation of the Plan, taking into account submissions/observations at each stage of the plan-making process.

Natural capital consists of renewable and non-renewable resources (e.g. plants, animals, air, water, soils, minerals) which need to be managed. In recognition of this, policy objectives have been integrated into the Plan that will contribute towards the management of air quality, noise pollution, light pollution, pollination, flood risk, water bodies and river basins and natural resources supporting energy production and recreation.

Policy Objective CS8 – Ecosystem Services Approach

It is a Policy Objective to promote an Ecosystem Services Approach in the preparation of lower-level Plans, Strategies and Development Management.

In addition to the Ecosystems Services Approach, the Council recognises and promotes the inherent value of ecosystems, independent of their direct or indirect impact on humans as set out in Policy Objectives GIB18 - GIB25 in Chapter 8 of this Plan.



Pollination

2.6 Implementation and Delivery

The implementation and delivery of the Core Strategy is a key strategic objective of the Planning Authority. The County Development Plan adopts a multi-faceted approach to support the delivery of the Core Strategy through: putting in place the appropriate planning policy framework at a local level to guide the sustainable development of key strategic growth areas; the identification of underutilised and/or vacant lands and implementation of active land measures to support sequential development, compact growth and regeneration; and, the introduction of monitoring and evaluation measures.

2.6.1 Plan-Making

The Planning and Development Act 2000 (as amended) introduced a more layered or tiered approach to planning – with policy cascading down from national plans such as the National Planning Framework, through the Regional Spatial and Economic Strategies, the MASP, County/City Development Plans and down to Local Area Plans. The Development Plan is a key Plan in that it ‘feeds’ both upwards and downwards in this planning policy framework. While the County Development Plan sets the scale, location and nature of strategic growth areas it is local-level plans such as Strategic Development Zones and Local Area Plans that provide the detail for creating sustainable neighbourhoods. The Planning Authority will seek to support the implementation of the Core Strategy through the delivery of an ambitious Local Area Plan plan-making programme during the lifetime of the Plan.

2.6.1.1 Cherrywood Strategic Development Zone

While the Planning Scheme is part of the Development Plan it is made and amended through a separate process. Part IX of The Act makes provision for the Government to designate Strategic Development Zones (SDZ), and specify the types of development, which may be permitted therein. This designation is primarily to facilitate development which is considered to be of economic or social importance to the State. Cherrywood was designated as a SDZ by Government Order in 2010, and the Planning Scheme for the SDZ was approved by An Bord Pleanála in 2014. There have been six amendments to the Planning Scheme since its approval. The Cherrywood SDZ Planning Scheme was prepared as it was recognised that the area had the potential to be a major new residential and employment settlement in the County and the wider Region.

The Cherrywood SDZ area extends to c.360 hectares and represents the most significant and strategic development area in DLR. The boundary of the Planning Scheme is identified on the County Development Plan Maps nos. [7](#), [9](#) and [10](#). The overarching vision for the Planning Scheme is:

- To create a sustainable place with a rich urban diversity, which respects its historical and natural setting while also facilitating innovation and creativity.
- To spatially develop a cohesive and diverse community with a strong identity and environmental integrity.
- To contribute to the economic growth of the County through the development of a vibrant economic community anchored around the Town Centre.
- To provide a safe and friendly environment where people can live, work and play within an envelope of sustainable, integrated transport with a primacy of soft modes of transport throughout.

Development of any site that falls within, or partly within, the Planning Scheme boundary is required to align with the provisions of the SDZ Planning Scheme. The implementation of the Planning Scheme is directly linked to the commensurate delivery of both physical and community infrastructure and provides a strong degree of certainty regarding the phasing and delivery of new development, in tandem with the provision of essential infrastructure to serve and facilitate development. The Council will continue to guide the development and implementation of the overall Cherrywood area through the mechanism of the SDZ Planning Scheme.

Policy Objective CS9 - Strategic Development Zone

It is a Policy Objective to continue to implement the approved Planning Scheme for the Cherrywood Strategic Development Zone.

2.6.1.2 Local Area Plans

Section 19(1)(a) of The Act provides that a Local Area Plan (LAP) may be prepared in respect of any area, or an existing suburb of an urban area, which the Planning Authority considers suitable and, in particular, for those areas which require economic, physical and social renewal and for areas likely to be subject to large scale development within the lifetime of the Plan. The decision of whether to prepare a LAP is a matter for the Planning Authority

having regard to the specific criteria outlined in Section 2.1 of 'Local Area Plans, Guidelines for Planning Authorities' (2013). One of the key messages outlined in the LAP Guidelines is that LAPs must be consistent with the Core Strategy of the County Development Plan. The Core Strategy provides an objective evidence base to allow for an area to be zoned for development, which can then be delivered in a sustainable and planned manner through the vehicle of an adopted statutory LAP. The other key messages of the Guidelines in relation to Local Area Plans include:

- The need for effective public consultation with the community which will be affected by the LAP.
- The importance of the LAP as a means of identifying the mechanisms that will secure the implementation of the necessary physical, social and environmental infrastructure required to achieve the objectives of the Plan.
- That LAPs provide an opportunity for a more granular breakdown of land uses.

2.6.1.3 Local Area Plan Plan-Making Programme

The County Development Plan proposes an ambitious programme of LAP plan-making and provides for the preparation of LAPs for Dundrum, Dún Laoghaire and Environs, Old Connaught, Rathmichael, Glencullen, Sallynoggin, Deansgrange, and a new LAP for Kiltiernan-Glenamuck. In delivery

of this programme the Planning Authority will prioritise areas in accordance with the overarching strategic objectives of the Core Strategy including those areas which are experiencing and/or likely to experience large scale development or regeneration.

There are currently 6 no. adopted LAPs in DLR and these include plans for Ballyogan and Environs, Woodbrook/Shanganagh, Stillorgan, Goatstown, Blackrock and Kiltiernan/Glenamuck. Table 2.16 below outlines the status of these Plans and also indicates their consistency with the Core Strategy of the County Development Plan. Section 19 of The Act provides that a Planning Authority must commence a review of a LAP six years after the making of the previous LAP unless, not more than five years after the making of the previous LAP, the Planning Authority by resolution defers commencing the review process for a further period of five years because it is considered that the LAP remains consistent with objectives of the County Development Plan and the Core Strategy. LAPs that are due to expire during the lifetime of the County Development Plan, and have not been previously extended, may be assessed under these criteria.

On lands subject to zoning objective A1 – 'To provide for new communities and Sustainable Neighbourhood Infrastructure in accordance with approved Local Area Plans' - a wide range of uses are both permitted in principle and open for consideration. This acknowledges the fact that

Table 2.16: Local Area Plan-Making Programme

Local Area Plan	Plan Period	Adopted	Extended to	Compliance with Core Strategy
Ballyogan and Environs LAP 2019-2025	6 Years	July 2019		Broadly consistent with the Core Strategy.
Stillorgan LAP 2018-2024	6 Years	September 2018		Broadly consistent with the Core Strategy.
Woodbrook-Shanganagh LAP 2017-2023	6 Years	July 2017		Broadly consistent with the Core Strategy.
Blackrock LAP 2015-2021	10 Years	March 2015	March 2025	Broadly consistent with the Core Strategy.
Goatstown LAP 2012-2018	10 Years	April 2012	April 2022	Broadly consistent with the Core Strategy.
Kiltiernan-Glenamuck 2013-2018	10 Years	September 2013	September 2023	Broadly consistent with the Core Strategy. New Plan to be prepared.
Dundrum				Plan being prepared.
Dún Laoghaire and Environs				New Plan to be prepared.
Old Connaught				New Plan to be prepared.
Rathmichael				New Plan to be prepared.
Glencullen				New Plan to be prepared.
Sallynoggin				New Plan to be prepared.
Deansgrange				New Plan to be prepared.
Ballybrack/Loughlinstown				New Plan to be prepared.
Clonskeagh/UCD				New Plan to be prepared.

the Local Area Plan process will allow for a more granular breakdown of land uses. It is noted that within the A1 zoned lands at both Old Connaught and Rathmichael there are a number of existing properties. Minor modifications and extensions to these properties can be considered in advance of the relevant Local Area Plans.

Policy Objective CS10– Local Area Plans

It is a Policy Objective to implement a programme for the preparation of Local Area Plans and to prioritise areas in accordance with the overarching strategic objectives of the Core Strategy including those areas which are experiencing and/or likely to experience large scale development or regeneration.

2.6.2 Active Land Management

The delivery of the Core Strategy will be supported through the implementation of an active land management strategy. The Planning Authority will adopt a multi-faceted approach to active land management which focusses on performance delivery in accordance with targets and identified priorities, incentivisation of development through the implementation of the vacant site levy and working collaboratively with key stakeholders to support the achievement of these objectives. Furthermore, the Council will seek to leverage central government funding streams including, amongst others, the Urban Regeneration and Development Fund to activate and support the delivery of the Core Strategy and policy objectives of the Plan.

2.6.2.1 Compact Growth and Regeneration

The achievement of compact growth targets and regeneration will be supported through the implementation of active land management measures which promote the development of infill and brownfield lands, in addition to strategically located greenfield sites that support the principles of consolidated growth. Achieving compact growth targets will require active land management responses to ensure that land resources within existing settlements are used to their full potential.

(i) Compact Growth

The RSES requires the Planning Authority to set out measures to achieve a compact growth target of at least 50% of all new homes within or contiguous

to the existing built up area of ‘Dublin City and Suburbs’, and a target of at least 30% for other urban areas (RPO 3.2). The vast majority of growth identified in the Core Strategy is located within the Dublin City and Suburbs boundary while growth areas at Woodbrook and parts of Cherrywood and Rathmichael are contiguous to the boundary. The Core Strategy sets ambitious targets with regard to the delivery of compact growth and identifies a potential residential yield of between 20,664 to 23,254 units within or contiguous to the boundary of Dublin City and Suburbs which equates to 100% of the total potential residential yield relating to this area (see Table 2.17 and Figure 2.11 below). This calculation discounts those lands to the south of the County which are located within the DLR administrative area but are associated with the growth of the Key Town of Bray. Old Connaught is identified as a new residential community in the Dublin MASP and has a key role in supporting the westward extension of Bray Key Town. The achievement of the 30% compact growth target for Bray, as provided for under RPO 2.3 of the RSES, is within the remit of Wicklow County Council.

Policy Objective CS11 – Compact Growth

It is a Policy Objective to deliver 100% of all new homes, that pertain to Dublin City and Suburbs, within or contiguous to its geographic boundary. (Consistent with RPO 3.2 of the RSES)

(ii) Brownfield and Infill Lands

Delivery of a compact growth agenda requires increased focus on re-using previously developed ‘brownfield’ land, supporting the appropriate development of infill sites, and the re-use or intensification of existing sites. The Planning Authority acknowledges that infill and brownfield development can be more challenging to deliver than greenfield development for a variety of reasons and not least the challenge of integration with existing communities. Furthermore, this approach has to be supported by the requisite social and community infrastructure. However, the extent to which we prioritise brownfield/infill over greenfield development will reduce the rate of land use change and urban sprawl, delivering increased efficiencies in land management and support the Core Strategy objective for a transition to a low carbon society. Furthermore, it can bring enhanced vitality and footfall to an area, contribute to the

Table 2.17: Core Strategy Compact Growth Provision

RSES RPO 3.2	Total Residential Yield (Excl. lands pertaining to Bray)	Residential Yield (within or contiguous to Dublin City and Suburbs)	Compact Growth Provision
Minimum of 50% of all new homes within or contiguous to the built up area of Dublin City and Suburbs.	20663 – 23,253	20663 – 23,253	100%

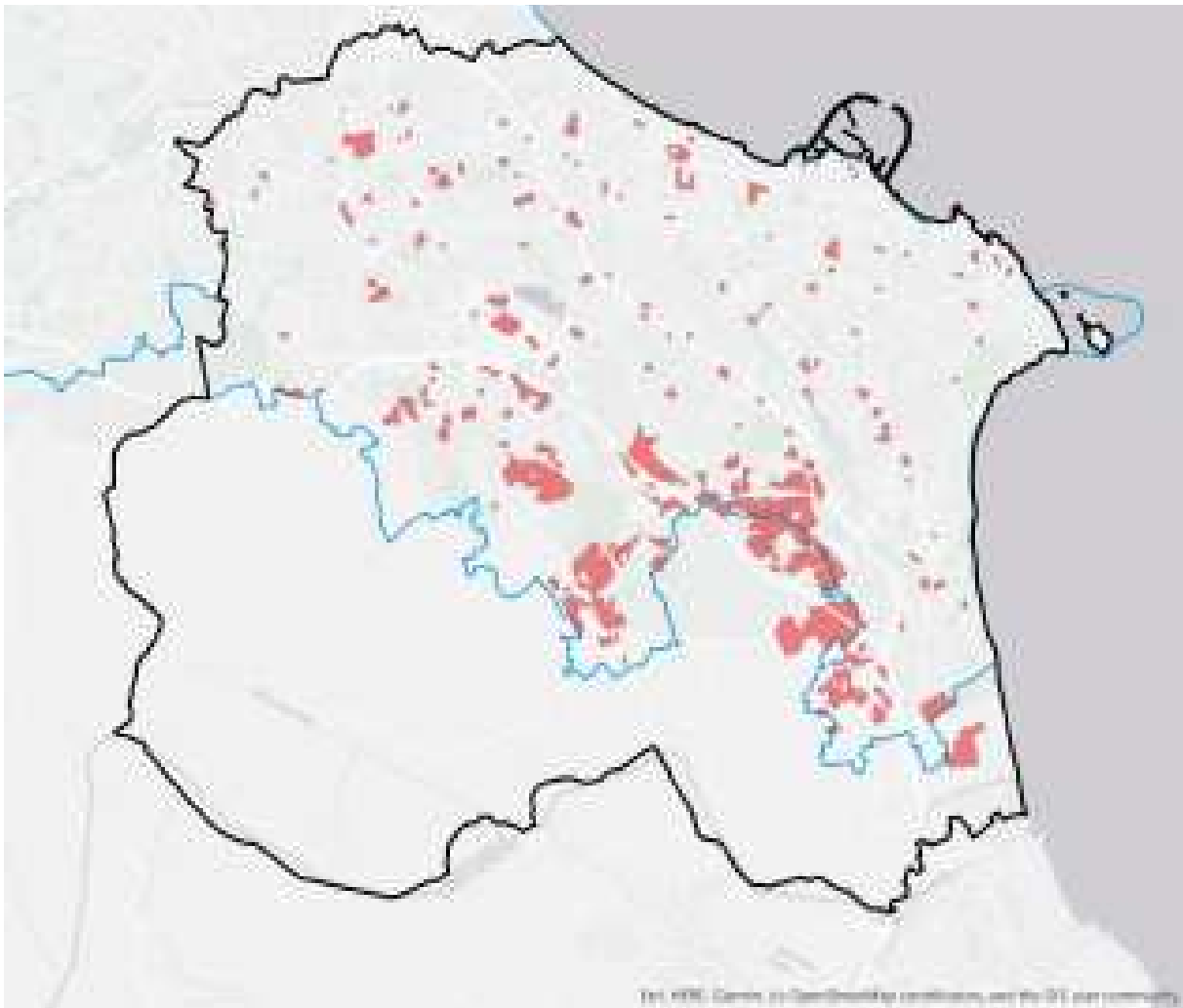


Figure 2.11: Compact Growth - Residential sites relating to Dublin City and Suburbs

viability of services, shops and public transport, and enable more people to be closer to employment and recreational opportunities, as well as to walk or cycle more and use the car less.

To enable appropriate brownfield and infill development the County Development Plan sets out planning policies and standards focusing on design-led and performance-based outcomes with the objective of urban infill and brownfield development objectives which safe-guard against poor quality design and deliver well-designed development proposals. These policies and objectives are primarily set out in Chapter 4 'Neighbourhood - People, Homes and Place' and Chapter 12 'Development Management'.

To support the delivery of brownfield and infill development, the Planning Authority will maintain a database of strategic brownfield and infill sites to be updated and monitored so that brownfield re-use and infill can be managed and co-ordinated. The database will be spatially referenced and will incorporate other relevant databases utilised as part of active land management including the Vacant Sites Register.

Policy Objective CS12 – Brownfield and Infill Sites

It is a Policy Objective to establish a database of strategic brownfield and infill sites to be regularly updated and monitored so that brownfield re-use can be managed and co-ordinated across multiple stakeholders.

(ii) Strategic Regeneration Sites

The identification of ambitious largescale regeneration sites for the provision of new housing and employment is a stated key growth enabler for the Dublin Metropolitan Area as set out in both the NPF and the RSES. This Plan recognises the social and economic benefits of urban regeneration and will support the delivery of appropriate strategic regeneration sites within the built footprint of the County. To this end, the Planning Authority has identified a number of strategic large-scale regeneration sites in recognition of their potential role in increasing the efficiency of urban land-use and delivering upon compact growth targets. These large-scale regeneration sites align with the asset-based approach to spatial development set out in

the Core Strategy which focuses employment and housing growth on existing and future transport corridors and delivers compact and sustainable growth within the existing built footprint of the County, and build upon existing physical, social, economic and natural assets which are available. It is a policy objective of the Council to support the development and renewal of strategic regeneration sites in the County which include the following:

- The former Dundrum Central Mental Hospital.
- Dundrum Town Centre Phase 2 lands.
- Dún Laoghaire Harbour Lands.
- Lands identified as 'Racecourse South' in the Ballyogan and Environs LAP 2019-2025.
- Residential zoned lands in the Sandyford Urban Framework Plan area.

Policy Objective CS13 – Strategic Regeneration

It is a Policy Objective to support the development and renewal of strategic regeneration sites in the County.

2.6.2.2 Vacant Sites

One of the actions set out in 'Construction 2020, A Strategy for a Renewed Construction Sector' (2014) was to examine the possibility of enabling Local Authorities to adopt new measures to incentivise the use and development of vacant sites. The resulting legislative changes introduced through the Urban Regeneration and Housing Act 2015 (as amended) made provision for a vacant site levy to incentivise the development of vacant and under-utilised sites in urban areas for housing and regeneration purposes.

(i) Identification of Vacant Sites

The Planning Authority is committed to identifying and prioritising the development of vacant and under-utilised sites in the County for housing and regeneration purposes. The Urban Regeneration and Housing Act 2015 (as amended) enables Local Authorities to provide a specific objective in their Development Plan for the development and re-use of vacant sites in specific locations within urban areas where it is considered beneficial towards securing the objectives of the Core Strategy. The Urban Regeneration and Housing Act 2015 (as amended) sets out two broad categories of vacant land where the levy may apply:

1. Lands zoned solely or primarily for residential purposes in accordance with Section 10 (2)(a) of The Act.
2. Lands identified with the objective of development and renewal of areas in need of regeneration in accordance with Section 10(2) (h) of The Act.

For the purposes of the Urban Regeneration and Housing Act 2015 (as amended) and the implementation of provisions relating to the vacant site levy the following lands comprise lands which are zoned solely or primarily for residential purposes in accordance with Section 10 (2)(a) of The Act.

- Zoning Objective A – To protect and/or improve residential amenity.
- Zoning Objective A1 -To provide for new residential communities in accordance with approved Local Area Plans.
- Zoning Objective A2 – To provide for the creation of sustainable residential neighbourhoods and preserve and protect residential amenity (applies to Sandyford Urban Framework Plan area only).
- Residential lands identified in the Cherrywood SDZ Planning Scheme (Res 1, Res 2, Res 3 and Res 4).

Section 10(2)(h) of The Act provides that a Development Plan shall include objectives for the development and renewal of areas, that are in need of regeneration, in order to prevent: adverse effects on existing amenities in such areas, in particular as a result of the ruinous or neglected condition of any land; urban blight and decay; anti-social behaviour, or; a shortage of habitable houses or of land suitable for residential use or a mixture of residential and other uses. In accordance with Section 10(2)(h) of The Act, and for the purpose of implementation of the Urban Regeneration and Housing Act 2015 (as amended), the following land use zoning objectives are identified as they may contain lands in need of regeneration/renewal. The primary focus for regeneration on these sites may not be residential but rather be in line with the zoning objective. It is highlighted that whether a specific site meets the criteria to be deemed a regeneration site, in accordance with the provisions of the Urban Regeneration and Housing Act 2015 (as amended), is subject to detailed site assessment and the procedural obligations set out in said Act.

- NC – To protect, provide for and/or improve mixed-use neighbourhood centre facilities.
- DC – To protect, provide for and/or improve mixed-use district centre facilities.
- MTC – To protect, provide for and/or improve major town centre facilities.
- MIC – To consolidate and complete the development of the mixed use inner core to enhance and reinforce sustainable development (applies to SUFP area only).
- LIW - To improve and provide for low density warehousing/light industrial warehousing uses.

- MOC – To provide for a mix of uses which complements the mixed use inner core, but with less retail and residential and more emphasis on employment and services (applies to SUIFP area only).
- E – To provide for economic development and employment.
- OE – To provide for Office and Enterprise Development.
- TLI - To facilitate, support and enhance the development of third level education institutions.
- SNI - To protect, improve and encourage the provision of sustainable neighbourhood infrastructure.
- W - To provide for waterfront development and harbour related uses.

Policy Objective CS14 - Vacancy and Regeneration

It is a Policy Objective to address issues of vacancy and underutilisation of lands within the County and to encourage and facilitate the re-use and regeneration of vacant sites subject to the infrastructural carrying capacities of any area.

The Council will promote the regeneration of Council and State owned unoccupied buildings to encourage social, residential, economic development and job creation as appropriate in urban centres.

Policy Objective CS15 - Vacant Site Levy

It is a Policy Objective to incentivise, by way of the vacant site levy, the development of vacant sites for housing and regeneration purposes through active implementation of the provisions of the Urban Regeneration and Housing Act 2015 (as amended).

2.6.3 Enhanced Co-ordination

A key aim of the Planning Authority is to unlock the development capacity of strategic growth areas identified in the Core Strategy through enhanced co-ordination with relevant stakeholders and infrastructure providers, which focusses on implementation and delivery of enabling infrastructure. In support of this objective the Planning Authority has prepared a high level strategic infrastructure assessment which identifies infrastructure investment priorities to support the delivery of zoned residential land in the County (see Appendix 1). It is a policy objective of the Council to promote an active land management approach through enhanced co-ordination with relevant stakeholders and infrastructure providers

in the delivery of enabling infrastructure in order to accelerate the development of strategic growth areas.

Policy Objective CS16 - Enhanced Co-ordination

It is a Policy Objective to promote an active land management approach through enhanced co-ordination with relevant stakeholders and infrastructure providers in the delivery of enabling infrastructure in order to accelerate the development of strategic growth areas.

2.6.4 Monitoring and Evaluation

The establishment of a performance management system is important to better understand whether, and to what extent, the Policy Objectives of the County Development Plan are being realised. The DLR County Development Plan introduces, for the first time, a new Chapter on 'Implementation, Monitoring and Evaluation' (Chapter 15) which provides a framework for measuring the outcomes of the Policy Objectives of the Plan. The framework seeks to move beyond assessment of the planning system from a primarily procedural and administrative perspective (no. of planning applications / units permitted etc.) to a richer form of planning performance which incorporates planning outcome monitoring and evaluation across a broad range of policies. It is acknowledged that Policy Objectives often take a number of Plan cycles to be fully realised and as such the framework provides a first step towards assessing the value and quality of planning outcomes which will continue through successive County Development Plans.

In terms of its formal evaluation role, the framework is intended to assist the Planning Authority in meeting its statutory reporting requirements including:

- The 2 Year Progress Report of the County Development Plan (as required under Section 15(2) of The Act).
- Report to the Regional Assembly setting out progress made in supporting objectives of the RSES (as required under Section 25A(1) of The Act).

Policy Objective CS17 – Monitoring and Evaluation:

It is a Policy Objective to establish a plan monitoring framework to measure planning outcomes and evaluate objectives of the County Development Plan.

3

Climate Action



Art work by Leja Matiykaite,
Dominican Primary School.



Houses with solar panels in Honeypark ack Imageworks Photography on behalf of Cosgrave Group

3.1 Introduction

Climate change is the greatest global challenge of our time. It is experienced as increasing global temperatures, extreme weather events, rising sea levels, impact on air quality and air pollution, flooding and impacts on biodiversity. It is essential that greenhouse gas (GHG) emissions are cut to meet with the climate commitments at national and EU level. Making this happen depends on the co-operation of a wide range of stakeholders and significant behavioural changes.

Whilst the challenge of climate change and the realisation that our planet has a finite resource capacity has come to prominence in the last 20 to 30 years, land use planning has since its inception played a key role in balancing development with the protection of the environment. The role of land use planning is principally in influencing the reduction in GHG by providing for growth to be compact, mixed use, well connected and sustainable.

The core strategy sets out how development in DLR will be concentrated in the built up footprint of the County in order to achieve compact growth. This will be in the form of higher residential densities. Growth will be concentrated in urban infill and brownfield sites and along public transport corridors. This increases efficiencies as travel distances between home, work, education and services are reduced and hence active modal share, which is zero carbon can be increased.

DLR is committed to playing its role in transitioning to a climate resilient low carbon County to 2030, 2050 and beyond. In May 2019, the Council adopted the Dún Laoghaire Rathdown Climate Change Action Plan 2019 – 2024 (DLR CCAP). The Action Plan is the climate adaptation and mitigation strategy for

the County. Included in the actions set out in the DLR CCAP is the requirement to prepare a climate change Chapter in the County Development Plan.

The creation of a climate resilient County is an overarching strategic outcome of this Plan, and as such, whilst this is a standalone Chapter, the theme permeates the entire plan with a selection of policy objectives in other Sections all contributing to aid in the transition of the County to a climate resilient low carbon society.

The all of Government 'Climate Action Plan 2021 Securing Our Future' commits to delivering a 'just transition', recognising the significant level of change required and that burdens borne must be seen to be fair across society and the most vulnerable of our citizens. Relevant Council policy will evolve to reflect this emerging policy area. The Council will endeavor to ensure that low income families are protected from fuel poverty as Climate Change actions are rolled out across Dún Laoghaire-Rathdown.

After addressing relevant international, national and regional policy relating to climate change action, the Chapter will address four key issues, namely:

- Energy Efficiency in Buildings;
- Renewable Energy;
- Decarbonising Motorised Transport;
- Urban Greening.

These issues have been identified as being of particular significance in helping to achieve sustainable planning outcomes which will ultimately help to deliver a low carbon and a climate resilient County.



3.2 International, National and Regional Policy

In 2020, the European Commission presented proposals to enshrine in legislation the European Union's political commitment to be climate neutral by 2050, titled The European Climate Law. These proposals have influenced Ireland's energy and emission targets and other national targets set out in the Government's 'Climate Action Plan 2021 Securing Our Future' and will influence any future National Mitigation Plan and the National Energy and Climate Plan (NECP).

3.2.1 Policy Objective CA1: National Climate Action Policy

It is a Policy Objective to support the implementation of International and National objectives on climate change including the 'Climate Action Plan 2021 Securing Our Future', the 'National Adaptation Framework' 2018, the 'National Energy and Climate Plan 2021-2030', and take account of the 'Climate Action and Low Carbon Development (Amendment) Act 2021', and subsequent updates, other relevant policy, guidelines and legislation, that support the climate action policies included in the County Development Plan.

At a national level, progress has been made in the evolution of climate change policy in Ireland. Climate Action is an evolving policy area. The Climate Action and Low Carbon Development (Amendment) Act 2021, updates the 'Climate Action and Low Carbon Development Act, 2015' by enshrining in law a commitment for net-zero greenhouse gas emissions by 2050, through establishing a 'National 2050 Climate Objective' that the State will pursue and achieve the transition to a 'climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy' by the end of the year 2050 and thereby promote climate justice. The Act set out the role of the Local Authority to prepare climate action plans with both mitigation and adaptation measures. It also provides that local authorities shall, when making development plans, take account of their climate action plans and for that purpose the Planning and Development Act is amended. It also provides for carbon budgets and a sectoral emissions ceiling to apply to different sectors of the economy. The first two carbon budgets ending in 2030 shall provide for a 51 percent reduction in the total amount of greenhouse gas emissions.

The Department of Communications, Climate Action and Environment (DCCA) published Ireland's first 'National Adaptation Framework' (NAF) in 2018. Then in 2019, the Government published the 'Climate Action Plan 2019 To Tackle Climate Breakdown'

with the 'National Energy and Climate Plan 2021-2030' published in September 2020. In 2021 an updated national Climate Action Plan was published - 'Climate Action Plan 2021 Securing Our Future'.

The Government's national 'Climate Action Plan 2021 Securing Our Future', is a detailed national plan, which will be updated annually, for taking action to achieve a 51% reduction in overall greenhouse gas emissions by 2030 and to set a path to reach net-zero emissions by 2050. The Plan lists 475 actions needed to deliver on our climate targets and sets indicative ranges of emissions reductions for each sector of the economy. It also reiterates Ireland's commitment to the UN Sustainable Development Goals.

The Climate Action Plan is also closely linked to the Government's Project Ireland 2040 initiative in that it restates the importance of ensuring "compact, connected and sustainable development". The [National Planning Framework \(NPF\)](#), which is a central element of Project Ireland 2040, emphasises the role of spatial planning policy in achieving climate change mitigation and adaptation in how it influences where we live and work and how we travel. The transition to a low carbon and a climate resilient society is outlined in NPF National Strategic Outcome (NSO) 8.

The National Energy and Climate Plan (NECP) sets out the energy and climate policies of the Government in accordance with EU legislation. Ireland is committed to achieving GHG reductions in excess of those set out in the NECP 2021-2030 and currently new policies, legislation and measures are being developed to reflect this.

3.2.2 Policy Objective CA2: Regional Climate Action

It is a Policy Objective to work closely with the Eastern Midland Regional Authority (EMRA) the Dublin Metropolitan Climate Action Regional Office (Dublin CARO), City of Dublin Energy Management Agency (Codema) and the Sustainable Energy Authority of Ireland (SEAI) to achieve the climate action policies and objectives set out in the Eastern and Midland Region Spatial and Economic Strategy (consistent with RPO 3.1, 3.6, 7.4, 7.30, 7.31, 7.32, 7.33, 7.35, 7.38, 7.40, 7.42, 7.43, 7.7 of the RSES).

Climate action and the need to transition to a low carbon society is one of three key principles of the [Regional Spatial and Economic Strategy \(RSES\)](#) for the Eastern and Midlands Region. The RSES contains

a number of detailed Regional Policy Objectives (RPOs) relating to climate action and outlines the role planning and the Development Plan can play in achieving these objectives.

The need to enhance climate resilience and to accelerate a transition to a low carbon society is emphasised in the RSES. The role of natural capital and ecosystem services in achieving this aim is recognised and this is reflected in numerous RPOs including those which focus on: compact growth; the integration of land use and transport; infrastructure development; energy; green infrastructure; flooding; and ecosystem services.

The Dublin Climate Action Regional Office (CARO) is one of four such offices set up with funding from DCCA to drive climate action at a local and regional level. CAROs provide expertise in the area of climate action and assist in the development of policy and the collaborative approach to transitioning to a low carbon and climate resilient future by aligning the work of the local authorities and the sectoral adaptation plans of the various Government departments.

The Dublin CARO and the City of Dublin Energy Management Agency (Codema) have worked with DLR and the other Dublin Authorities in preparing Climate Change Action Plans. It is Codema's role to accelerate Dublin's low-carbon transition through innovative, local-level energy and climate change research, planning, engagement and project delivery, in order to mitigate the effects of climate change and improve the lives of citizens.

Codema acts as DLR County Council's energy and climate mitigation advisors and has prepared the 'Dún Laoghaire-Rathdown Baseline Emissions Report' (2016). Codema has also provided information which has informed a number of the specific policy objectives contained in this Chapter.

Codema has been tasked with preparing the 'Dublin Region Energy Master Plan' which will provide an evidence base to support and inform policy making in the areas of heat, electricity and transport. The Masterplan will develop suggested pathways for Dublin to achieve its carbon emission reduction targets considering local spatial, social and economic factors.

This ongoing work will also help the Dublin Local Authorities to identify Strategic Energy Zones, which are areas suitable for larger energy generating projects and consider the role of community and micro energy production (consistent with RPO 7.35 of the RSES). It will also assist in the identification of district heating opportunity areas (as required under RPO 7.38 of the RSES) along with other areas of heat and transport policy.

3.2.3 Policy Objective CA3: Guidelines on Climate Action and Measuring Greenhouse Gas Impacts

It is a Policy Objective that spatial and infrastructure planning are consistent with climate mitigation and adaptation objectives. When it is available, the Council will be informed by the work led by the Eastern and Midland Regional Assembly to develop a methodology for quantifying the GHG impacts of spatial planning policies, (QGasSP, an ESPON EU research programme) and the forthcoming Development Plan Guidelines or other national guidance as appropriate. The Council will quantify the GHG impacts for this County Development Plan when EMRA guidelines become available and also ensure the Development Plan is consistent with the approach to climate action recommended in any forthcoming revised Section 28 Development Plan Guidelines or other relevant guidelines and if necessary, vary the development plan (Consistent with NPO 54 of the NPF and RPO 3.6 of the RSES).

RPO 3.6 of the RSES requires County Development Plans to undergo assessment of their impact on carbon reduction targets. It should be noted however that while Actions 15 and 65 of the Government's 2019 Climate Action Plan refers to a range of methodologies, guidance, toolkits and audit frameworks for measuring GHG impacts, at present there is no agreed methodology for measuring GHG impacts of spatial planning nor the integration of climate change issues into the Development Plan process.

In this regard, it should also be noted that Section 28 Guidelines are in preparation by the Department of Housing, Local Government and Heritage (DHLGH) which are intended to provide clarification around the area of Climate Action in the context of the Development Plan including a suitable methodology for measuring carbon emissions.

However, the 'Dún Laoghaire-Rathdown Baseline Emissions Report' prepared by Codema does provide an emission baseline of carbon and GHG emissions on a County basis and EMRA is currently leading on a research project on Greenhouse Gas Impact Assessment Method for Spatial Planning Policy titled 'Quantitative Greenhouse Gas Impact Assessment Method for Spatial Planning Policy (QGasSP)' as part of the EU ESPON (European Spatial Planning Observation Network) research programme.

In combination these evolving Guidelines and research should clarify the role of the County Development Plan in achieving the climate targets of 2030 and 2050 in due course.

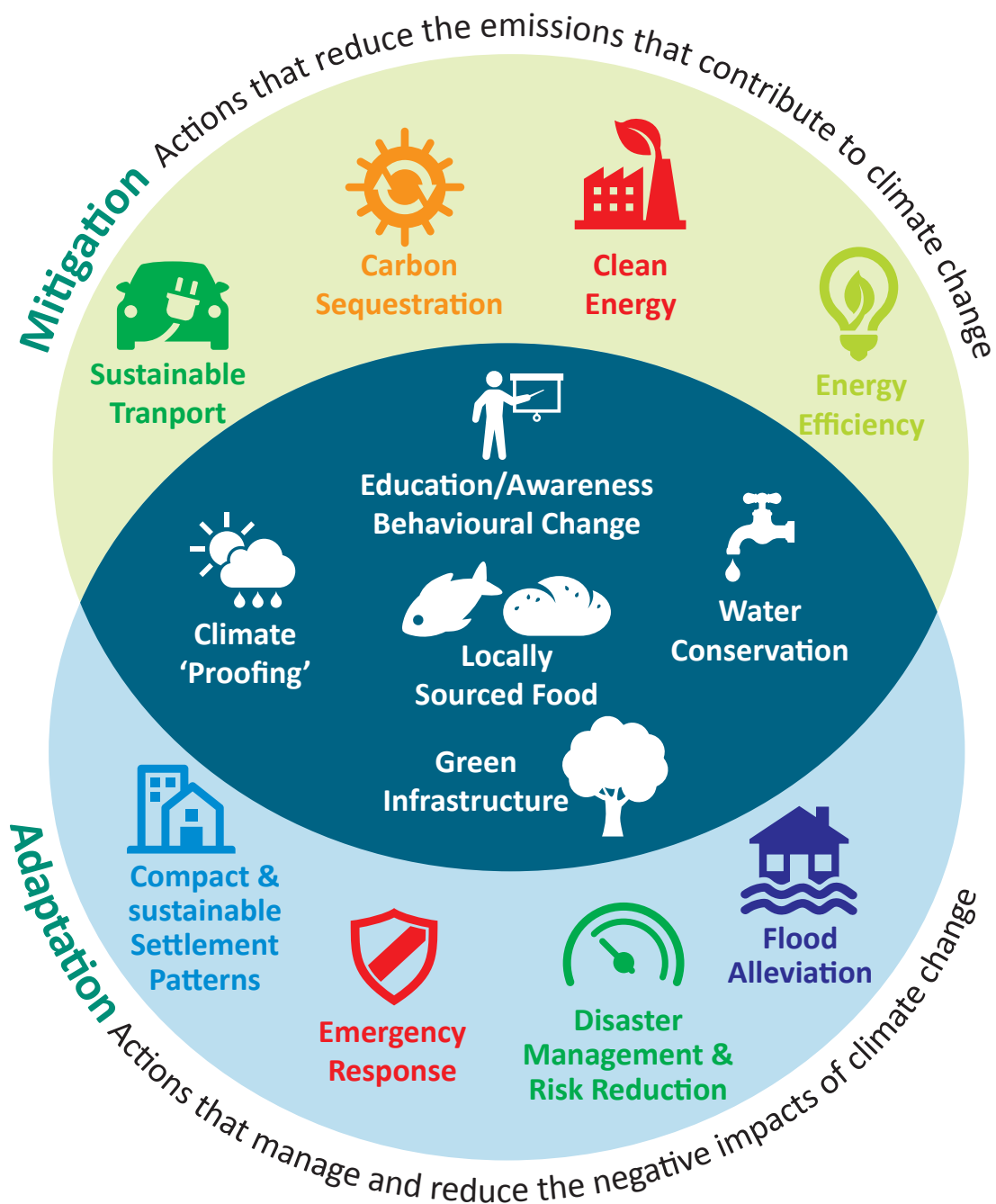
3.3 Local Climate Change Action Policy

RPO 7.32 of the RSES requires that Local Authorities develop, adopt and implement local climate mitigation and adaptation strategies. Measures to deal with climate change can be defined as either mitigation measures or adaptation measures and some measures incorporate element of each.

According to a 2014 report from the Intergovernmental Panel on Climate Change (IPCC) climate change mitigation is defined as “a human

intervention to reduce the sources or enhance the sinks of greenhouse gases” while climate change adaptation is defined as “the process of adjustment to actual or expected climate and its effects. In human systems, adaptation seeks to moderate or avoid harm or exploit beneficial opportunities. In some natural systems, human intervention may facilitate adjustment to expected climate and its effects”.

Figure 3.1: Climate Action: Mitigation and Adaptation



In accordance with this approach, the DLR CCAP, sets out the baseline climate adaptation and mitigation assessment risk and vulnerability assessment and ambitious target actions for the Council’s activities under five headings, namely: Energy and Buildings, Transport, Flood Resilience, Nature Based Solutions and Resource Management. For each action area the DLR CCAP sets out actions and targets to be achieved along with the lead agency and/or Council Department.

3.3.1 Policy Objective CA4: Dún Laoghaire Rathdown County Council Climate Change Action Plan 2019-2024 (DLR CCAP)

It is a Policy Objective to implement and take account of the Dún Laoghaire-Rathdown County Council Climate Change Action Plan 2019 - 2024 (DLR CCAP), to take account of the ‘Climate Action and Low Carbon Development (Amendment) Act 2021’, and subsequent updates of both and to transition to a climate resilient low carbon County. (Consistent with SO8 of the NPF, RPO 7.32, 7.33 of the RSES).

Planning and the Development Plan already plays a role in each of the key areas identified in the DLR CCAP. Having regard to the headings set out in the DLR CCAP, this Development Plan contains a range of policy objectives which aim to mitigate and adapt to climate change.

In addition to the specific policies contained in this Chapter, many other Chapters also address the DLR CCAP headings listed above:

- The issue of Energy and Buildings is addressed in Chapter 11 ‘Heritage’ in relation to energy efficiency and protected structures and Chapter 12 ‘Principles of Development’ in relation to standards for new buildings.
- The issue of ‘Transport’ is dealt with in detail in Chapter 5 ‘Transport and Mobility’ which sets out the overall policy approach which is very much focused on achieving a modal shift to more sustainable modes of transport, while this Chapter includes policy objectives on low emission vehicles.
- The issues of ‘Flood Resilience’ and ‘Resource Management’ in relation to waste and water are covered in Chapter 10 ‘Environmental Infrastructure’.
- The issue of Nature Based Solutions (NBS) is addressed in Chapter 8; Green Infrastructure and Biodiversity which includes a new policy objective which relates directly to NBS.

Table 3.1 sets out in summary how Chapters 1 – 11 of this Plan contribute to climate change adaptation or mitigation measures. The remaining Chapters in the plan are supporting Chapters and hence are not included.



Table 3.1: How Chapters contribute to Climate Change Adaptation or Mitigation

Chapter	How Chapters contribute to Climate Change Adaptation or Mitigation
1. Introduction, Vision and Context	Identifies the creation of a climate resilient County as an overarching strategic outcome of the Plan
2. Core Strategy	Supports the compact urban development approach with development focused on transportation corridors and minimisation of travel
	Supports the development of brownfield sites/windfall and regeneration
3. Climate Action	Supports the implementation of the DLR CCAP
	Supports Government and sectoral plans
	Supports the work of EMRA, Dublin CARO and Codema on climate action and takes on board research project to monitor progress regarding GHG emissions
	Promotes high levels of energy conservation, energy efficiency and the use of renewable energy sources in existing buildings
	Supports and promotes the use of structural materials that have low to zero embodied energy and CO2 emissions
	Supports renewable energy
	Supports district heating and the development of County wide policy
	Supports the decarbonising of motorised transport including public EV charging network
	Supports an urban greening approach
4. Neighbourhood - People, Homes and Place	Supports the provision of residential development in tandem with public transport, sustainable neighbourhood infrastructure, quality open space, recreation and employment opportunities
	Supports the 10 minute settlement approach and sustainable urban villages
	Supports healthy placemaking
	Places an emphasis on adaptability of social and community facilities and new homes
5. Transport and Mobility	Supports the Avoid-Shift-Improve approach. Emphasis is on the pedestrian and cyclist and access to public transport and services
	Supports car and bike sharing
	Introduces new car parking standards
	Integrates land use and transport policies
	Encourages the replacement of sodium bulbs with low energy LEDs for public lighting
6. Enterprise and Employment	Supports the transition to a low carbon economy
	Supports employment concentrated on public transport corridors and the proposed intensification and redevelopment of existing strategic employment areas
	Supports home and e-working.
	Supports new employment which is aligned with climate action and the circular economy
	Supports a sustainable maritime economy
7. Towns, Villages, and Retail Development	Places an emphasis on the multi-functional role of village/town centres to provide a wide range of services to reduce the need to travel
	Increases emphasis on placemaking - enhanced public realm, including improved accessibility for sustainable transport modes
	Supports casual trading, organic foods, producer only products, seasonal and craft markets

Chapter	How Chapters contribute to Climate Change Adaptation or Mitigation
8. Green Infrastructure and Biodiversity	Supports Green Infrastructure and ecosystems services approach
	Supports the actions of the DLR County Biodiversity Action Plan 2021-2026 (including the County Wildlife Corridors) and the DLR Ecological Network.
	Supports the All Ireland Pollinator Plan 2020-2025
	Supports the increased use of nature-based solutions
	Supports the National Marine Planning Framework and the preparation of Local Seascape Character Assessment
	Supports the Dublin Bay Biosphere and the Dublin Mountains Strategic Plan
9. Open Space, Parks and Recreation	Supports locally grown foods – community gardens and allotments
	Supports greenways and blueways network
	Supports an updated more holistic trees, woodlands and forestry policy as an ‘urban forest’ and aligned to the role of trees in Climate Mitigation and Climate Adaptation
	Supports Nature Based Play
10. Environmental Infrastructure	Supports the matching of enabling water and waste water infrastructure with provision of development
	Supports the circular economy with respect to waste
	Supports Sustainable Urban Drainage Systems (SuDS)
	Supports Strategic Flood Risk Assessment and Management
	Supports the Coastal Defence policy and the Coastal Monitoring Survey Programme
11. Heritage and Conservation	Emphasises protection and reuse of building stock where appropriate
	Supports appropriate energy efficient upgrades to protected structures which respect the built fabric

Mews in Sallynoggin



3.4 Achieving Sustainable Planning Outcomes

As outlined above, four significant issues were identified which are considered as of particular significance in helping to achieve sustainable planning outcomes which will ultimately help to deliver a low carbon and a climate resilient County namely:

- Energy Efficiency in Buildings;
- Renewable Energy;
- Decarbonising Motorised Transport;
- Urban Greening.

3.4.1 Energy Efficiency in Buildings

Energy and buildings are one of the key target areas of the DLR CCAP 2019 – 2024. A series of ambitious targets to be delivered by the DLR Energy team, SEAI and others are set out in the DLR CCAP. DLR's social housing stock promotes high quality energy efficiency in new build and has a programme of energy upgrade supported by other stakeholders. The Development Plan can play a role in supporting and encouraging energy efficiency in the built environment.

According to the 'Dún Laoghaire-Rathdown Baseline Emissions Report' it was estimated that buildings equated to 63.7% of the total carbon emissions within DLR.

3.4.1.1 Policy Objective CA5: Energy Performance in Buildings

It is a Policy Objective to support high levels of energy conservation, energy efficiency and the use of renewable energy sources in existing and new buildings, including retro fitting of energy efficiency measures in the existing building stock.

The Planning Authority will support the actions of the DLR CCAP and overall energy conservation and energy efficiency in new and existing buildings. Design of both new and existing buildings should consider orientation, energy conservation and energy efficiency so as to promote the transition to net zero carbon. It is noted that under the current building regulations and in line with the Energy Performance of Building Directive (EPBD), all new buildings within the County are required to achieve the nearly Zero energy Buildings (NZEB) standard (consistent with RPO 7.40 of the RSES).

With regard to Protected Structures and buildings in Architectural Conservation Areas (ACAs) Policy Objective HER11: Energy Conservation in Protected Structures should be referred to (see Section 11.4.1.5).

3.4.1.2 Policy Objective CA6: Retrofit and Reuse of Buildings

It is a Policy Objective to require the retrofitting and reuse of existing buildings rather than their demolition and reconstruction where possible recognising the embodied energy in existing buildings and thereby reducing the overall embodied energy in construction as set out in the Urban Design Manual (Department of Environment Heritage and Local Government, 2009). (Consistent with RPO 7.40 and 7.41 of the RSES).

With 30% of construction related emissions locked into the completed building as 'embodied carbon' priority should be given to repairing and re-using existing buildings in preference to demolition and new-build. This policy objective is again in line with the targets of the DLR CCAP. For new build and repair or retrofit, the Planning Authority will support the use of materials that are sustainably sourced and the reuse and recycling of existing materials wherever possible.

Where an existing building cannot be incorporated into a new layout and the development facilitates a significant increase in density, demolition may be considered to be acceptable to the Planning Authority (See also Section 12.3.9. Demolition and Replacement Dwellings).

3.4.1.3 Policy Objective CA7: Construction Materials

It is a Policy Objective to support the use of structural materials in the construction industry that have low to zero embodied energy and CO2 emissions. (Consistent with the RPO 7.41 of the RSES)

Action 191 of the National 'Climate Action Plan 2021 Securing Our Future' is to "Work with industry stakeholders to increase the use of low carbon materials, taking into account international best practice".

3.4.1.4 Policy Objective CA8: Sustainability in Adaptable Design

It is a Policy Objective to promote sustainable approaches to the improvement of standards for habitable accommodation, by allowing dwellings to be flexible, accessible and adaptable in their spatial layout and design.

It is important that the design of individual buildings facilitate a good quality of life for residents and secures long-term sustainability of the overall



*Monna Smart Bench Dún Laoghaire
(temporary location)*

development. The design of new residential developments should consider not just the immediate needs of the prospective occupants, but also their possible changing needs over the life of the building. (See also Policy Objective PHP19: Existing Housing Stock - Adaptation, Section 4.3.1.2)

The Planning Authority will also support developments that manage the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.

3.4.1.5 Policy Objective CA9: Radon Gas

It is a Policy Objective, in partnership with other relevant agencies, to promote best practice in the implementation of radon prevention measures.

3.4.2 Renewable Energy

Renewable energies will play an increasing role in the future in the drive to reduce GHG emission and transition to a low carbon society. DLR offers a range of opportunities for renewable energy.

3.4.2.1 Policy Objective CA10: Renewable Energy

It is a Policy Objective to support County, Regional, National and International initiatives and pilot schemes to encourage the development and use of renewable energy sources, including the SEAI Sustainable Energy Community initiatives, as a means of transitioning to a low carbon climate resilient County in line with national renewable energy targets.

DLR supports the increase in use of renewable energy and low carbon resources, namely solar photovoltaic, geothermal, heat pumps, district heating, solar thermal, hydro, tidal power, offshore wind, small-scale onshore wind and biomass. These sources offer alternatives to fossil fuels, which help reduce carbon emissions and reliance on imported fossil fuels. They can also support local economic development and employment.



Solar farm with sheep

The 'Dún Laoghaire-Rathdown Baseline Emissions Report' estimated that energy from renewables only contributed 1% to the total fuel mix in DLR. This renewable energy mainly came from biomass energy, at 0.7%.

DLR encourages and supports the SEAI Sustainable Energy Communities initiatives which involves the participation of local communities in developing a sustainable energy system for the benefit of the community to be energy efficient, using renewable energy where feasible and adopting smart energy solutions.

3.4.2.2 Policy Objective CA11: Onshore and Offshore Wind Energy and Wave Energy

It is a Policy Objective to support in conjunction with other relevant agencies, wind energy initiatives, both on-shore and offshore, wave energy, onshore grid connections and reinforcements to facilitate offshore renewable energy development when these are undertaken in an environmentally acceptable manner. (Consistent with NSO 8 and NPO 42 of the NPF and RPO 7.36 and 10.24 of the RSES).

It is acknowledged that wind and wave energy as renewable energy sources have an important role to play in achieving national targets in relation to reductions in fossil fuel dependency and, greenhouse gas emissions as well as contributing to the decarbonising of the County.

The 'Wind Energy Development Guidelines for Planning Authorities' (2006) sets out a detailed methodology to help identify optimum locations for the development of commercial wind generating facilities. The Planning Authority has also had regard to the 'Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change' (2017) in the preparation of this Plan (see Appendix 10 for further details).

The national Climate Action Plan 2021 states that one of the most important measures to bring about a reduction in carbon emissions is to increase the proportion of renewable electricity to 80% by 2030, including an increased target of up to 5 Gigawatts of offshore wind energy. The Plan also highlights the economic opportunities which will arise from offshore wind.

Appendix 10 of this Plan includes an analysis of wind speeds and the sensitive landscapes of the County at a broad level. It is concluded that there is no realistic or practical potential for economic on-shore wind farm development in the County without significant and overriding adverse visual and environmental impacts. Appendix 10 highlights the strong wind resource located off Ireland's east coast and notes that this offers the greatest

contribution that the County is likely to make in terms of large scale renewable energy development in the form of offshore wind farm development and/or associated hybrid technologies.

The role of DLR in the promotion of measures to reduce GHG emissions, in terms of offshore wind and wave relates to promoting enabling infrastructure such as grid facilities on the land side of any renewable energy proposals of the offshore wind resource.

The Council supports the 'Offshore Renewable Energy Development Plan' (OREDPP) published in 2014 by the Department of Communications Energy and Natural Resources, in the progressive development of Ireland's offshore renewable energy potential and will cooperate with state and semi-state agencies in relation to the implementation of projects in the Irish Sea. The Council supports the "National Marine Planning Framework" (2021, DHLGH). See also Section 8.5.1 Policy Objective GIB7: National Marine Planning Framework.

3.4.2.3 Policy Objective CA12: Small-Scale Wind Energy Schemes

It is a Policy Objective to encourage small-scale wind energy developments and support small community-based proposals provided they do not negatively impact upon the environmental quality or amenity of the area, as a renewable energy resource which can contribute to the transition to a low carbon climate resilient County.

Central Government support to such small-scale renewable residential energy projects is implicit in the various planning exemptions provided for under the Planning and Development Regulations 2001, as amended.

DLR County Council will encourage domestic households and commercial premises in appropriate locations to install micro wind energy units.

3.4.2.4 Policy Objective CA13: Solar Energy Infrastructure

It is a Policy Objective to encourage and support the development of solar energy infrastructure, including photo voltaic (PV) and solar thermal and seasonal storage facilities infrastructure in appropriate locations, as a renewable energy resource which can contribute to the transition to a low carbon climate resilient County. It is also a policy objective to support Ireland's renewable energy commitments by facilitating utility scale PV installations for the production of electricity provided they do not negatively impact upon the environmental quality, amenity or heritage of the area.

Solar PV converts the sun's radiation into electricity to help move away from carbon based electricity generation and Solar thermal converts the sun's radiation into heat, to use for residential and commercial space heating and hot water.

The Plan supports the growth in solar photovoltaics and solar thermal use in the County. Roof space that is free from shading, roof mounted plant and flat or in the case of a pitched roof has a general southerly orientation (within 90° of due south) would be suitable for solar. Planning exemptions are set out in the Planning and Development Regulations 2001, as amended for small scale solar thermal and PV.

Utility scale solar usually consist of ground mounted solar panels and supplies the electricity grid directly. Locations that may be suitable for these uses include lands zoned with the Land Use Zoning Objective, "B: to protect and improve rural amenity and provide for the development of agriculture" and "GB: to protect and enhance the open nature of lands between urban areas".

3.4.2.5 Policy Objective CA14: Energy Storage Systems

It is Policy Objective to support the use of efficient energy storage systems and infrastructure that supports energy efficiency and reusable energy system optimization, in accordance with proper planning and sustainable development when these are undertaken in an environmentally acceptable manner.

The Government's national 'Climate Action Plan 2021 Securing Our Future' notes that "A range of supporting measures will also be needed to enable this transformation of the electricity generation sector. These will include providing the conventional capacity that will be essential to ensure the security of the system, grid investments, interconnectors, and storage facilities" (page 97).."

3.4.2.6 Policy Objective CA15: District Heating

It is a Policy Objective to support the development of district heat networks and the utilisation of waste heat recovery in the County as a renewable or low energy resource which can contribute to the transition to a low carbon climate resilient County. The Planning Authority will support the development of a Council wide District Heat policy following on from the forthcoming National Policy Framework for District Heat. (Consistent with RPO 7.38 of the RSES)

A district heating scheme consists of an insulated pipe network, which allows heat generated from a single or several larger centralised source(s) (energy

centres) to be delivered to multiple buildings to provide space heating and hot water.

District heating is independent of the heat source and has the inherent flexibility to utilise multiple, diverse, locally available, renewable and low-carbon heat sources. District heating can also allow waste heat (e.g. from electricity generation, industrial processes, hospitals etc.) which is often lost, to be captured and used to supply heat to homes and businesses, reducing the need to consume further fuel and significantly reducing carbon emissions and the cost of heat.

The Council will seek to support the advancement of district heating within the County.

The ‘National Climate Action Plan 2019’ refers to the following actions being taken to further the uptake of district heating in the Country:

- “Develop a national policy framework for district heating, which covers the key areas of regulation, planning, financing and research;
- Use the two district heating pilot schemes to develop experience and knowledge that can promote and inform further schemes nationwide to facilitate greater uptake of district heating through self-financed heat networks;
- Ensure the potential of district heating is considered in all new developments and in particular in SDZs;
- Identify a set of potential early mover projects beyond the first two pilot schemes”.

RPO 7.38 of the RSES requests that Local Authorities consider the issue of heat mapping to support

development which can deliver energy efficiency and recovery of energy, carry out a feasibility assessment for district heat and identify local waste heat sources.

Codema has carried out a feasibility assessment for district heating to identify local waste heat sources in the County which indicates that several areas have potential. Following the development of a formal National Policy Framework for district heating, which will be informed by the lessons learned from the two ongoing national pilot schemes, further work will be required at a Council wide level to develop a comprehensive district heating policy.

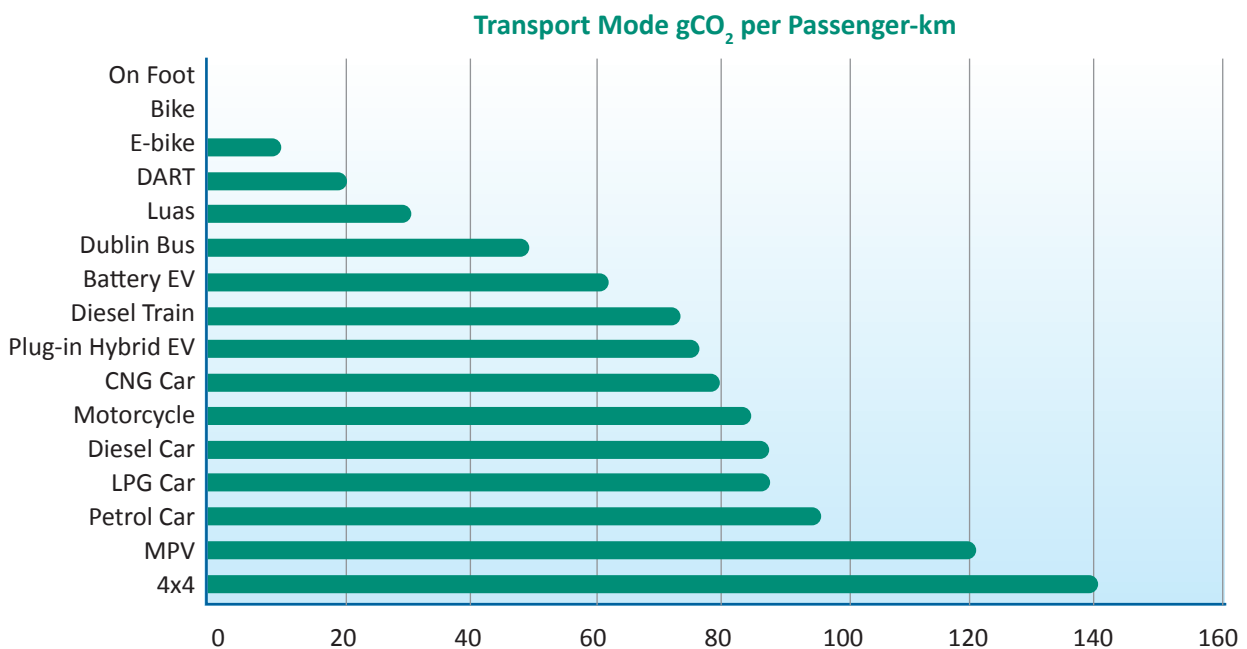
3.4.3 Decarbonising Motorised Transport

Decarbonising motorised transport is one of the ways DLR as a County can move towards an overall sustainable transport strategy. Transport is another key area of the DLR CCAP. Actions which are set out in the CCAP include increasing the number of electric vehicles along with the promotion of active travel and behavioural change.

The ‘DLR Baseline Emissions Report’ reported that transports accounts for 33.2 % of GHG emissions in DLR.

Whilst it is acknowledged that Low Emission Vehicles (LEVs) and Electric Vehicles (EVs) are not the modes of transportation with the lowest emission levels, the Planning Authority are supportive of the transition away from the dependence on fossil fuel propelled vehicles to LEVs and EVs. Policy with regard to the other transport modes is set out in Chapter 5. The ‘avoid-shift-improve’ policy approach is adopted in Chapter

Figure 3.2: Passenger Transport Mode Hierarchy for Dublin



Source: Codema 2020



Art work by Kim Doyeon, St Andrew's Junior School

5, which has the aim to reduce congestion, create more liveable cities and reduce greenhouse gas (GHG) emissions.

3.4.3.1 Policy Objective CA16: Low Emission Vehicles

It is a Policy Objective to support and facilitate the rollout of alternative low emission fuel infrastructure through the Development Management process, prioritising electric vehicle infrastructure.

The National Policy Framework on Alternative Fuels Infrastructure for Transport in Ireland 2017 to 2030 sets a target that by 2030 all new cars and vans sold in Ireland will be zero emissions (or zero emissions capable).

A Low Emissions Vehicles (LEV) Taskforce has been established to assess the range of measures and options available to Government to help accelerate the deployment of alternative technologies, focusing first on electric vehicles.

Developing and expanding the infrastructure for alternatively fuelled vehicles will be a vital step in encouraging consumers to make more environmentally friendly transport choices. Consideration should be given to the need for low emission fuel infrastructure in development proposals for new and or refurbished service stations. (See also Section 12.6.7 Service Stations).

3.4.3.2 Policy Objective CA17: Electric Vehicles

It is a Policy Objective to support, the Government's Electric Transport Programme by progressively electrifying our mobility systems by facilitating the rollout of Electric Powered Vehicle Recharging Parking Bays across the County and on public roads and other suitable location. The provision of e-bike chargers will be supported subject to the availability of Funding. (Consistent with NSO 4 of the NPF and RPO 7.42 of RSES)

The national 'Climate Action Plan 2021 Securing Our Future' has ambitious targets for the uptake of electric vehicles (EVs), with a target of having 945,000 EVs on the road by 2030, including 845,000 cars, 95,000 electric vans, 3,500 low emitting trucks and 1,500 electric buses.

Electric vehicles (EVs) offer an increasingly realistic solution to the challenge of reducing the transport sector's GHGs, increasing the use of renewable energy in transport and reducing reliance on imported fossil fuels.

Since the adoption of the 2016 County Development Plan, DLR has been trialling electric charging points on street lamps. It is Council policy to expand the network of public EV charging points, through the use of the public lighting network, where feasible, and at other on-street or public parking locations subject to the availability of funding.

DLR in conjunction with other Local Authorities in the Dublin Region are developing a strategy to provide for public electric vehicle charging infrastructure at on-street locations, in support of the Government Strategy on electric vehicles and use of alternative fuels – National Policy Framework on Alternative Fuels Infrastructure for Transport for Ireland 2017 to 2030 (See also Section 12.4.11 Electrically Operated Vehicles).

The growth of E-bikes is recognised as an important means of encouraging alternatives to the private car, increasing journey length by bike and reducing GHG emissions. E-bikes are also opening up cycling as a transport mode for the disabled, elderly and families. E-cargo bikes also have a role to play in reducing commercial vehicles in the County.

3.4.4 Urban Greening

Urban greening is the provision of planting, including trees, in urban areas and can include small pocket parks in between buildings, living/green walls and green roofs. Urban greening creates mutually beneficial relationships between the population and the environment.

3.4.4.1 Policy Objective CA18: Urban Greening

It is a Policy Objective to retain and promote urban greening - as an essential accompanying policy to compact growth - which supports the health and wellbeing of the living and working population, building resilience to climate change whilst ensuring healthy placemaking. Significant developments shall include urban greening as a fundamental element of the site and building design incorporating measures such as high quality biodiverse landscaping (including tree planting), nature based solutions to SUDS and providing attractive routes and facilities for the pedestrian and cyclist (Consistent with RPO 7.6, 7.22, 7.23, 9.10 of the RSES).

The ecosystem services from urban greening include the direct and indirect contributions to human well-being. A key action of the 'EU Biodiversity Strategy for 2030' recognises that:

“Green urban spaces, from parks and gardens to green roofs and urban farms, provide a wide range of benefits for people. They also provide opportunities for businesses and a refuge for nature. They reduce air, water and noise pollution, provide protection from flooding, droughts and heat waves, and maintain a connection between humans and nature”.

The EU strategy also emphasises that investing in nature protection and restoration will also be critical for Europe's economic recovery from the COVID-19 pandemic.

Increasing green infrastructure can help to off-set the GHGs from new development and act as carbon sinks. There is a need to balance compact growth with a greener public realm and the greening of buildings (such as living/green roofs and living/green walls). This will reduce the heat island effect in the built up parts of the County and provide some of the benefits of traditional parks and open spaces outside of parks. (See also policy objectives in Chapter 8).

The Council supports the expansion of urban meadows within the County, in accordance with the approach set out in the All Ireland Pollinator Plans.

The approach to green infrastructure and nature based solutions is evolving in terms of both policy and practise, one example of such is the use of Biotope Area Factor (BAF) or Green Factor Method. This type of approach is used in a number of cities such as Berlin, Seattle, Toronto, Malmö, Southampton and Helsinki and more recently in the Draft Greater London Area Plan (referred to as the

urban greening factor). The goal of this approach is to mitigate the effects of construction by maintaining sufficient levels of green infrastructure while enhancing the quality of the remaining vegetation. This method provides a means to assess and develop ways to build an ecological, climate-resistant and dense city in which the social values of urban greening are a priority.

The 'Green Factor Approach' can be considered to be an extension of the Sustainable Drainage Systems approach. This type of approach is compatible with the approach set out in Policy Objective E16: Sustainable Drainage Systems and Appendix 7 Sustainable Drainage Systems with the objective of minimising flows to the public drainage system and maximise local infiltration to them. There are additional co-benefits consistent with the ecosystems services approach urban greening and numerous Policy Objectives in Chapters 8, 9, 12, and Appendix 14: Green Infrastructure Strategy.

It is considered appropriate during the plan period to investigate developing a green factor method through a multi-disciplinary approach, subject to the availability of resources. Data on surface cover types can be collected from the storm water audit process (see 7.1.5 Storm Water Audit Procedure Appendix 7: Sustainable Drainage Systems).

Section 3.4.4.2 Policy Objective CA19: Community Woodlands

It is a policy objective to promote and support Community Woodland Schemes in line with government policy.



Tree in South County Business Park

4

Neighbourhood - People, Homes and Place





Artwork by Lucy Legge, Kill O' the Grange National School

4.1 Introduction and National and Regional Context

The [National Planning Framework \(NPF\)](#) and the [Regional Spatial Economic Strategy \(RSES\)](#) both focus on healthy placemaking and the creation of attractive, accessible neighbourhoods that have good access to appropriate ‘enabling’ social infrastructure. A core principle of the NPF is to “ensure a high standard quality of life to future residents as well as environmentally and socially sustainable housing and placemaking through integrated planning and consistently excellent design”. The NPF and RSES both promote the principle of compact urban development.

In order to deliver on compact growth whilst ensuring a quality of life for residents in DLR, it is imperative that the County protects and enhances residential amenities through enabling the creation of vibrant, sustainable neighbourhoods with access to good housing choice, open space and recreation, a range of quality transport options and appropriate social and community infrastructure to support our residential communities.

The five Strategic Outcomes that underpin the Plan:

- Climate resilient County
- Compact and connected County
- Liveable County of Towns and Villages
- Inclusive and healthy County
- Vibrant economic County.

are all components of sustainable neighbourhoods.

With the move away from the private car and the growth of the digital economy, the importance of our local neighbourhood spatially meeting the needs of people’s lives is critical in creating a sense of belonging and achieving the Development Plan Vision.

Within the Plan, the Core Strategy and the Housing Strategy quantify the residential unit numbers and employment land required, Chapter 7 ‘Towns, Villages and Retail Development’ explores floor space requirements and the retail hierarchy, Chapter 9 ‘Open Space, Parks and Recreation’ sets out the hierarchy of open space and future space requirements, and Chapter 5 ‘Mobility and Transport’ sets out policy objectives to reduce the reliance on the private car. It is the spatial planning of all of these elements and the social, educational, community, cultural and civic infrastructure that is provided and supported by public, voluntary, and private stakeholders that shape and impact the quality of our neighbourhoods and people’s lives.

In recognition of the important supporting role played by social, educational, community, cultural and civic infrastructure, this Plan introduces a ‘Sustainable Neighbourhood Infrastructure’ (SNI) land use zoning objective that identifies existing facilities and services considered to be central to sustaining and building neighbourhoods.

The synergies between ‘Sustainable Neighbourhood Infrastructure’ land use zoning, Neighbourhood Centres and the Open Space (F) zoning objective will ensure that there is commercial, social and recreational (open space) support located at the heart of our neighbourhoods. The proximity of complementary uses will aid in the delivery of successful sustainable communities and compact growth in the County. (Refer also to Chapter 9 ‘Open Space, Parks and Recreation’ for Policy Objectives relating to open space).

This Chapter sets out the policy objectives aimed at creating and maintaining successful neighbourhoods and protecting residential amenities throughout DLR over the lifetime of this Development Plan, 2022-2028. These policy objectives are set out across three sections under five themes aimed at ensuring that the **people** and the amenities they require are a priority, that the delivery of **new homes** is provided for in an appropriate and sustainable manner and that DLR becomes ‘the’ **place** to live, work and visit.

Section	Theme
People	1. Sustainable Communities and Neighbourhood Infrastructure
	2. Inclusion and Participation
Homes	3. Delivering and Improving Homes
	4. Housing Choice
Place	5. Quality Design and Placemaking

4.1.1 Overarching Policy Objective PHP1:

That increased delivery of housing throughout the County will be subject to the Strategic Policy Objective to:

- Align with the provisions of the National Planning Framework and the Eastern and Midlands Regional Spatial and Economic Strategy.
- Accord with the Core Strategy set out in Chapter 2, the Housing Strategy and Housing Needs Demand Assessment for the County in Appendix 2 and/or the provisions of the future Regional Housing Need Demand Assessment.
- Embed the concept of neighbourhood and community into the spatial planning of the County by supporting and creating neighbourhoods and ensuring that residential development is delivered in tandem with the appropriate commensurate enabling infrastructure, including access to sustainable neighbourhood infrastructure, sustainable modes of transport, quality open space and recreation, and employment opportunities.

4.2 People

Place making is about people and a critical part of this is providing the environment to assist in the creation of successful communities and neighbourhoods. An inclusive planning system that promotes and facilitates a balance between the provision of additional housing units and protection and improvement of amenities will ensure that sustainability is central to an existing, or indeed, an emerging community. Places that enhance quality of life will in turn improve health and wellbeing. Figure 4.1, taken from the NPF, illustrates a number of elements that support quality of life.

Figure 4.1: Quality of Life (NPF).



Bowls Club, Cualanor, Dún Laoghaire. Credit: Imageworks Photography on behalf of Cosgrave Group

The Council has a long established and ongoing commitment to the delivery and improvement of social and community infrastructure throughout the County. DLR not only provides community, civic, cultural and recreational facilities but it also works with various stakeholders to ensure that social and well-being needs of the County are met. In working towards delivering viable and sustainable communities, it is important to ensure that the Plan is underpinned by policies and proposals that are fully socially inclusive and are consistent with overarching national guidance and policies in respect of social and community development, which are listed in Appendix 12.

In seeking to secure a balanced social and community infrastructure in DLR, the broad objectives of the Plan will be:

- To develop and support sustainable neighbourhoods into the future through the commensurate and proper integration of housing with appropriate sustainable neighbourhood infrastructure such as schools, recreational amenities, community facilities, healthcare and childcare facilities in accordance with the Guidelines, ‘Sustainable Residential Development in Urban Areas’ (2009).
 - To promote social inclusion and enhanced ‘quality of life’ through integrating the continued sustainable growth of DLR with sustainable neighbourhood infrastructure by ensuring the retention, provision and maintenance of well-considered and appropriate levels of social, community infrastructure that is readily accessible to all citizens of, and visitors to, the County.
 - To create vibrant, sustainable, inclusive, empowered and self-determining communities that support the social, cultural and economic well-being of all members.
- Promoting the ‘10-minute’ settlement concept, where a range of facilities and services are accessible in a short walking and cycling timeframe from homes or are accessible by high quality public transport located within a short walk from home.
 - Ensuring appropriate social infrastructure is provided when and where it is needed.
 - Promoting healthy placemaking.
 - Prioritising cycling, walking and public transport thus reducing the need to use the private car.
 - Promoting social integration with a diverse range of accommodation for different household types and age groups.
 - Providing homes capable of adapting to changing household needs in line with the principles of ‘Lifetime Homes’.
 - Presenting an attractive, high quality and well-maintained appearance with a distinct sense of place and a quality public realm.
 - Creating spaces that are easy to access and navigate and that promote sustainable community and cultural activities.
 - Promoting the efficient use of land and of energy and minimising greenhouse gas emissions.
 - Providing a mix of appropriate land uses to minimise transport demand.
 - Enhancing and protecting the built and natural heritage.
 - Providing adaptability of homes to climate change, through good design.

4.2.1 Sustainable Communities and Neighbourhood Infrastructure

Sustainable communities have been defined as ‘...areas where an efficient use of land, high quality urban design and effective integration in the provision of physical and social infrastructure such as public transport, schools, amenities and other facilities combine to create places where people want to live’, ‘Sustainable Residential Development in Urban Areas’ (2009). Common features of exemplar sustainable communities include:

- Delivering a quality of life.
- Delivering liveable neighbourhoods which are inclusive and cater to the needs of people in all stages of their lifecycle i.e. children, people of working age, older people, persons with disabilities.

The provision of a sustainable neighbourhood infrastructure land use zoning objective aims to secure a wealth of existing facilities and services including, but not limited to, education, community cultural, civic, recreational facilities, healthcare and religious facilities. The County’s existing sustainable neighbourhood infrastructure is offering more than a building to house our schools, more than health centres or men’s sheds; rather, these facilities offer a wider social benefit to neighbourhoods as they frequently offer activities and social interaction opportunities beyond their primary function.

Sustainable neighbourhood infrastructure is not simply contained at the local level, rather there is a hierarchy in terms of facilities and services with higher level facilities such as a hospital, institute of further education or theatre typically being located in a town centre and serving the entire County (and beyond), whilst a primary school, church or family resource usually serves a more localised neighbourhood or village.

Policy objectives are set out below that relate to overall sustainable neighbourhood infrastructure, planning for communities and towns and villages

and then individual policy objectives relating to different neighbourhood infrastructure such as schools, childcare, higher education facilities, cultural uses and libraries.

4.2.1.1 Policy Objective PHP2: Sustainable Neighbourhood Infrastructure

It is a Policy Objective to:

- **Protect and improve existing sustainable neighbourhood infrastructure as appropriate.**
- **Facilitate the provision of new sustainable neighbourhood infrastructure that is accessible and inclusive for a range of users consistent with RPO 9.13 and RPO 9.14 of the RSES.**
- **Encourage the provision of multi-functional facilities, space and lands in the delivery and/or improvement of sustainable neighbourhood infrastructure.**

Sustainable neighbourhood infrastructure is an umbrella term that, for the purposes of this Plan, includes land or buildings related to serving the needs of the local and wider community for social, educational, health, religious, recreational and leisure, cultural, and civic needs. Much of the existing sustainable neighbourhood infrastructure in the County offers a multi-faceted social function within neighbourhoods and provides an important role within communities. These facilities and services may be provided by public sector bodies, the community themselves or by the private sector.

Existing facilities and their associated lands are identified on the accompanying Land Use Maps as 'Objective SNI' – *"To protect, improve and encourage the provision of sustainable neighbourhood infrastructure"* and/or Specific Local Objectives 10 and 22. The protection and/or improvement of existing sustainable neighbourhood infrastructure will be promoted through the development management process.

In addition to the introduction of a land use objective that encompasses a broad range of sustainable neighbourhood infrastructure, a more focused Community Strategy will be carried out during the lifetime of this Plan. This Strategy will include an audit of community facilities and identify where new and/or improved community infrastructure should be provided across the County.

The provision of multi-campus style or clustering of sustainable neighbourhood infrastructure will be encouraged on lands zoned Objective 'SNI'. A mix of neighbourhood infrastructure will be promoted on lands zoned Objective 'SNI' and sharing of facilities

will be encouraged where feasible. Improved accessibility within and between sustainable neighbourhood infrastructure sites and enhanced connectivity with adjoining, complementary land uses shall be demonstrated where development is proposed on lands zoned Objective 'SNI'.

The roll out of new neighbourhood infrastructure should not only match the requirements of existing neighbourhoods but should anticipate future development and emerging demographics. Such infrastructure may be required to serve a wider catchment and offer a level of flexibility in terms of design and usage. All new development should seek to improve access and integration with the local neighbourhood and wider community.

4.2.1.2 Policy Objective PHP3: Planning for Sustainable Communities

It is a Policy Objective to:

- **Plan for communities in accordance with the aims, objectives and principles of 'Sustainable Residential Development in Urban Areas' and the accompanying 'Urban Design Manual – A Best Practice Guide' and any amendment thereof.**
- **Ensure that an appropriate level of supporting neighbourhood infrastructure is provided or that lands are reserved for Sustainable Neighbourhood Infrastructure (SNI), in conjunction with, and as an integral component of, residential development in new residential communities as identified in the Core Strategy (see Figure 2.9, Chapter 2).**
- **Identify, provide and/or improve (as appropriate) supporting sustainable neighbourhood infrastructure in tandem with residential development in renewal/redevelopment areas and existing residential neighbourhoods.**
- **Create healthy and attractive places to live consistent with NPO 4 of the NPF and RPO 9.10 of the RSES.**

As DLR grows and develops, it is considered reasonable that the developers or promoters of major residential or mixed-use schemes in new residential communities ensure that there is adequate provision for supporting sustainable neighbourhood infrastructure, be it in the form of site reservation or provision of facilities that will facilitate education, sports, recreation, community and any other required supporting infrastructure - commensurate with the needs of emerging communities. Specific requirements for sustainable neighbourhood infrastructure in new residential communities will primarily be incorporated into



Holy Cross Church, Dundrum

Local Area Plans. Sustainable neighbourhood infrastructure in new residential communities will also be addressed through the development management process and may involve provision of a facility or land and/or a special contribution under Section 48 (refer also to Chapter 12 'Development Management', Section 12.3.2.2).

Furthermore, in existing built up areas, a balance must be struck between compact urban growth and the capacity of existing sustainable neighbourhood infrastructure. In this regard, a developer may be required to provide space for a new facility or contribute towards the provision or improvement of community facilities by way of a development contribution under Section 48.

Control will be exercised over phasing and the rate of primary development through Development Management practices and in the preparation/review of Local Area Plans to ensure that delivery of residential development and the provision of commensurate services are implemented in tandem.

4.2.1.3 Policy Objective PHP4: Villages and Neighbourhoods

It is a Policy Objective to:

- Implement a strategy for residential development based on a concept of sustainable urban villages.
- Promote and facilitate the provision of '10-minute' neighbourhoods.

The sustainable urban village concept is based on the premise that people should be able to access most of their daily living requirements within easy reach, preferably within a short walking or cycle timeframe of their homes. This concept, which focuses on reducing the need to travel by private car, is central to the principles of sustainable development and aids the reduction of greenhouse gases. It involves the commensurate and concurrent provision of social infrastructure, local shopping, and recreational facilities in conjunction with housing. Where existing village centres are located within new growth areas these should be respected and their character protected or enhanced by any new development. The implementation of this policy will require the careful phasing of larger developments to ensure that services become available as residential areas are constructed.

A '10-minute' neighbourhood incorporates the principles of a sustainable urban village in terms of being able to walk or cycle to neighbourhood support facilities within a 10 minute timeframe. It is recognised however that not every house will have all such facilities located within this timeframe. In this regard the 10-minute neighbourhood includes access to high quality public transport within a short walk from homes which in turn can provide sustainable access to neighbourhood support facilities and employment opportunities that may not be available within the local community.

The detailed planning, development and phasing of the new sustainable urban villages will be promoted through the mechanism of Local Area

Plans (LAPs), Urban Framework Plans (UFPs) and Strategic Development Zones (SDZs). At application stage, applicants will be required to demonstrate how new residential developments can contribute to the creation of sustainable urban villages and the 10-minute neighbourhood, this should be demonstrated within a design statement as required under policy objective PHP44.

4.2.1.4 Policy Objective PHP5: Community Facilities

It is a Policy Objective to:

- **Support the development, improvement and provision of a wide range of community facilities throughout the County where required.**
- **Facilitate and support the preparation of a countywide Community Strategy.**

A component part of sustainable neighbourhood infrastructure is the provision of an appropriate range of community cultural and civic facilities. Such facilities are provided across the County, and additional and/or improved facilities will continue to be provided as appropriate over the lifetime of this Plan. Community, cultural and civic facilities should maximise resource efficiencies, including the capacity for integrated services and facility planning and development between the various facility providers, to ensure that the vitality and sustainability of residential neighbourhoods in DLR is fostered.

The Council will, during the lifetime of this Plan complete a Community Audit. This Audit will contain a countywide review of existing facilities and indicate where gaps, if any exist. It is envisaged that this audit will incorporate a hierarchy of both places and facilitates, defining neighbourhoods, villages and districts etc. within the County and their respective demographics that can be used as a basis for future purposes. The audit will inform and guide the planning of future community, civic and cultural facilities. This will aid in the appropriate delivery of new facilities as required in the right location.

Community, cultural and civic facilities offer a range of functions and the space within existing facilities are often multi-functional. Community facilities are not only provided by the Council. Places of worship, for example, often provide a community resource through which the residents of a neighbourhood can gain information, education, medical or welfare assistance and social contact.

The design of new facilities should ensure that they are adaptable over time to meet the changing needs of the population and provide potential for maximising their dual usage during evenings/

weekends/school holidays. When considering proposals for development, the Planning Authority may take into account benefits to the public in the form of community use and/or facilities.

Where new social and community facilities are being retrofitted into established neighbourhoods, the issue of potential adverse impacts on residential amenity and increased pressures on limited on-street car parking spaces will require to be addressed in a sensitive manner.

The Council will also support improvements to and/or redevelopment of existing community facilities throughout the County as appropriate. All such proposals should have regard to the provisions set out above and the guidance provided within Chapter 12 'Development Management', Section 12.3.2.3.

4.2.1.5 Policy Objective PHP6: Childcare Facilities

It is a Policy Objective to:

- **Encourage the provision of appropriate childcare facilities as an integral part of proposals for new residential developments and to improve/expand existing childcare facilities across the County. In general, at least one childcare facility should be provided for all new residential developments subject to demographic and geographic needs.**
- **Encourage the provision of childcare facilities in a sustainable manner to encourage local economic development and to assist in addressing disadvantage.**

There continues to be a growth in demand for childcare services and the provision of good quality services close to local communities is important. The primary policy basis for the provision of childcare facilities is the 'Childcare Facilities Guidelines for Planning Authorities' (2001). In the interest of promoting sustainability the Guidelines advocate that suitable locations for the provision of childcare facilities include residential areas, employment nodes, large educational establishments, major towns/district/ neighbourhood centres and areas convenient to public transport networks.

DLR fully supports the development and delivery of accessible, high quality childcare facilities to address the overall development needs of the County.

In general, where a new residential development is proposed – with 75+ dwellings (or as otherwise required by the Planning Authority) – one childcare facility shall be provided on site in accordance with

Sections 2.4, 3.3.1 and Appendix 2 of the 'Childcare Facilities Guidelines for Planning Authorities' (2001). The provision of childcare facilities within new, and indeed existing, residential areas shall have regard to the geographical distribution and capacity of established childcare facilities in the locale and the emerging demographic profile of the area.

Detailed requirements and standards in respect to childcare provision associated with development projects are set out in the Development Management Chapter of the Plan (see Section 12.3.2.4).

4.2.1.6 Policy Objective PHP7: Schools

It is a Policy Objective to protect existing schools and their amenities and ensure the reservation of primary and post-primary school sites in line with the requirements of the relevant education authorities and to support the provision of school facilities and the development / redevelopment of existing schools for educational and other sustainable community infrastructure uses throughout the County.

In the context of increasingly unsustainable commuting patterns by students, the Guidelines on 'Sustainable Residential Development in Urban Areas' (2009) draws particular attention to the need to plan for future school provision and advocates timely consultation between Planning Authorities and the Department of Education.

While education is the primary role of schools, they also provide a broader social and community function. Schools frequently host out of hours activities, be it through use by sports clubs, night classes or local scout meetings, all of which benefit the local and wider community.

The 'Code of Practice on the Provision of Schools and the Planning System' (2008), prepared jointly by the DoEHLG and the Department of Education and Science, provides guidelines for the forecasting of future planning for schools nationally. The Code of Practice is built around three core objectives:

- School provision should be an integral part of the evolution of compact sustainable urban development where the opportunities to walk or cycle to school are maximised.



UCD Interior

- The provision of new schools should be driven and emerge from an integrated approach between the planning functions of the Planning Authority and the Department of Education.
- Planning Authorities will co-operate and co-ordinate with the Department of Education in ensuring the timely delivery of schools.

The County Development Plan makes provision for educational facilities through the identification and reservation of potential school sites. The Planning Authority already has well-established lines of communication with the Department of Education in relation to future school provision and the reservation of sites.

In the identification of sites, consideration needs to be given to:

- The clustering of schools and / or sharing of facilities in accordance with Policy Objective PHP2.
- The co-location of childcare provision and the use of school grounds and facilities by the wider community outside of school hours and during the school holidays.
- Future school provision within new growth areas specifically should be planned and implemented in tandem with residential development, especially where the overall scheme is being promoted through the mechanism of a Local Area Plan/Strategic Development Zone or similar.

Following consultation with the Department of Education a number of sites are shown in this Plan with the provision of objective 'ED' on land use maps and detailed in Table 4.1:

Table 4.1: Location of future school sites

Area	Map Number
Goatstown	1
Dún Laoghaire	3
Ballyogan	6 & 9
Blackrock	6
Sandyford	6
Kiltiernan	9
Woodbrook	14
Old Conna	14

The Department of Education have also recognised that there may be a need for another school in the Kiltiernan/Glenamuck Local Area Plan area in addition to that indicated on Map no. 9.

In addition to new school development, the Council will support the appropriate development and/or redevelopment of existing schools within the County that will enhance existing facilities - including sports facilities - on site. The efficient use of lands will be encouraged through the development of urban school typology for both new schools and in the improvement of existing schools. All applications received in relation to school development should comply with the provisions of Policy Objective PHP3 and have regard to any requirements set out by the Department of Education (refer also to Chapter 12 'Development Management', Section 12.3.2.5).

Samuel Beckett Civic Campus, Ballyogan



4.2.1.7 Policy Objective PHP8: Further and Higher Education Facilities

It is a Policy Objective to support the development and ongoing provision of Further and Higher Level Institutions in the County including University College Dublin (Belfield and Blackrock campuses), Dún Laoghaire Institute of Art, Design and Technology and Blackrock Further Education Institute (formerly Senior College Dún Laoghaire) Dún Laoghaire Further Education Institute (formerly Dún Laoghaire College of Further Education), Sallynoggin College of Further Education, Stillorgan College of Further Education, Dundrum College of Further Education and any new Further and Higher Level Institutions - including Irish colleges or major overseas universities whether within established campuses or in new campuses.

It is recognised that education is a critical driver of economic success and social progress in modern society. The provision of quality Further and Higher Level education and training is central to the high skills, knowledge and innovation-based economy that will underpin ongoing and future prosperity. Improved access to education and training opportunities are also crucial to helping achieve the objectives of a more sustainable and inclusive society.

The importance of Further and Higher Level education to DLR is fully recognised. The primary Further and Higher Level Institutions in the County are University College Dublin and the Dún Laoghaire Institute of Art and Design and Technology.

There are also a number of other Further and Higher Level Institutes within the County including (but not limited to):

- Blackrock Further Education Institute
- Dundrum College of Further Education
- Dún Laoghaire Further Education Institute
- Sallynoggin College of Further Education
- Stillorgan College of Further Education

University College Dublin (UCD)

University College Dublin occupies a 132 hectare site and is only 4km south of the City Centre. The affiliated Michael Smurfit Graduate School of Business, located in Blackrock, is Ireland's leading business education and research centre.

The County Council recognises the significant role that UCD plays in the County and the contribution its education, and research and development activities make to the attractiveness of the County for investment. In addition, the Council recognises

the strategic importance of UCD for employment (refer to Policy Objective E5, Chapter 6).

The UCD Campus Development Plan 2016-2021-2026 sets out aims and priorities for the future direction of the physical development of the University. The Plan includes a vision for high quality architecture focusing on sustainable design, protecting and developing the sylvan setting and biodiversity of the campus, providing high quality student accommodation, developing the campus community, improving public leisure and recreation areas and facilitating interaction between staff, students and the public, and reaching out and fostering engagement with the local community.

The Planning Authority will continue to work closely with UCD in relation to advancing campus development in accordance with both the County Development Plan and national policies and guidance.

Institute of Art, Design and Technology (IADT)

The Institute of Art, Design and Technology, established in 1997, occupies a 12 hectare site some 3km from Dún Laoghaire Town Centre. IADT is Ireland's only Institute of Art, Design and Technology with a specific focus on the creative, cultural and technological sectors.

IADT has seen major expansion in recent years and has recently published a strategic plan for the period 2019-2023 which sets out a number of strategic outcomes for the future of the Institute, including the growth of the student population and creating a vibrant multi-campus environment. The plan seeks to address student accommodation needs and initiatives to expand the footprint of the campus into Dún Laoghaire.

The Planning Authority will continue to work closely with IADT in relation to campus developments in accordance with both the County Development Plan and national policies and guidance.

4.2.1.8 Policy Objective PHP9: Health Care Facilities

It is a Policy Objective to:

- Support the Health Service Executive and other statutory and voluntary agencies in the provision and/or improvement of appropriate healthcare facilities - including the system of hospital care and the provision of community-based primary care facilities, mental health and wellbeing facilities.
- Encourage the integration of appropriate healthcare facilities within new and existing communities.

Provision of public health care services for DLR is the responsibility of the Health Service Executive (HSE). At present there are eight public and private hospitals in DLR:

- St. Michaels Hospital
- St. Columcille's Hospital
- National Rehabilitation Hospital
- St. John of God Hospital
- Leopardstown Park Hospital
- Mount Carmel Community Hospital
- Blackrock Clinic
- Beacon Hospital

There are also nine public health centres and a number of nursing homes / convalescent care facilities and residential and day care facilities distributed throughout the County.

The primary care 'model' promoted by the HSE has a stronger emphasis on working with communities and individuals to improve health and well-being, aimed at ensuring everyone has ready access to a broad spectrum of care services through a local Primary Care Team. The 'Sláintecare' strategy published in 2018 promotes a healthcare system with the majority of services being delivered in the community.

Health Care plays an important role within existing communities. The retention and/or improvement of these facilities will be supported throughout the County. The provision of both public and private healthcare facilities, together with community support services, will be encouraged on suitably zoned lands, including lands zoned Objective 'SNI', that are accessible to new and existing residential areas and that benefit communities by providing multi-disciplinary health care, mental health and wellbeing services in easily accessible locations throughout the County.

4.2.1.9 Policy Objective PHP10: Music, Arts and Cultural Facilities

It is a Policy Objective to:

- Facilitate the continued development of arts and cultural facilities throughout Dún Laoghaire-Rathdown in accordance with the County Arts Development Plan, 2016-2022 and any subsequent County Arts Development Policy.
- Facilitate the implementation of the DLR Culture and Creativity Strategy 2018-2022.

The existing arts and cultural infrastructure of DLR includes theatres, performance spaces, galleries, production spaces and outdoor event spaces. The Council supports the development of the arts at

a local level and aspires to provide opportunities for all who live in, work in and visit the County to engage with the arts as creators, participants and spectators.

The Council's 'Arts Development Plan 2016–2022' recognises the Council's pivotal role in the promotion and encouragement of the arts and culture, while prioritising direction for future development and investment. The Council will encourage the preservation, enhancement and provision of Arts and Culture identified as being of value in terms of contributing towards physical, social and economic benefit for the County. The DLR County Council Public Art Policy 2018 -2025 facilitates the development of public art within the public realm (see also Chapter 12 'Development Management', Section 12.6.8.8).

4.2.1.10 Policy Objective PHP11: Libraries

It is a Policy Objective to:

- Promote and develop the County Library Service in accordance with the national objectives laid down in the strategy 'Our Public Libraries 2022'.
- Support the retention and appropriate re-use of the County's network of Carnegie libraries.

DLR Libraries operate branches located at Blackrock, Cabinteely, Dalkey, Deansgrange, Dundrum, Dún Laoghaire, Shankill, and Stillorgan. The opening of dlr Lexicon, the central library and cultural centre in Dún Laoghaire, has significantly complemented and enhanced the existing library offer within the County. Deansgrange and Dalkey (2020) operate as a My Open Library, providing extended library access to users.

The implementation of the County's overall library policy will be in accordance with the objectives and agreed priorities identified in the 'Dún Laoghaire-Rathdown Library Development Plan 2016-2020' and any subsequent Library Development Programmes. The 2016-2020 Plan sought to connect and empower people, inspire ideas and support community potential. The 2016-2020 Plan emphasised accessibility and inclusivity, extending the service through online services and vibrant outreach and cultural programmes.

It is proposed to prepare a 2021-2025 Library Development Plan which will further develop these aspirations while continuously striving to deliver high-quality services and connect and empower adults, young people and children through the continuous development of a library and cultural services that inspires ideas and supports community potential.



Inside the Lexicon

As the role of libraries evolve, it is important that the library building remains fit for purpose. In the case of older library buildings, specifically Carnegie libraries, the buildings may over time become unsuitable to accommodate all library functions. In such instances, the Council will explore alternative appropriate uses for these buildings.

4.2.2 Inclusion and Participation

Successful and inclusive planning is about promoting the development of balanced and sustainable communities where the needs of the community are properly catered for by including residents in policy formulation and decision making through both statutory and non-statutory processes.

- Facilitate the delivery of the goals identified in the Council's Local Economic and Community Plan 2016-2021 (LECP) and subsequent LECP, 2021-2026, for supporting community development, enhancing quality of life and driving economic development for the County.
- Promote and facilitate the actions set out in the DLR 'Age Friendly Strategy 2016-2020' and any subsequent strategy.
- Promote and facilitate the DLR 'Healthy County Plan 2019-2022' and any subsequent plan.
- Support the DLR Public Participation Network which is working to develop a community wellbeing statement or vision for this County. This will involve a participative process.
- Facilitate the provision of accessible facilities and services through a participatory community development process that is responsive to the identified needs of the local community.
- Engage with key stakeholders, including community groups, to develop a shared responsibility for social, community and cultural development in the County.
- Empower people to help themselves.

4.2.2.1 Policy Objective PHP12: The Local Economic and Community Plan (LECP)

It is a Policy Objective to promote and facilitate participation of key stakeholders in the development and delivery of the Local Economic and Community Plan consistent with RPO 9.18 of the RSES.

The County Development Plan and the Local Economic and Community Plan (LECP) effectively operate parallel to one another with the LECP providing the social and economic vision for DLR whilst the Development Plan provides for the proper planning and sustainable spatial development of the County. It is a symbiotic relationship that should, in time, deliver a strategic and operational framework to plan and create viable systems for living and working in the County. The LECP 2016-2021 is structured around 8 high level goals, 21 thematic objectives and 156 individual actions which are aimed at supporting community development, enhancing quality of life and driving economic development for the County.

By working with other agencies and stakeholders tasked to deliver social services in the County, as well as with the community and voluntary sectors and other social partners, the Council will assist in the delivery of the community, social and economic development goals of the Local Community Development Committee. A new LECP is due to be prepared during the lifetime of this Plan and, as such, the goals and objectives of the next LECP will continue to be supported and facilitated (See Policy Objective E1 Section 6.2).

4.2.2.2 Policy Objective PHP13: Equality, Social Inclusion and Participation

It is a Policy Objective to promote equality and progressively reduce all forms of social exclusion that can be experienced because of gender, gender identity, marital status, family status, age, race, religion, disability, sexual orientation, nationality, homelessness and membership of the Traveller Community and promote active participation consistent with RPO 9.1 and RPO 9.2 of the RSES.

The promotion of equality of opportunity and human rights and the elimination of discrimination is one of the Council's corporate goals, as prescribed within the Public Sector Equality and Human Rights Duty. One of the overall Strategic Outcomes of the County Development Plan is to promote equality, inclusion and participation. Social inclusion is defined in many different ways but one of the most common understandings is that, through acting inclusively, society can ensure that everyone has equal opportunity to participate in, and contribute to, community life – regardless of their age, ability, nationality, religion or any of the many other characteristics which makes society diverse.

At the local level the Council, through its Social Inclusion Unit and considered policies in relation to housing (including social housing, homeless accommodation and refuge facilities), community facilities, childcare, public transport, employment opportunities and accessibility, will encourage and proactively promote an ethos of social inclusion and participation.

The Council will, during the lifetime of this Plan complete a Women and Girl's Safety Audit in order to identify the factors that make women and girls feel safe and unsafe in public spaces, and for this to guide public realm changes and developments. The audit should also include reference to other vulnerable groups who may feel unsafe in the public realm.

4.2.2.3 Policy Objective PHP14: Age Friendly Strategy

It is a Policy Objective to support and facilitate the implementation of the Dún Laoghaire Rathdown Age Friendly Strategy 2016-2020.

The Council adopted its first Age Friendly Strategy in 2016 and is currently preparing a new strategy for the period 2021-2026. The Age Friendly Strategy 2016-2020 contains nine themes which are used as a basis for improvements that can be made to ensure that our County is an 'Age Friendly' place and include: Outdoor Spaces and Buildings; Transportation; Housing; Social Participation; Respect and Social Inclusion; Civic Participation and Employment; Communication and Information; Community Support and Health Services; and, Safety and Security.

4.2.2.4 Policy Objective PHP15: Healthy County Plan

It is a Policy Objective to support and facilitate the creation of a healthy County in accordance with the Dún Laoghaire Rathdown Healthy County Plan 2019-2022.

The DLR Healthy County Plan was prepared in line with the Government's Healthy Ireland Framework 2019-2025. The County Development Plan seeks to provide an environment in which the health of all communities is promoted and improved across the entire life cycle of our residents and to support access to opportunities that help achieve good physical health and positive mental health and wellbeing. The creation of a healthy County is a key Strategic Outcome of this Plan as set out in Chapter 1 'Introduction, Vision and Context'. The Plan sets out a series of priorities through which healthy choices can easily be accessed by everyone regardless of age, location or socio-economic background.

4.2.2.5 Policy Objective PHP16: Estate Management

It is a Policy Objective to support, as resources allow, the continued delivery of Estate Management structures and programmes in areas identified with a high proportion of Council-owned properties.

The Estate Management programme seeks to enhance the role of neighbourhood development within specific areas. It involves collaboration, participation and partnership between residents, the Council and other relevant agencies in the exchange of information and ideas - all with a view to generating a greater sense of involvement and responsibility among residents in the decision-making processes directly impacting on their neighbourhoods.

4.2.2.6 Policy Objective PHP17: Changing Places Bathrooms

It is a Policy Objective to support and facilitate the roll out of 'changing places bathrooms' across the County consistent with RPO 9.12 of the RSES.

Changing places bathrooms are designed to enhance the health, safety, comfort and dignity of someone who may need extra support and additional equipment during personal care tasks, including a height adjustable, adult sized changing bench and a hoist system. A new facility has been recently installed in Marlay Park and one is in progress in the Dún Laoghaire Baths development. This Plan will support and facilitate the roll out of additional changing place facilities in an equitable manner across the County.



The Family' (2016) by William Chewa - Holy Cross, Dundrum

4.3 Homes

In accordance with the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES), to achieve compact growth, 50% of housing must be provided for within the built-up area of Dublin City and Suburbs. In order to achieve this goal, housing delivery in DLR should accord with the provisions of the Core Strategy which sets out the appropriate locations for future development in DLR.

The Government's 'Rebuilding Ireland - Action Plan for Housing and Homelessness', 2016 seeks the acceleration of the delivery of housing, particularly on sites with the capacity for 1,500+ homes in the Dublin Metropolitan Area. To achieve this, a number of measures have been introduced including the Local Infrastructure Housing Activation Fund (LIHAF) aimed at addressing critical infrastructure blockages and the concept of Major Urban Housing Development Sites (MUHDS) to deliver significant supply of new homes. The MUHDS will act as exemplars for the co-ordination and delivery of plan-led housing development and active land management.

'Rebuilding Ireland - Action Plan for Housing and Homelessness', 2016, sets out five pillars for the delivery of housing:

- Pillar 1 – Address Homelessness
- Pillar 2 – Accelerate Social Housing
- Pillar 3 – Build More Homes
- Pillar 4 – Improve the Rental Sector
- Pillar 5 – Utilise Existing Housing

In order to align with the provisions of the NPF, RSES, and delivery on the five pillars set out above, the settlement strategy and overall vision for the County, the Council will continue to utilise all policy avenues available to it to ensure the optimum delivery of residential units over the duration of this Plan from both the public and private sectors. In seeking to secure this objective the Development Plan will seek to:

- Increase the supply of housing in a compact and sustainable manner and in appropriate locations.
- Provide housing choice for the residents of the County through an appropriate mix, type and range of units.
- Create attractive, healthy, liveable communities and neighbourhoods in accordance with Section 4.2 'People'.

In addition to the policy objectives of this Plan, the provision of residential development shall

have regard to all relevant Ministerial Guidance documents (and any amendments thereof) as set out in Appendix 12.

4.3.1 Delivering and Improving Homes

The provision of new homes will be encouraged in suitable locations across the County that support sustainable development (consistent with NPO 33 of the NPF). In this regard, housing growth in DLR will occur in either of the following:

- Existing built up areas, promoting compact urban growth through the development in the form of infill development of brownfield sites.
- Creation of new residential communities (refer Core Strategy Map, Figure 2.9, Chapter 2).

Housing delivery should have regard to the capacity of all required enabling infrastructure including physical infrastructure such as transport, water and drainage, and social infrastructure.

Housing delivery should not simply be a matter of providing new residential units, rather it should result in the provision of new and/or enhanced communities and neighbourhoods with high quality design and the creation of attractive places to live being the focus of every development. Detail with regard to design is set out in Section 4.4 'Place'.

In addition to the delivery of new homes within the County, many residents may wish to improve or adapt their existing homes to suit the needs of their changing circumstances. This will be addressed in this Section of the Plan with detailed guidance in Section 12.3.

4.3.1.1 Policy Objective PHP18: Residential Density

It is a Policy Objective to:

- Increase housing (houses and apartments) supply and promote compact urban growth through the consolidation and re-intensification of infill/brownfield sites having regard to proximity and accessibility considerations, and development management criteria set out in Chapter 12.
- Encourage higher residential densities provided that proposals provide for high quality design and ensure a balance between the protection of existing residential amenities and the established character of the surrounding area, with the need to provide for high quality sustainable residential development.

Density plays an important role in ensuring that the best use is made of land intended for residential development. The Development Plan seeks to maximise the use of zoned and serviced residential land. Consolidation through sustainable higher densities allows for a more compact urban growth that, in turn, more readily supports an integrated public transport system. This together with the '10-minute' neighbourhood concept, has the potential to reduce the urban and carbon footprint of the County.

It is acknowledged, however, that higher densities and infill development can result in loss of gardens and green spaces in urban areas and that these spaces can play an important role in climate action. There is, therefore, a requirement to balance higher densities with the provision of green spaces in accordance with Policy Objectives CA18, Chapter 3, and those contained in Chapter 9.

The 'Sustainable Residential Development in Urban Areas' Guidelines and the accompanying 'Urban Design Manual' include recommendations regarding appropriate densities for various types of locations. Having regard to the Guidelines and consistent with RPO 3.3 and 4.3 in the RSES:

- Where a site is located within circa 1 kilometre pedestrian catchment / 10 minute walking time of a rail station, Luas line, Core/Quality Bus Corridor and/or 500 metres / 5 minute walking time of a Bus Priority Route, and/or 1 kilometre / 10 minute walking time of a Town or District Centre, higher densities at a minimum of 50 units per hectare (net density¹) will be encouraged.

It should be noted that there are a number of existing bus lanes in the County which afford some localised bus priority, however, following the adoption of the Bus Connects Network Redesign they are no longer part of an overall bus priority network. In this regard higher densities can be justified along the proposed Core Bus Corridor routes (existing QBCs on the N11 and Rock Road) and the Kill Lane/Avenue Mounttown route (Bus Priority Route), which is a strategic bus link between Dún Laoghaire and the N11, along which, sections of bus lanes are already in place.

As a general rule the minimum default density for new residential developments in the County (excluding lands on zoning Objectives 'GB', 'G' and 'B') shall be 35 units per hectare (net density¹).

This density may not be appropriate in all instances but should be applied particularly in relation to 'greenfield' sites or larger 'A' zoned areas. Higher density schemes should offer an exemplary quality of life for existing and future residents in terms of design and amenity.

Constraints to Higher Density

Consideration in relation to densities and layout may be given where proposals involve existing older structures that have inherent vernacular and/or streetscape value and where retention would be in the interests of visual and residential amenity and sustaining the overall character of the area. Some dispensation in relation to separation distances, open space requirements and density considerations may be appropriate.



Apartments at Honey Park, Dún Laoghaire. Credit: Imageworks Photography on behalf of Cosgrave Group.

¹ Includes only those areas which will be developed for housing and directly associated uses as per Appendix A of the 'Sustainable Residential Development in Urban Areas', (2009).



Rosemount Court, Dundrum.

In some circumstances higher residential density development may be constrained by Architectural Conservation Areas (ACA) and Candidate Architectural Conservation Areas (cACA) designations, Protected Structures and other heritage designations. To enhance and protect ACAs, cACAs, Heritage Sites, Record of Monuments and Places, Protected Structures and their settings, new residential development will be required to minimise any adverse effect in terms of height, scale, massing and proximity. There may be some specific areas of the County where higher densities, which would normally be encouraged by virtue of proximity of the site to high public transport corridors, cannot realistically be achieved as a consequence of other infrastructural shortcomings – such as the capacity of the local road network. The number of such sites would, however, be limited.

4.3.1.2 Policy Objective PHP19: Existing Housing Stock - Adaptation

It is a Policy Objective to:

- Conserve and improve existing housing stock through supporting improvements and adaption of homes consistent with NPO 34 of the NPF.
- Densify existing built-up areas in the County through small scale infill development having due regard to the amenities of existing established residential neighbourhoods.

The existing housing stock of the County provides a valuable resource in terms of meeting the needs of a growing population and its retention and management is of considerable importance. Retaining and adapting, as appropriate, existing housing stock is important to stem population loss in these areas by promoting and encouraging additional dwelling units within existing communities, particularly those suited to the emerging demographics of an area. Implementation of this policy will necessitate the use of the Council's powers under planning - and other associated legislation - to:

- Encourage densification of the existing residential areas in order to help retain population levels through 'infill' housing. Infill housing should respect or complement the established dwelling type and character of the area (see Section 12.3.7.7).
- Actively promote and facilitate:
 - Adaptation of existing housing stock to accommodate changing household size and needs by:
 - Subdivision of larger-than-average family houses in well serviced urban areas.
 - Extension and sub-division or creation of a family unit. (see Section 12.3.7.2).

- Development of mews buildings and other infill accommodation which does not detract from existing buildings and adjoining amenities (see Section 12.3.7.9).
- Co-ordinated backland development on suitable sites that can protect adjoining amenities.
- Support ‘Living-Over-the-Shop’ schemes. Encourage residential use of the upper floors of existing commercial properties in retail / commercial areas including in the environs of Dún Laoghaire, Glasthule, Dalkey, Sandycove, Blackrock, Monkstown and Dundrum (refer also to Section 12.3.7.8).
- Support appropriate change of use of vacant commercial space into residential use in appropriate locations and having regard to the zoning objective of the area.
- Prevent any new development or change of use which would seriously reduce the amenity of nearby dwellings.
- Prevent dereliction/decay of existing dwellings.
- Prevent the inappropriate change of use of existing residential properties to non-residential uses.

In terms of protecting residential amenity, the zoning objectives for residential areas are framed so as to exclude non-compatible uses. In older residential areas, infill will be encouraged while still protecting the character of these areas. Any new communities and additional residential units shall have regard to the character of the area and site context. All new development in established residential areas shall be designed to the highest standards, integrate well into the existing streetscape and be capable of adapting to changing household requirements.

Retention and adaption of existing housing stock will be further encouraged by facilitating suitably designed domestic extensions (refer also to Section 12.3.7.1). The Planning Authority proposes to produce a specific Design Guide for domestic extensions, within the lifetime of this Development Plan, subject to available resources.

The Council will encourage the retention and deep retrofit of structurally sound, habitable dwellings in good condition as opposed to demolition and replacement and will also encourage the retention of existing houses that, while not Protected Structures or located within an ACA, do have their own merit and/or contribute beneficially to the area in terms of visual amenity, character or accommodation type - particularly those in areas consisting of exemplar 19th and 20th Century buildings and estates (see Chapter 3, Policy Objective CA6 and Chapter 12, Section 12.3.9).

4.3.1.3 Policy Objective PHP20: Protection of Existing Residential Amenity.

It is a Policy Objective to ensure the residential amenity of existing homes in the Built Up Area is protected where they are adjacent to proposed higher density and greater height infill developments.

- On all developments with a units per hectare net density greater than 50, the applicant must provide an assessment of how the density, scale, size and proposed building form does not represent over development of the site. The assessment must address how the transition from low density to a higher density scheme is achieved without it being overbearing, intrusive and without negatively impacting on the amenity value of existing dwellings particularly with regard to the proximity of the structures proposed. The assessment should demonstrate how the proposal respects the form of buildings and landscape around the site’s edges and the amenity enjoyed by neighbouring uses.
- On all developments with height proposals greater than 4 storeys the applicant should provide a height compliance report indicating how the proposal conforms to the relevant Building Height Performance Based Criteria “At District/Neighbourhood/Street level” as set out in Table 5.1 in Appendix 5.
- On sites abutting low density residential development (less than 35 units per hectare) and where the proposed development is four storeys or more, an obvious buffer must exist from the rear garden boundary lines of existing private dwellings.
- Where a proposal involves building heights of four storeys or more, a step back design should be considered so as to respect the existing built heights.

4.3.1.4 Policy Objective PHP21: Development on Institutional Lands

It is the Policy Objective to retain the open character and/or recreational amenity of land parcels that are in institutional use (such as religious residential or other such uses) and are proposed for redevelopment.

It is recognised that many institutions in DLR are undergoing change for various reasons. Protecting and facilitating the open and landscaped ‘parkland’ settings and the activities of these institutions is encouraged. Where a well-established institution plans to close, rationalise or relocate, the Council will endeavour to reserve the use of the lands for other institutional uses, especially if the site has an open and landscaped setting and recreational amenities are provided.

Where no demand for an alternative institutional use is evident or foreseen, the Council may permit alternative uses subject to the zoning objectives of the area being adhered to and the open character and recreational value of the lands being retained. Where institutional lands – identified by an ‘INST’ objective on Development Plan Maps – are proposed to be developed:

- A minimum of 25% of the entire INST land parcel, as determined by the Planning Authority, will be required to be retained as accessible public open space. In determining the area to which the “INST” objective applies the planning authority shall have regard to the existing and historical land use and associations between land uses, and the extent to which any lands contribute to the open character and setting of the core institutional function.
- This provision must be sufficient to maintain the open character of the site with development proposals structured around existing features and layout, particularly by reference to retention of trees, boundary walls and other features as considered necessary by the Council (refer also to Section 12.3.7.10).
- The provision must be sufficient to maintain and/or improve the recreational value of the site particularly with regard to adding to the sustainable neighbourhood infrastructure of the area.

- Any proposal for development other than that directly related to an existing social infrastructure and/or institutional uses, will require the preparation and submission of a masterplan.
- Average net densities should be in the region of 35 - 50 units p/ha. In certain instances, higher densities may be permitted where it can be demonstrated that they can contribute towards the objective of retaining the open character and/or recreational amenities of the lands.

In cases of rationalisation of an existing institutional use, as opposed to the complete cessation of that use, the future anticipated needs of the existing use, including extensions or additional facilities related to the residual institutional use retained on site should be taken into account and accounted for in the master plan for development on the lands in question.

4.3.1.5 Policy Objective PHP22: Mews Lane Housing

It is a Policy Objective to facilitate measured and proportionate mews lane housing development in suitable locations.

Mews development will be strictly limited to specific locations where it can be demonstrated that proposals respect and do not injure the existing built form, scale, character, finishes and heritage of the area, subject to both the provisions of legislative



The Brambles, Sallynoggin

heritage protection and the protection of the built and natural heritage prescribed in this Development Plan. Many of the existing mews lanes (historic stable lanes) in DLR are capable of providing interesting and attractive residential environments. Their development could make a useful, if limited, contribution to the overall housing stock, help prevent the emergence of obsolete backland areas, and assist densification of established areas in accordance with the principles of sustainable development. (Refer also to Section 12.3.7.9).

The design and finish of mews lane developments should have regard to site specific parameters and reflect the characteristic features of the surrounding area taking into account local materials as appropriate. The Council will evaluate development proposals in accordance with the criteria set out in Chapter 12 Development Management, Section 12.3.7.9.

4.3.1.6 Policy Objective PHP23: Management of One-off Housing

It is a Policy Objective to restrict the spread of one-off housing into the rural countryside and to accommodate local growth into identified small villages subject to the availability of necessary services. One-off housing will only be acceptable where it is clearly shown that it is not urban-generated, will not place excessive strain on services and infrastructure, or have a serious negative impact on the landscape and where there is a genuine local need to reside in a rural area due to locationally-specific employment or local social needs (subject to compliance with the specific zoning objectives). (Consistent with NPO 19 of the NPF and RPO 4.80 of the RSES)

It is recognised that much of the demand for one-off housing is urban-generated resulting in an unsustainable pattern of development, placing excessive strain on the environment, services, and infrastructure. In order to protect the rural character of the countryside and foster sustainable development it is necessary to restrict the growth of urban-generated 'one-off' housing and only facilitate genuine and bona fide cases for new residential development within the County's rural areas.

Development proposals will be evaluated in accordance with the provisions of the 'Sustainable Rural Housing Guidelines for Planning Authorities', 2005 (and any amendment thereof), Circulars SP 05/08 and PL 2/2017, and the following criteria:

High Amenity Zone Objective 'G'

Within areas designated with zoning Objective 'G' ("to protect and improve high amenity areas") dwellings will only be permitted on suitable sites where the applicant can demonstrate to the satisfaction of the Planning Authority that:

- There is genuine requirement for housing in the area because their principal employment is in agriculture, hill farming or a local enterprise directly related to the area's amenity potential.
- The proposed development will have no potential negative impacts for the area in such terms as visual prominence or impacts on views and prospects, or the natural or built heritage.

Rural Amenity Zone Objective 'B'

Within areas designated with zoning Objective 'B' ("to protect and improve rural amenity") dwellings will only be permitted on suitable sites where:

- Applicants can establish to the satisfaction of the Planning Authority a genuine need to reside in proximity to their employment (such employment being related to the rural community); or,
- Applicants can establish to the satisfaction of the Planning Authority a genuine need for an additional dwelling in the rural area and who are native to the area due to having spent substantial periods of their lives living in the area as members of the rural community and have close family ties with the rural community (in accordance with Section 3.2.3 'Rural Generated Housing' of the 'Sustainable Rural Housing Guidelines for Planning Authorities' (2005)).

Refer also to Chapter 12 'Development Management', Section 12.3.10.

Glencullen Local Area Plan

A new Local Area Plan (LAP) will be prepared for Glencullen Village and its environs during the lifetime of this Plan. The 2007 and 2013 update to the LAP set out criteria and a framework for development within this very sensitive landscape, much of which remains robust and relevant. In this regard, any development within the Glencullen LAP are should take account of the 2007/2013 LAP until such time that a new Plan is adopted.

In evaluating development applications in other rural parts of the County regard should be had to the guiding principles set out in the Glencullen Design Guide.

4.3.1.7 Policy Objective PHP24: Housing in Green Belt Areas

It is a Policy Objective to protect the green belt areas and restrict residential development.

The value of green belt areas as enabling longer term strategic expansion of urban areas is set out in NPO 62 of the NPF. In order to ensure that such lands are protected, particularly those identified as strategic land reserves, development in green belt areas will be restricted.

Development will only be considered subject to:

- The overall objective of maintaining the open character of the lands.
- Proposals for new dwellings must demonstrate a genuine need to reside in the green belt area.
- Individual dwellings being on lands comprising at least 4 hectares per dwelling.
- Demonstrating to the satisfaction of the Planning Authority that proposed development will not undermine the future development potential of lands identified as a Strategic Land Reserve.

Any development proposed in green belt lands which are also subject to a Strategic Land Reserve Objective shall accord with Policy Objective CS5, Chapter 2.

The use of lands in green belt areas for outdoor recreational purposes is permitted in principle. (Refer also to Chapter 2, Policy Objective CS5 and Section 8.7.11, Policy Objective GIB27)

4.3.2 Housing Choice

In tandem with a need to increase housing supply, is the need to facilitate improved housing choice to cater for evolving demographics across the County as analysed in the Housing Needs Demand Assessment (see Appendix 2). By providing good housing choice existing residents can remain within their local communities and new residents to the County will have better housing options to choose from.

The RSES notes that the provision “of affordable, appropriate and adaptable accommodation is a key challenge facing the State and the Region”. Changes to legislation and guidance have provided for new housing options in the form of Build-to-Rent (BTR) and the ‘Affordable Housing Act 2021’ sets out legislation with regard to the provision of affordable housing. The legislation does not contain a specific use class for specific house types or tenures including BTR. In terms of housing mix, pending the preparation of a Regional Housing Needs Demand Assessment (HNDA), a HNDA as required by NPO 37 and RPO 9.5, has been prepared as part of this

Plan so as to allow the Planning Authority address housing mix (see Appendix 2).

Government policy, as per “Housing for All – A new Housing Plan for Ireland, 2021”, favours the use of publicly owned lands in the delivery of a mix of tenures, including private housing, social housing, affordable purchase and affordable rental housing. Under “Housing for all” the Land Development Agency (LDA) will play a key role in provision of affordable housing on both private and public lands. This Plan will encourage residential developments to contribute to improving mix within the County.

A Housing Strategy and HNDA for the County has been prepared and is set out in Appendix 2. The Housing Strategy and HNDA addresses the provision of housing for the existing and future population of DLR and takes account of:

- The existing need and likely future need for housing for the purposes of the provision of social housing support and; of housing for eligible households;
- The need to ensure that housing is available for persons who have different levels of income;
- The need to ensure that a mixture of house types and sizes is developed to reasonably match the requirements of the different categories of households, as may be determined by the planning authority, and including the special requirements of older people and persons with disabilities;
- The need to counteract undue segregation in housing between persons of different social backgrounds; and,
- The provision of good housing mix in all developments will be encouraged to ensure that residents have access to a range of house types and tenures.

For the purposes of this Plan the Housing Strategy and HNDA is the HNDA.

4.3.2.1 Policy Objective PHP25: ‘Housing for All – A new Housing Plan for Ireland, 2022’

It is a Policy Objective to support as appropriate the delivery of the actions set out in the 4 pathways contained in ‘Housing for All – A new Housing Plan for Ireland, 2021’.

4.3.2.2 Policy Objective PHP26: Implementation of the Housing Strategy

It is a Policy Objective to facilitate the implementation and delivery of the Housing Strategy and Housing Need Demand Assessment (HNDA) 2022 - 2028.

The Housing Strategy and HNDA in Appendix 2 provides a detailed analysis of the County's existing housing profile which forms a basis for housing demand generally and social housing provision. The provisions of the Housing Strategy and HNDA will guide new residential developments in terms of the form of housing that may be required within the County.

Not more than 20 per cent, of (i) the land zoned for residential use, or for a mixture of residential and other uses, and (ii) any land which is not zoned for residential use, or for a mixture of residential and other uses, but in respect of which permission for the development of houses is granted, shall be reserved for the provision of housing in accordance with Part V of the Planning and Development Act 2000 (as amended). In this regard, an Applicant will be required to engage with the Planning Authority at an early stage to ascertain any specific requirements in relation to their Part V obligation.

Specific exemptions to Part V where no or a reduced social element may be acceptable are:

- Purpose built and professionally managed student accommodation (refer also to Policy Objective PHP29);
- Semi-independent or supported living accommodation for older people or persons with a disability (refer also to Policy Objective PHP30).

All proposed residential development, or mixed use development with a residential component, shall clearly demonstrate how the resultant mix of house type proposed has had due regard to the Housing Strategy and HNDA and complies with the

policies set out hereunder with regard to providing appropriate housing choice.

4.3.2.3 Policy Objective PHP27: Housing Mix

It is a Policy Objective to encourage the establishment of sustainable residential communities by ensuring that a wide variety of housing and apartment types, sizes and tenures is provided throughout the County in accordance with the provisions of the Housing Strategy and Housing Need Demand Assessment (HNDA) and any future Regional HNDA.

The Planning and Development Act 2000, as amended, requires Development Plans to take into account the need to ensure that an appropriate mixture of house types, sizes and tenures is developed to reasonably match the requirements of different categories of households and the demographics of an area.

The detailed analysis carried out as part of the Housing Strategy and HNDA (see Appendix 2) has indicated that in terms of age group and family type, while the County has a high level of retired families, DLR displayed an increase in the intercensal period 2011 – 2016 in population in the 40 - 46 age category, an increase in children under five and concentrations of what are called pre family households in Dún Laoghaire Town and in the Sandyford Urban Framework Plan area. This indicates that there is a requirement for a wide variety of residential types and sizes in order to give a real choice of homes and also to build sustainable neighbourhoods.



Rochestown House, Sallynoggin

Informed by the demographic and housing analysis carried out as part of the HNDA it is a Policy Objective of this Plan that all residential developments, including apartment developments, in the existing built up area and new residential communities (as set out in Figure 2.9, Core Strategy Map) should provide for a mix of unit types and sizes (see Section 12.3.3.1 for detailed requirements at application stage).

Schemes should contain an acceptable proportion of larger flexible housing units to ensure that such developments provide suitable and viable long term adaptable options for families. Housing mix in any new development should also have regard to the provisions of 'Housing Options for Our Ageing Population, Policy Statement', (2019) and seek to provide suitable accommodation for older people. For Council own Part 8 or Part 10 schemes, the Planning Authority shall have regard to the needs of the social housing list of the Council when assessing mix requirements. The concept of lifetime adaptable and/or multi-generational homes will be promoted in all new residential developments. Such dwellings can be readily adapted to suit the changing needs of the resident(s) and/or facilitate multi-generational living arrangements within one building envelope.

In order to mitigate against undue segregation of tenure type, new developments should avoid an over proliferation of a single housing tenure to accommodate the needs of a mixed and balanced community. In this regard, a developer shall be required to have regard to both the existing and permitted house types and tenures within the surrounding and adjoining neighbourhoods and/or district and clearly demonstrate how their proposed development will add to the housing mix of the area.

Providing a good mix of house types creates neighbourhoods for people of different ages and lifestyles and promotes inclusion and quality of life. Encouraging good housing mix also allows people the choice and opportunity to remain in a given area while availing of accommodation that caters to their changing needs at particular stages of their life. This concept is explained as the 'Lifecycle Approach' and is a core objective underpinning the guidelines 'Delivering Homes, Sustaining Communities' (2007). This approach helps foster a greater sense of community and allows for increased social inclusion.

4.3.2.4 Policy Objective PHP28: Build-to-Rent and Shared Accommodation/Co-living Developments

It is a Policy Objective to facilitate the provision of Build-to-Rent in suitable locations across the County and accord with the provisions of 'Sustainable Urban Housing: Design Standards for New Apartments', 2020 (and any amendment thereof). Proliferation of Built to rent should be avoided in any one area. As the HNDA does not support provision of shared accommodation there shall be a presumption against granting planning permission for shared accommodation/co-living development.



The Grange, Stillorgan. Credit: OMP Corocam and Kennedy Wilson

Provision of 'Build-to-let' accommodation was first introduced in 2015 under the provisions of the 'Sustainable Urban Housing: Design Standards for New Apartments'. The amended Apartment Guidelines issued in 2018 expanded upon the 'new' housing tenure typologies by introducing Specific Planning Policy Requirements (SPPR's) for Build-To-Rent (SPPR 7 and 8) and Shared Accommodation (SPPR 9). Both housing tenures offer centrally managed rental options to the market and add to the mix of accommodation that could be provided for in certain areas.

Subsequent guidance in December 2020 updated the Apartment Guidelines by way of a different SPPR which states that:

"There shall be a presumption against granting planning permission for shared accommodation/ co-living development unless the proposed development is either:-

- (i) required to meet specific demand identified by a local planning authority further to a Housing Need and Demand Assessment (HNDA) process; or,
- (ii) on the date of publication of these updated Guidelines, a valid planning application to a planning authority, appeal to An Bord Pleanála, or strategic housing development (SHD) planning application to An Bord Pleanála, in which case the application or appeal may be determined on its merits."

The HNDA (See Appendix 2) has not identified any specific demand for shared living accommodation, there is, therefore a presumption against provision of same.

Build-to-rent (BTR) accommodation will be facilitated at appropriate locations across the County in accordance with land use zoning objectives. For the avoidance of doubt, BTR is:

- permitted in principle in areas zoned objective MTC (major town centre) and DC (district centre)
- open for consideration in areas zoned objective NC (subject to retaining an appropriate mix of uses), A, A1, and A2.

BTR shall be located within a 10 minute walking time from high frequency public transport routes. BTR will be considered as a component part of achieving an appropriate mix of housing, however, a proliferation of Build to Rent in any one area shall be avoided.

4.3.2.5 Policy Objective PHP29: Provision of Student Accommodation

It is a Policy Objective to facilitate increased provision of high-quality, purpose built and professionally managed student accommodation in line with the provisions of the National Student Accommodation Strategy (2017). Purpose built student accommodation should be provided on campus or in suitable locations which have convenient access to Third Level colleges (particularly by foot, bicycle and high quality and convenient public transport) in a manner compatible with surrounding residential amenities avoiding overprovision of student accommodation in any one area.

In considering planning applications for student accommodation the Council will have regard to:

- The 'Guidelines on Residential Developments for Third Level Students' (2005), and any amendment thereof.
- The provisions of The National Student Accommodation Strategy (2017).
- Circular PL 8/2016 APH2/2016.
- Circular NRUP/05/2021.

No social/affordable housing will be required with regard to a bona fide purpose built and professional managed student accommodation (refer also to Section 12.3.7.11).

4.3.2.6 Policy Objective PHP30: Housing for All

It is a Policy Objective to:

- Support housing options for older people and persons with disabilities/mental health issues consistent with NPO 30 in the NPF, RPO 9.1 and 9.12 of the RSES.
- Support the provision of specific purpose-built accommodation, including assisted living units and lifetime housing, and adaptation of existing properties.
- Promote 'aging in place' opportunities for 'downsizing' or 'right sizing' within their community.

(i) Housing for Older People

As demonstrated in the Housing Strategy (Appendix 2), the demographics for the County show a continued ageing of the population in excess

of national ageing population trends. Ageing population and the need to provide suitable accommodation for older people has been recognised in the NPF and the RSES. In response to this, the Department of Housing, Planning and Local Government and the Department of Health published a Policy Statement in 2019 – ‘Housing Options for Our Ageing Population’. The Council will facilitate the implementation of the Policy Statement and promote the appropriate provision of housing for older people in DLR.

While the majority of older people own their own homes, some may find that their accommodation is not entirely suitable to their needs. For those who wish to continue to live independently, it is important that the opportunities exists to trade down / downsize, or ‘right size’ within their community or, alternatively, there may be opportunity to adapt their existing home to suit their needs e.g. by creating a family unit.

The Council will place a strong emphasis on developments that will encourage the older population the County to downsize, while being also afforded the opportunity to live in their community.

It is Council policy that proposals for accommodation for older people should be located in existing residential areas well served by social and community infrastructure and amenities such as footpath networks, local shops and public transport in order not to isolate residents and allow for better care in the community, independence and access. This preference and presumption towards convenient locations applies to any scheme whether provided by communal set-ups or similar, facilities providing higher levels of care, self-contained units or a mix of these (refer also to Section 12.3.8).

Where it is proposed to redevelop a site where an existing nursing home or other form of accommodation for older people exists, to an alternative use or residential type, the developer shall be required to justify the removal of the existing accommodation having regard to the demographics of the area. Such a development should also seek to provide for suitable alternative housing options for older people.

In instances where it is proposed that the site or a portion of a site be developed for assisted living units, a reduction in the required percentage of social and affordable housing on site may be accepted. This is to encourage the development of these types of residential units. In order to provide appropriate housing for older people throughout the County, the Council will work closely with other housing bodies and agencies associated with the provision of housing for older people and/or assisted living accommodation and will have regard

to provisions set out within the DLR Age Friendly Strategy.

(ii) Housing for Persons with a Disability

The vision of the ‘Dún Laoghaire-Rathdown County Council Strategic Plan for Housing Persons with Disabilities’ is to *“facilitate access, for people with disabilities, to the appropriate range of housing and related support services, delivered in an integrated and sustainable manner, which promotes equality of opportunity, individual choice and independent living”*. It is an objective of the Council to encourage the provision of suitable housing for people with a sensory disability, mental health disability, physical disability and intellectual disability.

Location is critical when considering housing for persons with a disability. Access to public transport, local community services and facilities are significant factors in improving quality of life. In terms of housing design, compliance with Part M of the Building Regulations expands options available to persons with a disability.

Support is needed for the concept of independent and/or assisted living for those with a disability, and consideration should be given to the fact that some people require live-in care, when designing adapted housing units. The Council will support development which provides respite and/or residential care at appropriate locations and zonings throughout the County.

In all cases, development must be in accordance with the principles of Universal Design and the National Disability Authority’s publication ‘Building For Everyone: A Universal Design Approach’ and shall have regard to the Government’s ‘National Disability Inclusion Strategy 2017-2021’.

4.3.2.7 Policy Objective PHP31: Provision of Social Housing

It is a Policy Objective to promote the provision of social housing in accordance with the Council’s Housing Strategy and Government policy as outlined in the DoHPLG ‘Social Housing Strategy 2020’. The Affordable Housing Act 2021 provides for 20% for social and affordable homes.

Government policy seeks to ensure that each household has accommodation appropriate to its needs at a price or rent it can afford, and to provide for persons who are unable to provide accommodation from their own resources. “Housing for All – A new Housing Plan for Ireland, 2021” sets ambitious targets for the delivery of social housing and puts in place the mechanisms to support the increased supply of housing.

Part V of the Planning and Development Act 2000 (as amended) is only one of the means through which the Local Authority can seek to address demand for social housing in the County. The Council works in partnership with the Department of Housing, Planning and Local Government and Approved Housing Bodies to deliver and manage social housing. In addition to Part V, the delivery of social housing is achieved through Direct Build, Acquisitions, Void Management, Long Term Leasing, Enhanced Leasing, Repair to Lease, Private Rental (RAS and HAP), and the Buy and Renew Scheme. The Council will promote the provision of public (including social and affordable) housing by prioritising sites for servicing that have a potential for public (including social and affordable) housing.

4.3.2.8 Policy Objective PHP32: Homeless Accommodation

It is a Policy Objective to support the provision of homeless accommodation and/or support services throughout the County.

In this regard, proposals for such facilities should not result in an overconcentration in one area and should not unduly impact upon existing amenities. As a partner with the other Dublin Local Authorities in the shared services provided by the Dublin Region Homelessness Executive it is an objective to implement the actions of the 'Homeless Strategy National Implementation Plan' and the 'Homeless Action Plan Framework for Dublin 2019- 2021'. Proposals for homeless accommodation or support services within DLR shall have regard to the requirements of the Dublin Region Homeless Executive.

4.3.2.9 Policy Objective PHP33: Traveller Accommodation

It is a Policy Objective to implement the 'Traveller Accommodation Programme 2019-2024'. In accordance with the Programme, Traveller specific accommodation for the County's indigenous Traveller Community will be provided through the development of new sites, the refurbishment and extension of existing sites, Part V Developments, casual vacancies and standard housing.

The Council will, as necessary, continue to update its accommodation programme for the Travelling Community as set out in the Council's 'Traveller Accommodation Programme 2019 – 2024' (TAP). Sites for Traveller accommodation are depicted by the 'TA' symbol on Development Plan Maps. The TAP sets out a four tier approach to the provision of accommodation, including through casual vacancies, refurbishment and extension of existing units, standard housing and construction of new

units and development of new sites. Table 4.2 sets out new and extended sites as identified in the TAP. As the programme evolves these sites may change.

Table 4.2 *New and Extended Traveller Accommodation Sites*

Map Number	Proposed Sites / Extended Sites
2	University College Dublin
3	West Pier
5	Nutgrove
6	Burton Park
6	Stillorgan Grove
7	Pottery Road
9	Enniskerry Road
10	Kilgobbet Grove
10	Lehaunstown
10	Rathmichael Road
11	Cloragh
14	Old Conna

4.3.2.10 Policy Objective PHP34: Provision of Refuges

It is a policy objective to encourage and support, in conjunction with Túsla, the Child and Family Agency, and other relevant agencies, the provision of Domestic Violence Refuge in the County, which seek to provide appropriate Domestic Abuse Crisis Intervention Services including a crisis refuge service and wraparound services in DLR.

It is an objective of the Plan to support the facilitation of the provision of refuges and safe home accommodation for victims of domestic, sexual and gender-based violence in the County, with the involvement and support of Túsla, the Child and Family Agency, the primary statutory agency for the provision of domestic violence related services and provision and other relevant agencies.



Music Library, Credit: Barbara Flynn

4.4 Place

Quality design and healthy placemaking are emphasised throughout the NPF and RSES, improving quality of life for all. The NPF states that: *“quality of design is critical for making places attractive and distinctive. Architectural quality and well-designed spaces can help to enhance our urban areas and create desirable places in which people want to live, work or visit and contribute to ongoing quality of life and well-being.”*

Healthy placemaking incorporates high quality urban design with promoting active lifestyles through good quality pedestrian and cycling links, particularly to and from places of work, education and recreation. The various strands of healthy placemaking, as taken from the RSES are illustrated in Figure 4.2. Healthy placemaking in DLR will require the application of a number of various policy objectives and guiding principles contained throughout this plan. In promoting high quality design and healthy placemaking, the plan has had regard to the policy and guidance contained in Appendix 12.



Figure 4.2: Healthy Placemaking (Source: RSES)

4.4.1 Quality Design & Placemaking

Placemaking is supported through high quality urban design, aimed at supporting and creating vibrant, distinctive, safe and accessible public spaces for all ages and abilities which promotes and facilitates social interaction. In this regard, good placemaking is a key component to promoting the creation and maintenance of sustainable residential communities. High quality design of all housing options also supports the creation of quality public spaces. High quality and inclusive urban design, that takes account of all age groups and abilities, will aid in creating healthy, attractive and accessible places to live for all residents, employees and visitors and to the County.

Urban design involves the design of buildings, groups of buildings, spaces and landscapes and establishing the processes that make successful development possible. Urban design encompasses the way places work as well as how they look. The Council is committed to ensuring that good urban design principles are applied in the design and planning of existing and new development areas and will encourage appropriate engagement with local communities in this regard.

Adhering to good urban design principles can help ensure the delivery of high quality environments with a clear and interesting urban structure, the conservation of architectural heritage and townscape, the promotion of high standards of architectural design for new buildings and the reinforcement of local identity, pride and 'sense of place'.

The 'Sustainable Residential Development in Urban Areas' (2009) Guidelines are accompanied by the 'Urban Design Manual - A Best Practice Guide' which provides advice on the practical

implementation of the policies contained in the Guidelines. The Urban Design Manual provides a very comprehensive and useful guidance tool on design issues and should be the reference work for practitioners in development and design. In addition, the Housing Agency have issued a series of design guides that may assist in the design and layout of new developments.

The 'Design Manual for Urban Roads and Streets' (2013), provides comprehensive guidance in relation to developing and enhancing the public realm. The 'Design Manual for Urban Roads and Streets' emphasises particularly how the delivery of permeability and high quality public realm can assist the promotion and delivery of sustainable communities.

4.4.1.1 Policy Objective PHP35: Healthy Placemaking

It is a Policy Objective to:

- Ensure that all development is of high quality design with a focus on healthy placemaking consistent with NPO 4, 26 and 27 of the NPF, and RPO 6.1, 6.12, 9.10 and 9.11 of the RSES.
- Promote the guidance principles set out in the 'Urban Design Manual – A Best Practice Guide' (2009), and in the 'Design Manual for Urban Roads and Streets' (2013).
- Ensure that development proposals are cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, wayfinding and detailed design.

The principles for creating healthy and attractive places include good urban design, providing residents of all ages and abilities with suitable public spaces that encourage walking and cycling, good accessibility to sustainable neighbourhood infrastructure and employment, provision and access to high quality open spaces and recreation. Open space and recreation play a particular role in healthy placemaking in terms of offering space for both physical and mental wellbeing, the design of such spaces should be cognisant of providing adequate space for all and incorporate quiet spaces as appropriate.

Healthy placemaking not only facilitates an attractive place to live, work and visit, it also benefits the environment through integrating good urban design, sustainable transport measures and the principles of urban greening. Policy objectives in relation to such measures are contained in Chapters 3 and 5. The design of a building, street or other space should ensure that there is consistency with all other policy objectives of this plan. The 'Urban Design Manual - A Best Practice Guide' sets out twelve criteria covering a range of design considerations for residential development, however, these criteria can be applied to any form of development and can aid in creating healthy attractive places.

4.4.1.2 Policy Objective PHP36: Inclusive Design & Universal Access

It is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES.

The design of all proposed development should strive to cater for all abilities and age groups including children, older people and people with a range of disabilities. All proposals for development shall have regard to the provisions of the National Disability Authority's document 'Building for Everyone: A Universal Design Approach – Planning and Policy' (2012) in order to ensure that access and movement through the development is available to all users of the development.

The design of public spaces should facilitate a variety of needs for all users through, but not limited to, for example, providing play opportunity for children, rest stops for older people, safe public breastfeeding spaces and navigable surfaces and finishes to assist persons with a disability. The Council will promote improved accessibility to existing and planned residential support infrastructure such as schools and healthcare facilities by way of walking and cycling and/or public transport, which is supported by the Sustainable

Neighbourhood Infrastructure (SNI) land use zoning objective. It is therefore key that new developments are capable of incorporating appropriate linkages to such facilities in their design.

4.4.1.3 Policy Objective PHP37: Public Realm Design

It is a Policy Objective that all development proposals, whether in established areas or in new growth nodes, should contribute positively to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved.

This will include detailed consideration of all publicly accessible spaces, materials, street furniture (including litter bins), public lighting, street trees and landscaping. Footpaths, cycleways, roads and parking areas are considered as an integral landscape element in the design of the public realm. Additionally, design proposals should have regard to the relationship between the building and the street, particularly in terms of vibrancy and accessibility.

4.4.1.4 Policy Objective PHP38: Public Realm Offering

It is a Policy Objective to preserve and enhance the public realm offering in our towns and villages.

Dún Laoghaire-Rathdown County Council recognises the social and non-commercial value of the public realm and commercial activity is not the sole objective of outdoor public realm improvements. The Council will develop an outdoor realm policy that will enhance offerings including, but not limited to, street furniture; pedestrianisation of streets; outdoor vendors; safe, public breastfeeding spaces and litter management. All ages and backgrounds should be included in the consideration of public realm improvements.

4.4.1.5 Policy Objective PHP39: Community-led Village Design Statements

It is a Policy Objective to support proposals from local communities and community organisations who wish to contribute to the preparation of Village Design Statements for their villages.

Village Design Statements are to be drawn up through a process involving community participation, the Heritage Council and the Council's Heritage Officer and Planning Department subject to availability of funds and staff resources. Such Village Design Statements would ideally include sample illustrations of preferred architectural vernaculars to guide design of new proposed buildings within a village area.



Public Realm, Dún Laoghaire. Credit: James Horan Architectural Illustration

4.4.1.6 Policy Objective PHP40: Shared Space Layouts

It is a Policy Objective to promote safer and more attractive streets and public realm for all road users throughout the County by pro-actively engaging with, and adhering to, the ‘shared space’ concept and guidance set out in the ‘Design Manual for Urban Roads and Streets’ (2013).

One of the legacies of residential layout design in the recent past has been that design considerations have often been dominated and driven by the need to make provision for motor vehicles – to the detriment of other road users. A key challenge for urban design is to successfully integrate all functions of ‘the street’ by promoting ‘sense of place’, facilitating social interaction and encouraging walking and cycling. Road design should discourage speed and afford priority to the safety and convenience of pedestrians and cyclists.

Road widths in general should be sufficient to accommodate two vehicles passing, but not so generous as to encourage speeding or excessive on-street/kerbside parking. The ‘shared space’ concept promoted in the ‘Design Manual for Urban Roads and Streets’ (DMURS) is essentially traffic calming interwoven with considered urban design in residential and town/village areas, to ensure that the car does not dominate in terms of street use and is required to manoeuvre at lower speeds. Going forward into the future the promotion of sustainable settlement and transportation strategies in urban and rural areas in the County will require to be informed by the principles set out in this Manual. The emphasis of the DMURS is on the delivery of permeability and public realm quality necessary to promote sustainable communities.

4.4.1.7 Policy Objective PHP41: Safer Living Environment

It is a Policy Objective to facilitate the promotion and delivery of a safe environment for both the residents of, and visitors to, the County.

Ensuring personal safety and promoting an environment of security within the community enhances overall quality of life. It is an objective of the Council to develop secure environments through design by the promotion of natural and passive surveillance within the public realm, public walkways and open spaces by encouraging supervised people-centred activities in these areas, supplemented by increased use of targeted lighting and CCTV cameras in liaison with An Garda Síochána. An environment of natural surveillance will also be encouraged in newly planned areas through high quality and sensitive urban design (refer also to Section 12.3.1.1).

Appropriate design at a local and neighbourhood level assist in meeting the objectives of Joint Policing Committee Strategic Plan, 2016-2021 which seeks to support and promote Crime Prevention, enhance community safety and security and facilitate community engagement and collaboration.

4.4.1.8 Policy Objective PHP42: Building Design & Height

It is a Policy Objective to:

- **Encourage high quality design of all new development.**
- **Ensure new development complies with the Building Height Strategy for the County as set out in Appendix 5 (consistent with NPO 13 of the NPF).**

The Council will actively promote high quality design in all development across the County. In order to achieve quality places to live, the residents, workers and visitor to DLR should enjoy good quality building stock that meets the needs of their occupants and that protects and/or enhances the quality of public spaces. (Refer also to Chapter 12, Section 12.3.1.1 ‘Design Criteria’)

The Council policy in relation to building height throughout the County is detailed in three policy objectives as set out in the Building Height Strategy (BHS) (Appendix 5):

- Policy Objective BHS 1 – Increased Height.
- Policy Objective BHS2 – Building Height in areas covered by an approved Local Area Plan or Urban Framework Plan (UFP must form part of the County Plan).
- Policy Objective BHS 3 – Building Height in Residual Suburban Areas.

The BHS also contains a detailed set of performance based criteria for the assessment of height so as to ensure protection of the unique amenities of the County whilst also allowing increased height.

In accordance with the policies set out in the BHS, where an argument is being made for increased height and/or a taller building and the Applicant is putting forward the argument that SPPR 3 of the 'Urban Development and Building Height; Guidelines for Planning Authorities' (2018) applies, the Applicant shall submit documentation to show that compliance with the criteria as set out in Table 5.1 'Performance Based Criteria' of the BHS (see Appendix 5).

4.4.1.9 Policy Objective PHP43: Design in Local Area Plans

It is a Policy Objective to use the vehicle of Local Area Plans and/or Urban Framework Plans that form part of the County Development Plan, to promote and embed the principles of good urban design in the delivery of new, and existing, sustainable communities in specific areas of the County.

At a local level, statutory LAPs are the primary vehicles for guiding and informing the content, layout and design of both 'new' and 'redevelopment' areas in the County. In addition, this Plan contains two Urban Framework Plans, for the Sandymount Business Park and Dún Laoghaire, and the Strategic Development Zone for Cherrywood, which each provide specific guidance on design related matter for their respective areas.

Any new and/or amended LAP will be prepared having regard to all relevant planning guidelines and policies and guidance of this Plan. Localised design based frameworks shall be provided for each plan area providing quite detailed and specific design parameters and urban design contexts, as appropriate, for the specific areas in question.

4.4.1.10 Policy Objective PHP44: Design Statements

It is a Policy Objective that, all medium-to-large scale and complex planning applications (30 + residential units, commercial development over 1,000 sq.m. or as otherwise required by the Planning Authority) submit a 'Design Statement' and shall be required to demonstrate how the proposed development addresses or responds to the design criteria set out in the 'Urban Design Manual - A Best Practice Guide' (DoEHLG, 2009) and incorporates adaptability of units and/or space within the scheme.

A Design Statement should be prepared for all medium-to-large scale and complex developments at an early stage of the overall design process and have due regard to policy objectives set out above. The Design Statement should address urban



design, landscape and building design issues and clearly explain the development process, the design options considered and the rationale behind the adopted development strategy.

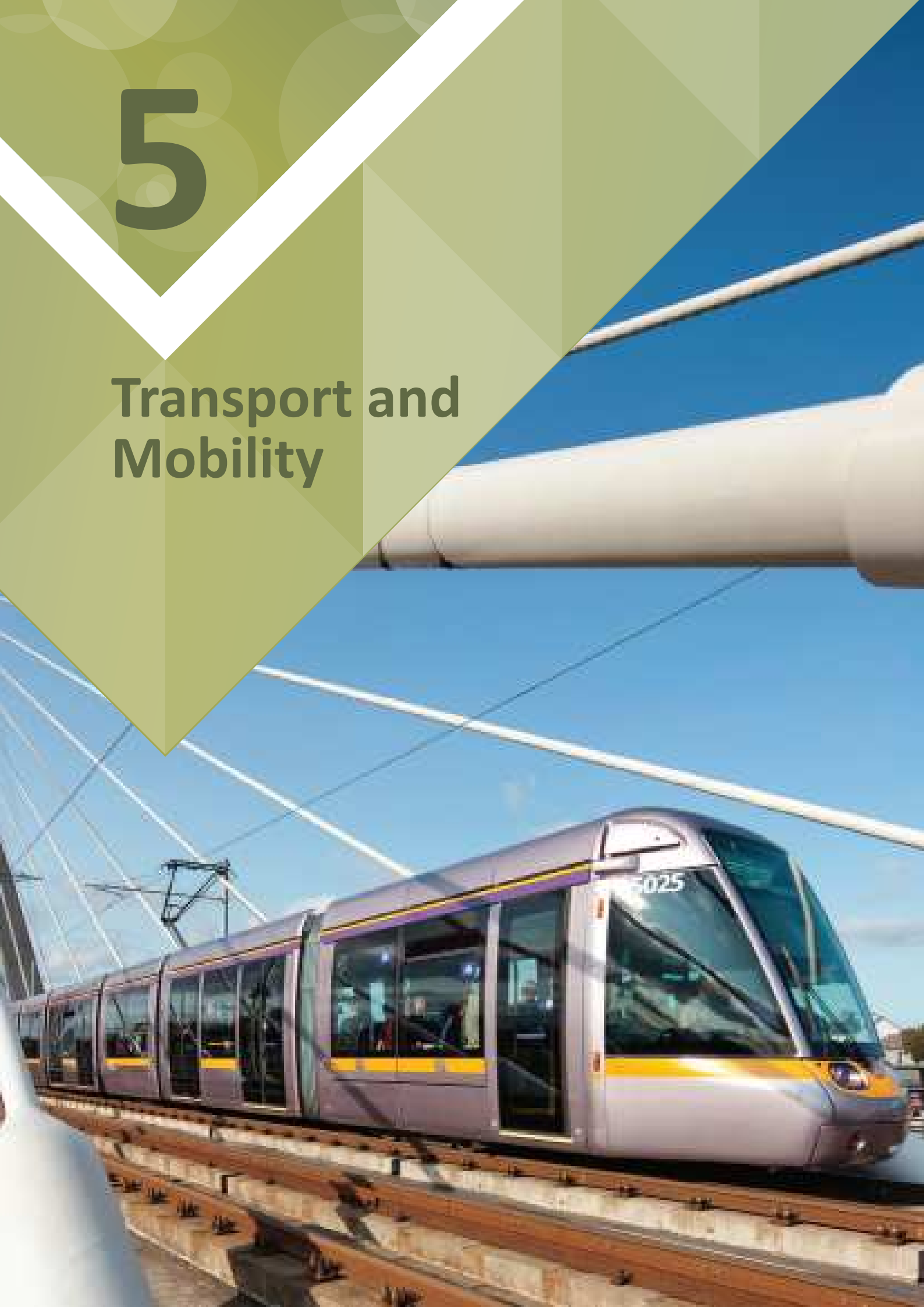
The Design Statement should take the form of a concise illustration or series of illustrations and a written statement. This material should form the basis of meaningful pre-application discussions with the Planning Authority. Reference to, and cognisance of, the guidance and principles set out in the 'Urban Design Manual' (2009) and 'Sustainable Residential Development in Urban Areas' (2009) documents shall require to be demonstrated.

A Design Statement should outline:

- The policy background, identifying all relevant policies, development briefs, design guides, standards and regulations and, in the case of developments in areas with Local Area Plans and/or adopted development guidance, shall demonstrate how the relevant urban design principles and guidance have been complied with.
- The urban design and architectural context including a site and area appraisal (illustrated with diagrams), summaries of relevant studies and records of any relevant consultations.
- The development strategy for the site, including design principles which have been formulated in response to the policy background, the site and its settings and the purpose of the development, and how these will be reflected in the development.
- An explanation of the urban structure, including approach to movement and accessibility, landscape development blocks, land uses, density, urban grain, visual context and built form.

5

Transport and Mobility





Bicycles parked at Vico Road, Dalkey

5.1 Introduction

Strategic County Outcome 2 of this Plan as set out in Chapter 1 is the creation of a compact and connected County. One way to achieve this objective is by integrating land use and transport policy, thus promoting compact growth and ensuring that people can easily access their homes, employment, education and the services they require by means of sustainable transport. A holistic approach to transport is required with the aim to reduce dependency on the private car in favour of walking, cycling and public transport.

This Chapter sets out the overall policy approach and more detailed policy objectives to achieve this aim. The overall policy approach is:

- To adopt the 'Avoid-Shift-Improve Approach' to transport (see definition below).
- To integrate land use and transport policies.
- To support the demand management approach which focuses on moving people from the private car to more sustainable modes.
- To improve permeability for the pedestrian and cyclist.
- To provide attractive high-quality inclusive and connected walking and cycling networks with direct routes to local destinations and public transport hubs.
- To adopt a balanced approach to road and street design in accordance with the four core principles of the 'Design Manual for Urban Roads and Streets' (2019) (DMURS) - connected networks, multifunctional streets, pedestrian focus and a multi-disciplinary approach -

resulting in a more place based/integrated street design.

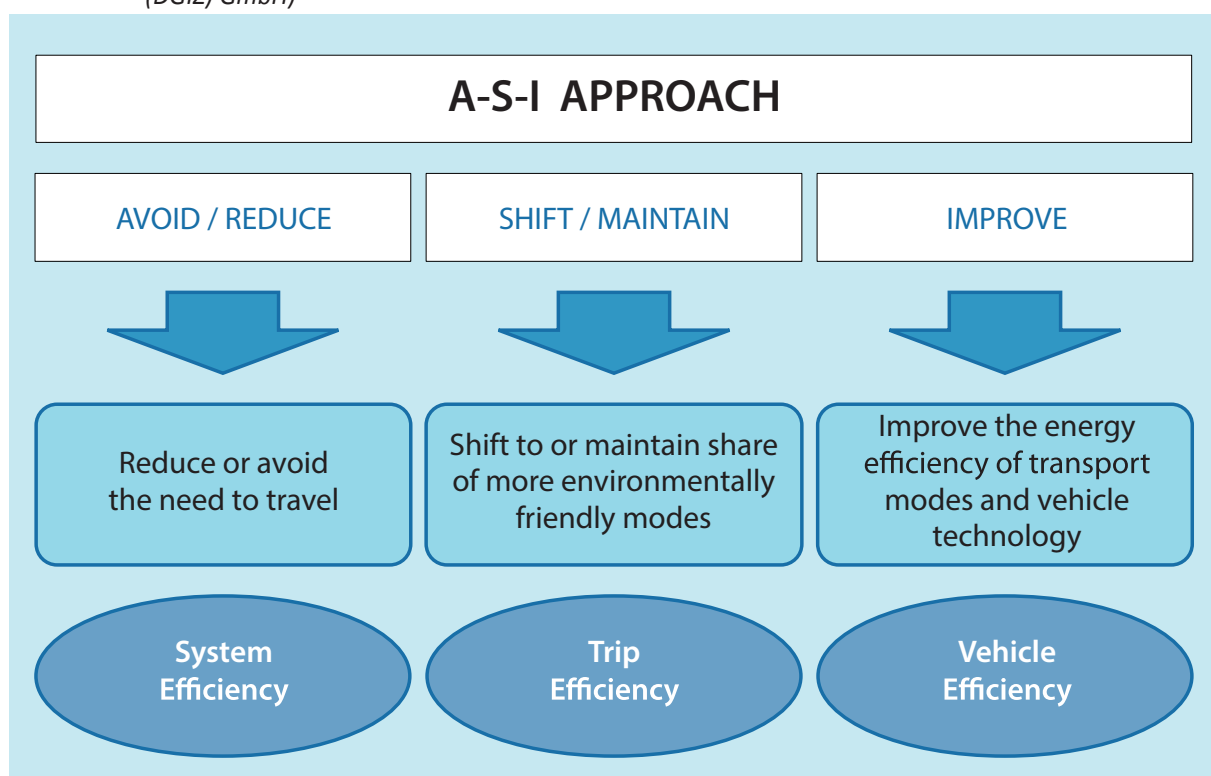
There has been a move away from the traditional approach of supplying ever more road space to meet increased transport demand. The 'Avoid-Shift-Improve' approach is now favoured. This approach changes the emphasis from moving cars to moving people with a focus on demand management. This approach is based on avoiding or reducing the need to travel, shifting to more environmentally friendly modes and improving the energy efficiency of motorised transport modes. The aim is to reduce congestion, create more liveable cities and reduce greenhouse gas (GHG) emissions.

In this Chapter, Policy Objectives to deliver on the overall transport policy are set out below under seven headings as follows:

- Integrated Land use and Transport (Avoid)
- Promoting Modal Change (Shift)
- Promoting Active Travel: Cycling and Walking (Shift)
- Demand Management and Travel Planning (Shift)
- Road and Street Network
- Ports
- Contributions

Policy Objectives relating to low emission vehicles and electric vehicles, which relate to Improve, are set out in the Climate Action Chapter (see Chapter 3).

Figure 5.1: Avoid-Shift-Improve Model (Source: Deutsche Gesellschaft für Internationale Zusammenarbeit (DGIZ) GmbH)



5.2 National and Regional Planning Context

In terms of the hierarchy of plans the [National Planning Framework \(NPF\)](#) and [Regional Spatial Economic Strategy \(RSES\)](#) sets out the overarching policy direction which aims to achieve compact growth and sustainable mobility by way of the integration of land use and transport policy together with healthy placemaking. The contribution of active travel (walking and cycling) to improve public health in the Region is also recognised in the RSES and the NPF.

The Local Authority is also required to ensure that the CDP is consistent with the National Transport Agency's (NTA) 'Transport Strategy for the Greater Dublin Area 2016-2035' (currently under review). The Local Authority plays a dual role by providing for the elements of infrastructure delivery that are within its own remit and also encouraging the development of other infrastructure projects delivered by external agencies, such as the NTA and Transport Infrastructure Ireland (TII).

5.3 Commuting Travel Mode Share Trends

In terms of current commuting, the travel mode share (as detailed in Census 2011 and 2016) for all trips to work, school or college for residents of Dún Laoghaire-Rathdown is shown in Table 5.0.

Table 5.0: Means of Travel to Work, School or College for Residents in DLR

Means of Travel	2011	% of Total	2016	% of Total	2011-2016 Change
On Foot	17,462	14%	18,387	14%	925
Bicycle	6,723	5%	8,864	7%	2,141
Bus/Minibus/Coach	13,796	11%	15,180	11%	1,384
Train/DART/LUAS	15,646	12%	19,040	14%	3,394
Motorcycle	937	1%	861	1%	-76
Car (Driver)	49,558	39%	50,021	37%	463
Car (Passenger)	19,560	16%	20,614	15%	1,054
Van/lorry/other	2,419	2%	2,466	2%	47
Total	126,101	100	135,433	100	9,332

There was an increase of 9,332 persons travelling to work, school or college in DLR between 2011 to 2016. The largest increase in the means of travel used over this period was by train/DART/LUAS that increased by 3,394 persons. There were also significant increases in cyclists (2,141), and to a lesser degree by those travelling by car (1,517) and travelling by bus/minibus/coach (1,384).

While the car (driver and passenger) remained the dominant mode of transport with 52% of trips this is a 3% reduction of car use on the 2011 figure of 55%. The modal share target for car as set out in 'Smarter Travel, A New Transport Policy for Ireland 2009-2020,' is 45 % car usage. The reduction of the car usage for commuting is therefore in the positive direction.

The Smarter Travel Target for cycling is 10 %. The numbers of those cycling has experienced a significant increase from 6,723 persons in 2011 to 8,864 persons in 2016 and representing an increase from 5 to 7% of the mode share. Similarly, the numbers taking public transport has also increased from 23% in 2011 to 25% in 2016. These are encouraging figures and demonstrate a shift in travel mode share towards more sustainable modes of transport.

In 2016, 85 % of households in the County had a car, which was a reduction from 86 % in 2011. However, when compared to Dublin as a whole, car ownership is still high in the County with 621 cars per 1,000 population versus 496 cars per 1,000 population for Dublin.



5.4 Integrated Land use and Transport

5.4.1 Policy Objective T1: Integration of Land Use and Transport Policies

It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high quality public transport systems. (Consistent with NSO 1, NPO 26 of the NPF, 64, RPO 4.40, 5.3, 8.1 and Guiding Principles on Integration of Land Use and Transport of the RSES)

Fundamental to future land use planning in the County is the consolidation of development into the appropriate areas that can enable such development to be well served by sustainable modes of travel. This reflects National Strategic Outcome (NSO) 1 of the NPF which promotes compact growth. From a transport perspective, the most efficient settlement and land use patterns are those that locate the largest proportion of the population within walking and cycling distance of their work, schools, shops and other services. The need to consolidate and concentrate development in a manner that allows the effective provision of, and ready access to, public transport is a central and reoccurring theme throughout this Plan. It also delivers on the Avoid–Shift–Improve approach by reducing the need to travel.

The Metropolitan Area Strategic Plan (MASP) as set out in the RSES identifies strategic residential and employment corridors (see Section 1.5.2.5). Two of these corridors are within DLR: the North-South Corridor along the DART line; and the Metrolink/ Luas Green Line Corridor. Capacity for growth will be supported by a new station at Woodbrook-Shanganagh and the westward expansion of Bray to Fassaroe and Old Conna linked to public transport improvements. Further growth will be supported at Sandyford, Ballyogan and Cherrywood by capacity enhancements to the Luas Green Line and improvements to the network.

The Council recognises the fundamental link between mobility and land use so as to reduce reliance on car-based travel for daily journeys and to ensure more sustainable patterns of travel, transport and development. An essential element of this is the need to plan to integrate spatial planning policies with key mobility requirements, mainly through such mechanisms such as higher development densities and mixed-use development within walking and cycling distance of high quality public transport corridors.

The Council will support the use of Area Based Transport Assessments (ABTAs) which integrate national and regional transport policies and

objectives into local level land use plans and significant development areas in the preparation of Local Area Plans in the County.

5.4.2 Policy Objective T2: Local Transport Plans (Area Based Transport Assessments)

It is a Policy Objective to prepare Local Transport Plans (Area Based Transport Assessments (ABTAs)) in tandem with the preparation of Local Area Plans (LAPs) and also prepare ABTAs for key strategic land banks within adopted LAPs, if required, subject to the availability of funding and in accordance with the NTA and TII Guidance Note on Area Based Transport Assessments 2018 or any subsequent updates thereof (Consistent with RPO 8.6).

5.4.3 Policy Objective T3: Delivery of Enabling Transport Infrastructure

It is a Policy Objective to support the delivery of enabling transport infrastructure so as to allow development take place in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES. (Consistent with RPO 4.40, 10.2, 10.3, 10.11, 10.16 of the RSES)

In tandem with the build out of land for development as set out in the Core Strategy



Leopardstown Road to Brewery Road permeability link

there will be an element of enabling transport infrastructure that will also be delivered. Such transport Infrastructure includes the Luas Green Line Enhancement Project, Luas Green Line Extension to Bray, BusConnects, the improvements set out in the 'Bray and Environs Transport Study' (2019) and other projects as set out in the 6 year Road Objectives, subject to detailed design having regard to environmental and appropriate assessment, public consultation, approval, finance and resources. Requirements will also take into account the finding of any Area Based Transport Assessment (ABTA) prepared as part of the Old Connaught Local Area Plan process.

With regard to the expansion of Bray – Fassaroe, the Council will collaborate with Wicklow County Council, the NTA and the TII to facilitate the delivery of enabling transport infrastructure to facilitate this area including Old Connaught (consistent with RPO 4.40 of the RSES).

The Bray and Environs Transport Study emphasises the need to reduce the overall demand for travel, prioritise pedestrians and cyclists including the implementation of the Greater Dublin Area Cycle Network Plan (and subsequent revisions), prioritise public transport increasing the frequency of Dart and bus services, support the Metrolink to Sandyford and Luas to Bray, protect the national road network facilitating demand management on the N11/M11 and minimise road construction. The Bray and Environs Transport Study sets out enabling Infrastructure as follows:

- Woodbrook Dart Station.
- Strategic Park and Ride.
- Bus Connects/Core Bus Corridor.
- Busway from Fassaroe to Old Connaught over

the County Brook at Ballyman Glen (which also facilitates walking and cycling).

- Support the delivery of a bus service from Sandyford via Rathmichael and Old Connaught to Bray Dart Station until the Luas Green Line extension to Bray is suitably advanced.
- Facilitate the implementation of demand management measures on the N/M11 and M50.
- Upgrade of the road system in Rathmichael and Old Connaught in order to facilitate the safe, convenient and reliable movement of public transport vehicles, cyclists and pedestrians – including:
 - Upgrade of Ferndale Road.
 - Development of a new link road from Ferndale Road to Dublin Road.
 - M50 Cherrywood Interchange to Rathmichael Link Road.
 - The inclusion of the preceding three proposals is dependent on further assessment as set out in; the 'Spatial Planning and National Roads Guidelines for Planning Authorities' in particular Section 2.7 and Section 5.8.3 Principles of Road Development, feasibility and environmental assessment of the NTA Transport Strategy for the GDA; and demonstration of their compatibility of with the strategic function of the national road network as set out in Sections 2.2 in the Bray and Environs Transport Study (2019).
- Delivery of Metro to Sandyford and Luas Green Line extension to Bray.
- N11/M11 upgrade.



Dundrum Luas Bridge

5.5 Promoting Modal Change

5.5.1 Policy Objective T4: Development of Sustainable Travel and Transport

It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport's 'Smarter Travel A Sustainable Transport Future 2009–2020', and subsequent updates and the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and subsequent updates, the RSES and the MASP. (Consistent with NPOs 26, 64 of the NPF and RPOs 5.2, 5.3, 8.4, 8.7, 8.8 and 8.9 of the RSES)

Sustainable travel is about the movement of people and goods in a manner that engenders quality of life and ease of access for all and seeks to encourage a modal shift in favour of public transport and other active modes. Key to the Avoid–Shift–Improve approach is the shift to more sustainable modes. The increase in active travel modes contributes to healthy lifestyles and is an essential response to climate change.

The Department of Transport's 'Smarter Travel, A Sustainable Transport Future 2009-2020' (and subsequent updates) and the NTA's 'Transport Strategy for the Greater Dublin Area' (and subsequent updates) set out an integrated and balanced sustainable transport strategy for the wider Dublin Region dealing with all sustainable travel modes (bus, rail, Luas, cycling and walking) and road transport as well as issues such as road safety, traffic management, accessibility, enforcement, social inclusion and guidance on complementary land use policies. The review of these two strategies has begun. The Council, acting primarily as facilitator rather than the direct provider of some sustainable transport networks, will have a significant role to play both in the development of an efficient transport system and in planning for the future transport needs of the County. In pursuing the objective of encouraging modal shift the Council will co-operate closely with other relevant agencies and stakeholders, including the NTA.

Notwithstanding this the locus of control of the Planning Authority is via the overarching policy approach of the Plan which is centred on promoting the ten minute neighbourhood and compact climate resilient communities where people have the options to use public transport and the softer modes for everyday trips. The Council can also utilise demand management measures which includes car and cycle parking standards. In this regard the Plan has introduced a new carparking

policy and associated standards (Policy Objective T18: Car Parking Standards and Section 12.4.5 Car parking Standards and Map T2) and also cycle parking requirements (12.4.6 Cycle Parking) to complement the existing Council Cycle Standards ('Standards for Cycle Parking and Associated Cycle Parking Facilities for New Developments', 2018). The cycle parking standards will be refined further during the lifetime of the Plan to align with the carparking zones.

5.5.2 Policy Objective T5: Public Transport Improvements

It is a Policy Objective to expand attractive public transport alternatives to car transport as set out in 'Smarter Travel, A Sustainable Transport Future' and subsequent updates; the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and the NTAs 'Integrated Implementation Plan 2019-2024' and subsequent updates by optimising existing or proposed transport corridors, interchanges, developing new park and rides, taxi ranks and cycling network facilities at appropriate locations. (Consistent with NPO64 of the NPF, RPO 4.40, 5.2, 8.3 and 8.8 of the RSES)

The 'National Development Plan, 2018-2027' sets out a number of future sustainable transport projects of relevance to DLR including the following:

- The full Dublin Bus Connects programme to include the complete redesign of the bus network and network of 'next generation' bus corridors on the busiest routes.
- The complete construction of Metro Link. This includes the line to Sandyford.
- The delivery of priority elements of the DART Expansion programme.
- A Park-and-Ride Programme including sites at Carrickmines and Woodbrook.
- The appraisal, planning and design of the Luas Green Line network expansion to Bray.

It is a Policy Objective to support the DART+ Programme which will provide a higher frequency, integrated rail connection into the city with enhanced interchange with other modes.

It is a policy objective to ensure that such lands as are required for the development of planned public transport facilities (transport corridors) and interchanges are kept free from development.



Cyclists on coastal mobility route

5.5.3 Policy Objective T6: Quality Bus Network/Bus Connects

It is a Policy Objective to co-operate with the NTA and other relevant agencies to facilitate the implementation of the bus network measures as set out in the NTA's 'Greater Dublin Area Transport 2016-2035' and 'Integrated Implementation Plan 2019-2024' and the BusConnects Programme, and to extend the bus network to other areas where appropriate subject to design, environmental assessment, public consultation, approval, finance and resources. (Consistent with RPO 8.9 of the RSES)

The provision of a good quality bus infrastructure and associated services has the potential to provide the capacity needed to move large volumes of people who travel to work, education, shops and leisure facilities around the County and beyond each day.

BusConnects Dublin is a programme of integrated projects being progressed by the National Transport Authority, which seeks to overhaul the current bus system in the Dublin area. It comprises several parallel strands of activity, including:

- Core Bus Corridors (CBCs) Infrastructure Works, including new segregated cycling facilities. (Planning permission is to be sought in 2022 from An Bord Pleanála).

- Bus Services Network Redesign. (Finalised plans published by the NTA in September 2020).

Other elements of BusConnects include a new ticketing and cashless payment system, new bus stops and shelters and new bus livery with Low Emissions Vehicle technology. The Core Bus Corridors Infrastructure Works as proposed will include the following radial routes to and from the city centre:

- The Bray to City Centre Core Bus Corridor which will run through Shankill and along the N11
- The Blackrock to Merrion Core Bus Corridor which will run along Temple Hill, Frascati Road and Rock Road
- The UCD to Ballsbridge Core Bus Corridor which will run along the N11 and Nutley Lane.

The BusConnects Network Redesign will see an increase in services, both spine routes (through the city centre) and orbital routes (not through the city centre) as well as improved frequencies to provide a greater number of services and connections to more places across the city. To facilitate these service enhancements, improvements to bus interchange facilities are proposed at Dundrum, UCD and Dún Laoghaire. It is noted that the NTA have to seek approval from An Bord Pleanála for each of the Core Bus Corridors. The main bus routes serving the County under the BusConnects Network Redesign will include:

Spine Routes (high frequency routes through the city centre):

- A2 – Dundrum – Ballinteer – Grange Road – City Centre – Dublin Airport
- A4 – Dundrum – Barton Road – Nutgrove – City Centre – Swords Manor
- B3 – Dún Laoghaire – Monkstown Road – Rock Road – City Centre – Hollywoodrath
- B4 – Killiney Shopping Centre – Rochestown Avenue – Abbey Road – Rock Road – City Centre – Blanchardstown Shopping Centre
- E1 – Ballywaltrim – Bray – Shankill – N11 – City Centre – Northwood
- E2 – Dún Laoghaire – Kill Lane – N11 – City Centre – Charlestown Shopping Centre

Orbital Routes (high frequency routes not through the city centre):

- S8 – Dún Laoghaire – Monkstown Road – Newtownpark Avenue – Leopardstown Road – Sandymount – Grange Road – City West
- S6 – Blackrock – Mount Merrion Avenue – UCD – Mount Anville Road – Dundrum – Nutgrove – Tallaght
- S4 – UCD – Bird Avenue – Rathgar – Terenure – Liffey Valley

The BusConnects Network Redesign also includes a significant number of other city bound routes, peak hour routes and local routes. One of the most significant local routes includes the L25, which will connect the two Major Town Centres within the County as follows:

- L25 – Dún Laoghaire – Monkstown Avenue – Stillorgan Park – Stillorgan – Kilmacud Road Upper – Dundrum.

It is an objective of the Council to assess the potential for bus priority measures at appropriate locations and to seek to implement such measures in order to support the provision of bus services planned under the BusConnects Network Redesign.

5.5.4 Policy Objective T7: Public Transport Interchanges

It is a Policy Objective to facilitate the provision of quality public transport interchanges at strategic rail, Luas stations and Core Bus Corridors within the County in accordance with national and regional guidelines in order to facilitate focussed access to multiple public transport modes and to maximize the movement of people via sustainable modes.

It is essential that public transport interchange facilities, both local and strategic, are integrated into the overall design, layout and development of key central areas as good quality on-street infrastructure may also have the potential to help improve the overall general public realm. In addition, as public transport demand increases so too does the amount of interchange between services. It follows that a larger number of users will benefit from the proposed improvements in these areas. Opportunities for bus and taxi passengers, cyclists and pedestrians to interchange with rail and Luas services at key stops and stations will greatly increase the opportunity to travel by rail to a wide variety of destinations.

Table 5.1 below identifies the primary public transport interchanges to be developed.

Table 5.1: Public Transport Interchanges

Location	Public Transport Modes
Dundrum	Luas - Bus
Dún Laoghaire	Suburban Rail – Bus
Blackrock	Suburban Rail – Bus
Cherrywood	Luas – Bus
Woodbrook	Suburban Rail – Bus
Sandyford	Luas – Bus

Cycle parking and cycle facilities provision at public transport interchanges shall be in accordance with the requirements in the Council's 'Standards for Cycle Parking and associated Cycling Facilities for New Developments' (2018).

5.5.5 Policy Objective T8: Green Line Capacity Enhancement (GLCE) Project

It is a Policy Objective to promote, facilitate and cooperate with other agencies in supporting the Luas Green Line Capacity Enhancement Project to cater for the demand for Luas trips in the County in the short and medium term.

The Green Line Capacity Enhancement Project has been identified in the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and also the 'National Development Plan 2018-2027'. As set out in the TII publication 'Luas Green Line – Peak Hour Capacity Requirements South of Charlemont' (2019), "The primary objective of the GLCE project is to optimise the public transport network along Dublin's southeast corridor and cater for the future demand for services, ensuring optimal use of existing infrastructure in advance of other major public transport investments".



Figure 5.2: Luas Green Line Capacity Enhancement Project (source: NTA)

Phase 1 which provides for the following improvements to the Luas Green Line has been completed:

- 40% overall increase in service capacity
- Increase of 3,000 passengers per direction per hour (pdph)
- Future proof line capacity into 2030's
- Purchase of 8 new trams
- Increase length of the existing fleet (26 trams) to 55m long
- Increased tram capacity
- Increased service frequency

Phase 2 which involves increasing frequency of service by operating thirty 55m trams per hour (in each direction) – one every two minutes, is at the project planning and design stage. This upgrade of the Luas Green Line to increase capacity in the peak hour would require both infrastructural improvements and acquisition of additional trams. The timeline and budget for this phase has not yet been announced by the TII/NTA.

5.5.6 Policy Objective T9: Luas Extension and MetroLink

It is a Policy Objective to promote, facilitate and cooperate with other agencies in securing the extension of the Luas network in the County as set out in the NTA's 'Greater Dublin Area Transport Strategy 2016-2035' and including any future upgrade to Metro. (Consistent with RPO 4.40 and 8.8 of the RSES)

Included in the Greater Dublin Area Transport Strategy 2016-2035 are proposals to extend the Luas Green Line from Brides Glen to the Bray area (Luas Line B2), subject to the timing and scale of new development in this area and appraisal and economic assessment. The National Development Plan 2018-2027 outlines that it is intended to bring forward the appraisal, planning and design of the Green Line Luas network expansion to Bray.

The Council will protect and safeguard the provisional alignment and surrounding lands, of Luas Line B2 as detailed on Map Nos. 10 and 14. The Council will maintain this proposed route free from development and any encroachment by inappropriate uses which could compromise the future development of this rail corridor for public transport facilities.

The route of a proposed indicative Luas Spur from Old Connaught Avenue to Fassaroe, Bray as shown on Map 14 shall be further considered and informed by and in the context of the next Transport Strategy for the Greater Dublin Area.

5.5.7 Policy Objective T10: Rail Stations/ Luas Stops

It is a Policy Objective to co-operate with the NTA, Iarnród Éireann, TII and other relevant authorities to secure the improvement and further development of railway stations and Luas stops in the County. (Consistent with RPO 8.8 of the RSES)

This will include the provision of a new railway station at Woodbrook and the upgrading of existing stations/stops, to rectify existing constraints and shortcomings in the network.

The opening of the Racecourse Luas stop is an important policy of the Ballyogan and Environs Local Area Plan 2019-2025.

Access routes to and through all rail stations and Luas stops shall be in accordance with best accessibility practice. Cycle parking and cycle facilities provision at rail stations and Luas stops shall be in accordance with the requirements in the Council's 'Standards for Cycle Parking and associated Cycling Facilities for New Developments' (2018).

The Accessibility Programme of Iarnród Éireann, which provides for the upgrade of rail stations in terms of accessibility is anticipated to deliver improvements for persons with reduced mobility in the rail network.



5.6 Promoting Active Travel: Cycling and Walking

5.6.1 Policy Objective T11: Walking and Cycling

It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements. (Consistent with NPO 27 and 64 of the NPF and RPO 5.2 of the RSES)

A key aim of Smarter Travel is to ensure that walking and cycling become the mode of choice for local trips. The encouragement of walking and cycling (active mobility):

- is a climate change mitigation measure
- is important for promoting healthy communities and reducing obesity
- will aid in the evolution of the 10-minute neighbourhood concept.

Routes are being retrofitted to all key destinations and public transport hubs in the County. This retrofitting includes permeability links, removal of barriers and placemaking improvements such as cycle parking, urban greening and street furniture. The improvements to permeability links will be designed to provide access for all and be informed by the user hierarchy in accordance with DMURS addressing pedestrian safety and measures to calm other traffic where necessary.

The implementation of temporary mobility works has taken place in response to the Covid 19

Pandemic and includes a range of measures which support business activities in towns and villages by creating more external space.

DLR are also rolling out a number of initiatives on active and smart mobility solutions, including promoting and facilitating safe walking and cycling connectivity to schools, third-level institutions and places of work, a residential safe and quiet streets initiative and installation of cycling infrastructure, as well as junction re-design.

The design of the pedestrian and cycle networks shall be informed by the four core principles of DMURS which are connected networks, multifunctional streets, pedestrian focus and a multi-disciplinary approach. In terms of temporary mobility works the 'DMURS Interim Advice Note – Covid-19 Pandemic Response', 2020 is the relevant national advice.

The Active School Travel initiative of the Council which began in 2019 is aimed at supporting and promoting alternative means for children to get to school in a safe and active way, in particular, walking and cycling. This initiative is being carried out in partnership with other stakeholders, including the Department of Transport, Tourism and Sport, The National Transport Authority (NTA) and the An Taisce – Green Schools Travel programme. The Green Schools Travel Programme have developed 'Safe to School – An Ideas Document for Safe Access to Schools' for schools to consider implementing in order to allow for recommended physical distancing on arrival to school and to address front of school vehicle congestion.

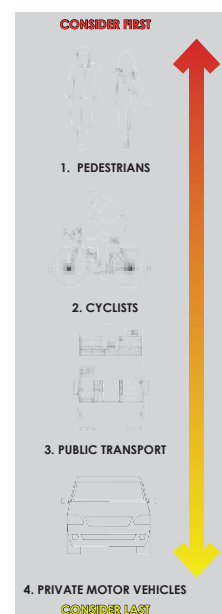


Figure 5.3: User Hierarchy (Source: DMURS, 2019)

As part of the Development Management process, new development will be required to maximise permeability and connectivity for pedestrians and cyclists and where practicable, retrospective implementation of walking and cycling routes - to maximise permeability and connectivity - may also be required within existing neighbourhoods. (Refer also to Chapter 12 'Development Management, Sections, 12.3, 12.4 and 12.8).

5.6.2 Policy Objective T12: Footways and Pedestrian Routes

It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice. (Consistent with NPO 27 and 64 of the NPF and RPO 5.3 of the RSES)

The Council will seek to deliver the following in accordance with the requirements set out in the DMURS, for projects/works to be delivered by the Council and also in terms of the development management process:

- Provide improved pedestrian links within town centres and to public transport nodes to and from residential areas.
- Provide wider footpaths and improved footpath quality where pedestrian volumes are high.
- Provide improved pedestrian facilities at traffic signal junctions.
- Provide improved pedestrian links to and from all schools/colleges.

When the opportunity arises and sufficient road width exists, the provision of footways on rural roads to provide for improved pedestrian access to and from villages/towns and public transport will be positively considered by the Council. For new developments in such areas, appropriate setbacks may be required or other measures to achieve this objective. The local character of the road will be a consideration in the design with sensitive boundary treatment and planting used to address any loss of amenity.

Recreational pedestrian routes will also be encouraged and will be developed in accordance with the Green Infrastructure Strategy (refer to Appendix 14).

5.6.3 Policy Objective T13: County Cycle Network

It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation

of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility. (Consistent with RPO 5.2, 5.3 of the RSES).

In 2012, a County Cycle Network was developed following a comprehensive evidence-based review that assessed all cycling routes in the County in terms of quality of service. The Cycle Network, with an associated Cycle Network Map, provides a priority listing for the development of Primary and Secondary Cycle Routes in the County. The delivery of this Network is ongoing.

Cycling infrastructure improvement schemes are at various stages of design and fast-tracking of some elements of the programme as a response to the Covid-19 Pandemic has taken place. Junction improvements are also being carried out to improve safety.

Walking and cycling infrastructure is a key component of the design and implementation of the 6 Year road proposals/projects. The design of individual roads and the level of segregation of cycle lanes/paths is done on a case-by-case basis in accordance with Design Manual for Urban Roads and Streets (2019) and the 'National Cycle Manual' (2011).

The Core Corridors of the BusConnects programme will provide high quality cycling facilities, segregated from the bus lanes and general traffic lanes as far as is practicable. This will enhance safety for cyclists and provide a network of key cycling routes.

All new development, and changes of use, must demonstrate how they can provide improved linkages to-and-from the County Cycle Network. New cycle tracks or cycle lanes, or upgrades to cycle routes, shall be designed in accordance with the 'National Cycle Manual' (2011) and subsequent revisions. Recreational car-free cycle routes, cycle routes to schools and Greenways will also be developed - in accordance with the Green Infrastructure Strategy (refer to Appendix 14) - to promote cycling within the County and such routes will be encouraged as part of larger developments.

With specific reference to the County's M11/M50 - the two motorway corridors - which undoubtedly create barriers to cycle/pedestrian movements - provision of shared cycle/pedestrian footbridges at key locations will be encouraged to foster increased permeability and mitigate issues of severance and potential traffic hazard. Proposed bridge locations on the motorway network are set out in Table 5.2 below.

The Council supports the continuing development of the Dodder Greenway (Grand Canal to Bohernabreena).



Moby bike, Blackrock Main Street

Table 5.2: Pedestrian/Cycle Footbridges over M50/M11

Location
Ticknock Drive to Ballinteer Road.
Bearna Way to Moreen.
Sandyford pedestrian and cycle bridge, linking Kilgobbin Road to the Drummartin Link Road on the west side of M50 Junction 13.
Murphystown Road to Leopardstown (as part of, or separate to, Murphystown Link Road).
HRI bridge from Ballyogan to South County Business Park/HRI lands.
M50 Carrickmines Junction (east to west).
In the vicinity of Allies River Road.
Love Lane Bridge

5.6.4 Policy Objective T14: Coastal Cycling Infrastructure Objective

It is a Policy Objective of the Council to promote the development of the Sutton to Sandycove Promenade and Cycleway, as a component part of the National East Coast Trail Cycle Route and also the Dublin Bay Trail from the boundary with Dublin City to Wicklow County.

This coastal route will be subject to a feasibility study, including an assessment of the route options. Any development proposals shall be subject to Ecological Impact Assessment (where SEA and EIA is being undertaken, the assessments would consider and integrate ecological impacts and a separate, stand alone Ecological Impact Assessment would not be required) and Appropriate Assessment Screening to ensure the protection and preservation of all designated SACs, SPAs and pNHAs in Dublin Bay and the surrounding area.

Any proposals will be progressed in conjunction with adjoining Local Authorities and in co-operation with other agencies, including the NTA.

5.6.5 Policy Objective T15: Bike Rental Schemes

It is a Policy Objective to support the provision of bike rental (pedal, e-bike, and other powered personal vehicles) across the County.

Short term bike rental or sharing schemes are a means of cycling without using your own vehicle. There are very successful schemes already well developed in Dublin City and many UK and European cities with schemes already available in Dún Laoghaire-Rathdown. In more recent times public electric bike schemes are becoming more common.

The primary aim of providing bike rental schemes for Metropolitan towns outside Dublin City Centre is to:

- Improve accessibility for those travelling to, from and within these towns by increasing the bicycle mode share.
- To improve the bicycle mode share, especially for short trips (pedal bikes) with a longer distance achievable for e-bikes.
- Reduce car use and congestion and subsequently provide more liveable towns through the provision of a healthier mode of transport.

The Council recognises the desirability of facilitating where practicable the integration of bike rental schemes in the County with bike rental schemes in other neighbouring local authority areas, in order to encourage cycling tourism from Dublin City and other neighbouring towns and local authority areas into the County.

5.7 Demand Management and Travel Planning

5.7.1 Policy Objective T16: Travel Demand Management

It is a Policy Objective, in conjunction and co-operation with other agencies, to implement Travel Demand Management measures aimed at reducing the demand for travel and increasing the efficiency of the transport network with due consideration given to the effect of parking controls on nearby residential roads. (Consistent with RPO 8.7 of the RSES)

Traffic Demand Management covers a range of measures aimed at reducing the adverse impacts of car use and promoting the use of sustainable travel modes. It is the implementation of measures that seek to change travel demand patterns and travel behaviour targeted at reducing the need to travel, reducing the amount and length of single occupancy car trips and encouraging walking and cycling and use of public transport, in preference to car based travel and the avoidance of adding more physical capacity for travel (such as more roads, bus and train services etc). It is part of the 'Shift' in the 'Avoid - Shift – Improve' strategic approach.

5.7.2 Policy Objective T17: Travel Plans

It is a Policy Objective to require the submission of Travel Plans for developments that generate significant trip demand (reference also Appendix 3 for Development Management Thresholds). Travel Plans should seek to reduce reliance on car based travel and encourage more sustainable modes of transport over the lifetime of a development. (Consistent with RPO 8.7 of the RSES)

A Travel Plan is a long-term management strategy employed by an organisation that seeks to promote and deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed. It involves the development of agreed and explicit outcomes, linked to an appropriate package of measures, aimed at encouraging more sustainable travel for people and goods.

5.7.3 Policy Objective T18: Car Sharing Schemes

It is a Policy Objective to support the set up and operation of car sharing schemes to facilitate an overall reduction in car journeys and car parking requirements.

Car sharing schemes involve members pre-booking the use of communal cars for their personal use, thereby reducing the number of cars on the roads

and helping the environment. They allow members access to a car when they need it, from a place near their home or workplace, without the potential difficulties or costs of owning a car. They are an important method of facilitating the reduction of car ownership and supporting the shift to low carbon modes.

The Council will seek - in accordance with the 'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities' (2020) - the provision of car clubs in residential developments particularly where a reduction in car parking is being sought.

5.7.4 Policy Objective T19: Carparking Standards

It is a Policy Objective to manage carparking as part of the overall strategic transport needs of the County in accordance with the parking standards set out in Section 12.4.5.

This Plan includes comprehensive car parking standards which are set out in Section 12.4.5. Four parking zones have been established for the County with the aim of ensuring adequate residential parking/car storage and control of destination carparking (non-residential uses), whilst also allowing greater flexibility in car parking standards on sites well served by public transport (as shown on Supplementary Map T2).

Zone 1 covers the two Major Town Centres of Dun Laoghaire and Dundrum plus Blackrock District Centre. Zone 2 covers additional areas that are well served by public transport (see Section 12.4.5.1 for detailed parameters pertaining to Zone 2). Zone 3 includes the remaining built up areas of the County whilst Zone 4 is the rural area.

While a maximum standard is provided for non-residential uses (destination parking), the Planning Authority - in recognition of the fact that car usage may be required for non-peak hour trips, resulting in the need for car storage – have retained a standard for residential car parking in areas outside of Zone 1.

5.7.5 Policy Objective T20: Control of On-Street Parking

It is a Policy Objective to regulate and control on-street parking by discouraging commuter parking.

In the control and regulation of on-street car parking, the Council will provide for the short-term and long-term parking needs of local residents, rather than long-term commuter parking

requirements and allow for short-term retail parking. The Council will extend its current Car Parking Control Scheme into other areas of the County as appropriate through the Parking Control Bye-Laws where such controls will contribute to improved traffic management, reduced traffic congestion and an improvement in the quality of life of the local residents. Areas in the County will be identified for the provision of Heavy Goods Vehicle parking when/if the need arises.

The Council will facilitate the provision of car parking spaces for the charging of electric vehicles at appropriate locations.

5.7.6 Policy Objective T21: Park and Ride

It is a Policy Objective to liaise with the Park and Ride Office of the NTA to facilitate the provision of Park and Ride facilities, both short term and long term and to provide suitable electric charging structures and adequate cycle parking, in appropriate locations along strategic transport corridors, including Woodbrook and Carrickmines and other suitable sites to be identified with the NTA Park and Ride Office, subject to the outcome of environmental assessment and planning approval. (Consistent with RPO 8.14 of the RSES)

A Park and Ride Office was established by the NTA in 2020 to co-ordinate the delivery of park and ride facilities and a Park and Ride Strategy is in preparation for the Greater Dublin Area. It is anticipated that this will include sites in the Dún Laoghaire-Rathdown Area. The NTA have indicated that they will consider temporary shorter-term park and ride facilities including bus-based park and ride which could complement public transport on key transport corridors such as the N11 subject to compliance with the principles set out in the Park and Ride Strategy.

The Council will support the provision of a new Park and Ride at Woodbrook and enhanced Park and Ride facilities at Carrickmines in accordance with Table 8.5 and RPO 8.14 of the RSES. In addition, other Park and Ride development and enhancement in appropriate locations will be considered. Any Park and Ride at Woodbrook shall be carried out in tandem with the improvement of the local road network.

The RSES and the existing NTA Strategy for the GDA identifies the need for Park and Ride facilities in the vicinity of Woodbrook-Shanganagh. It is anticipated that permanent Park and Ride facilities may be provided at a location proximate to the south-eastern commuter line to serve the broader Bray, Woodbrook-Shanganagh and Fassaroe area. The provision of a Strategic Park and Ride should

not however undermine the capacity of existing or planned infrastructure to provide for the development of the immediate area.

Park and Ride sites should be located in more peripheral areas, on the fringes of the Dublin Metropolitan Area, where the road network has capacity to absorb the impact of traffic generated by the Park and Ride and not be located where they might encourage people who would otherwise access public transport locally to drive further to access a site, thereby adding to congestion.

Complementary car parking controls in the environs of key Park and Ride car parks may be required, particularly in the case where the car park is charged for or it is regularly oversubscribed. Consideration should be given to suitable charging structures for Park and Ride facilities to ensure that only those who most need the service - public transport users - obtain parking. Cycle parking and cycle facilities provision at rail-based Park and Ride facilities shall be in accordance with the requirements in the Council's 'Standards for Cycle Parking and associated Cycling Facilities for New Developments' (2018).

5.7.7 Policy objective T22: Taxi/Minibus/Hackney Transport

It is a Policy Objective to facilitate the provision of taxi/minibus/hackney transport as a feeder service to major public transport corridors and to encourage the provision of taxi ranks at DART Stations, Luas stops, key bus stations and at other appropriate locations - including within larger residential, commercial and/or mixed-use developments.

Taxis provide door-to-door transport for those without access to a car or a scheduled public transport service. They also provide a means of travel for the mobility impaired or those carrying heavy or bulky luggage that precludes them from using scheduled public transport.

Taxis can enable people at some remove from the scheduled public transport network to access those services, effectively extending the reach of public transport. Taxis can also act as a substitute for scheduled public transport services, particularly in areas of dispersed population or at night. To support these roles, measures to improve the integration of the taxi into the public transport network will continue to be pursued. All new taxi ranks will be made wheelchair accessible.

5.8 Road and Street Network

5.8.1 Policy Objective T23: Roads and Streets

It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process (RPO 8.10, RPO 8.16)

New road projects, traffic management and active travel upgrades shall ensure that any alterations to the traffic on adjoining roads shall not compromise pedestrian and cyclist safety and convenience.

The majority of DLR's 6 Year road proposals

primarily consist of safety and facilities improvements for pedestrians and cyclists. All road projects listed and unlisted in this Plan will consider all modes (walking, cycling and, if appropriate, bus) in accordance with DMURS and the National Cycle Manual.

The 6 Year and Long Term Roads Objective/Traffic Management/Active Travel Upgrades proposed by the Council are listed in Table 5.3 and Table 5.4 below and most are displayed graphically on the 14 no. Development Plan Maps. Some roads and upgrades will be provided by the Local Authority and others will be provided by developers. It should be noted that the roads shown on the Maps are purely diagrammatic with regard to location and dimensions. Variations and/or adjustments may be necessary as projects progress.

Table 5.3: 6 Year Road Objectives/Traffic Management/Active Travel Upgrades

6 Year Road Objectives/Traffic Management/Active Travel Upgrades	Local Authority Delivery	Developer Delivery
Ballinteer Road (M50 to Ballinteer Avenue)	✓	
Blackglen Road	✓	
Bracken Road Extension to Drummartin Link Road	✓	
Cherrywood Road	✓	
Cherrywood SDZ (necessary roads infrastructure as detailed in Cherrywood SDZ Planning Scheme) ¹	In accordance with the Cherrywood Planning Scheme	
Cherrywood to Dún Laoghaire Strategic Route (R118, Wyattville Road to Glenageary Roundabout)	✓	
Clay Farm Loop Road		✓
Coal Quay Bridge and Causeway ²	✓	
Glenamuck District Roads Scheme	✓	
Glenamuck Road South	✓	
Harolds Grange Road, College Road	✓	
Hillcrest Road	✓	
M11 Upgrade (M50 to Fassaroe)	✓	
Enniskerry Road (Stepaside to Glenamuck District Roads)	✓	
Kilgobbin Road (Sandyford Hall to Ballyogan Road)	✓	
M50 Junction 14 diverge, ESB Link Road and link to Arena Road		✓
M50 Cherrywood Interchange to Rathmichael – new link road ^{1,3}	✓	
Ferndale Road ^{1,3}	✓	✓
Link from Ferndale Road to Dublin Road ^{1,3}	✓	✓
Rochestown Avenue	✓	
Sandyford / Enniskerry Road (Coolkill to Aiken's Village)	✓	
Shanganagh Road	✓	
Sunnyhill to the Willows, Loughlinstown		✓
The Park, Carrickmines to Ballyogan Road		✓
Woodbrook/Shanganagh Access Road		✓
Leopardstown Link Road Phase 2	✓	✓ (part)
Murphystown Link Road	✓	✓ (part)

¹ Not demarcated on the 14 no. County Development Plan maps.

² Demarcated via a Specific Local Objective.

³ The inclusion of these proposals is dependent on further assessment as set out in; the 'Spatial Planning and National Roads Guidelines for Planning Authorities' in particular Section 2.7 and Section 5.8.3 Principles of Road Development, feasibility and environmental assessment of the NTA Transport Strategy for the Greater Dublin Area 2016 -2040 and the forthcoming Transport Strategy for the Greater Dublin Area; and demonstration of their compatibility with the strategic function of the national road network as set out in Sections 2.2 of the Bray and Environs Transport Study (2019).

Table 5.4: Long Term Road Objectives/Traffic Management/Active Travel Upgrades

Long Term Road Objectives/Traffic Management/Active Travel Upgrades	Local Authority / TII Delivery	Developer Delivery
Access to the 'Gut' (Dún Laoghaire Harbour Area) ²	✓	
Ballycorus Road	✓	
Blackthorn Drive/Drummartin Link Road Grade Separation	✓	
Cherrywood SDZ (necessary roads infrastructure as detailed in Cherrywood SDZ Planning Scheme) ¹	In accordance with the Cherrywood Planning Scheme	
Dublin Eastern Bypass (as identified in the Dublin Eastern Bypass Corridor Protection Study, TII 2011) ³	✓	
Link Road from Leopardstown to Carrickmines Interchange	✓	
Loughlinstown Roundabout (grade separation)	✓	
M50 Third Lane (Sandyford Interchange to M11)	✓	
M50 Western Parallel Road from Old Conna to Cherrywood environs	✓	
Rathmichael Road	✓	✓
Slip from N31 Leopardstown Road onto M50 Southbound	✓	
The Park, Carrickmines to Glenamuck District Distributor Road		✓

The priority of certain road schemes in Table 5.3 may be transferable to Table 5.4 and vice versa subject to the availability of resources. In addition, the lists are not intended to be exclusive to the schemes listed, as other supplementary road schemes may require to be introduced as zoned infill sites are developed, in response to changing circumstances and/or as traffic demands require.

All roads, streets and footbridges, including footpaths and cycle tracks, will be designed in accordance with best practice guidelines and will consider the needs of all road users. To secure the implementation of the policy objectives, it is the intention of the Council to reserve any necessary lands free from development and to designate building lines, where required.

Appropriate high quality landscaping (soft and hard) will be included on relevant Roads Objectives projects to soften the visual impact of the scheme and enhance its appearance.

Smaller-scale schemes, such as minor junction improvements, traffic management improvements and the provision of footpaths, are not shown on the Development Plan Maps nor are they included in the Written Statement. In some instances, delivery will be part Local Authority and part developer driven. This may also be subject to change.

In addition, it is a Long Term Objective of the Council to retain Kilgobbin Road, between Ballyogan Road and Kilgobbin Lane as an attractive 'country' road. It is also a Long Term Objective of the Council to retain Quinn's Road, Shankill, between the railway bridge and the sea, as an attractive 'country' road.

It is also an objective to carry out a Traffic Management Scheme on the Brennanstown Road (refer also to SLO73). The Traffic Management Scheme will:

- Provide improved facilities for vulnerable road users;
- Reduce traffic speeds and improve safety;
- Reduce through traffic; and,
- Ensure boundary treatment and landscaping solutions mitigate the impacts on the Sylvan setting of Brennanstown Road.

Any road proposals shall be subject to Appropriate Assessment Screening.

5.8.2 Policy Objective T24: Motorway and National Routes

It is a Policy Objective to promote, facilitate and cooperate with relevant transport bodies, authorities and agencies to secure improvements to the County's Motorway and National road network to provide, protect and maintain for the safe and efficient movement of people and goods both within and through Dún Laoghaire-Rathdown.

The introduction of variable speed limits, better incident detection and demand management would protect the national function of these routes. In accordance with RPO 8.10 of the RSES it is a Policy Objective to support the delivery of the appraisal and delivery of the M11 Junction 4 to Kilmacanogue Scheme subject to the outcome of environmental assessment and the planning process (consistent with RPO 8.10 and 8.16 of the RSES).

The Council will support the improvement and protection of the EU TEN-T (Trans-European Network for Transport) network to strengthen access routes to Ireland's ports, including investment in the ongoing development of the N11/M11 (consistent with RPO 8.16 of the RSES).

In accordance with Section 2.9 of the 'Spatial

¹ Not demarcated on the 14 no. County Development Plan maps.

² Demarcated via a Specific Local Objective.

³ Should the proposals for the Dublin Eastern Bypass be progressed at some point in the longer term, a full assessment of the potential ecological impacts associated with the proposals will be required to be carried out to include the appropriate research and survey work necessary in order to inform a robust Environmental Impact Assessment and Appropriate Assessment of the potential impacts associated with the proposed works.

Planning and National Road Guidelines for Planning Authorities’, the Council will protect the potential route corridors within the N11/ M11 Scheme and thereafter the preferred route corridor selected and prohibit development that could prejudice their future delivery.

The Council will facilitate the protection of all National routes and associated junctions in accordance with TII’s Policy and the Department of Environment, Community and Local Government’s ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ (2012).

The Council will take due cognisance of the M50 Demand Management Report (April 2014) and work alongside all other stakeholders - including the TII and NTA - in implementing the various measures required to ensure that the strategic function of the M50 is protected and growth in travel demand is managed, as set out in the Report.

5.8.3 Policy Objective T25: Environmental Assessment of New Roads

It is a Policy Objective that where projects for new roads, identified under Section 5.8, are not already provided for by existing plans/ programme or are not already permitted, that the feasibility of progressing these projects shall be examined, taking into account environmental sensitivities as identified in the SEA Environmental Report (including greenhouse gas emissions and other emissions to air) and the objectives of the Plan relating to sustainable mobility. A Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection and Stage 2 – Route Identification, Evaluation and Selection. In implementing this Objective, the Council will comply with any national policy or guidelines issued relating to the assessment of greenhouse gas emissions and other emissions to air for new transport projects.

5.8.4 Policy Objective T26: Traffic and Transport Assessments and Road Safety Audits

It is a Policy Objective to require Traffic and Transport Assessments and/or Road Safety Audits for major developments – in accordance with the TII’s ‘Traffic and Transport Assessment Guidelines’ (2014) - to assess the traffic impacts on the surrounding road network and provide measures to mitigate any adverse impacts - all in accordance with best practice guidelines.

Traffic and Transport Assessment is a methodology used to assess the transport impacts of a proposed

development, incorporating any subsequent measures necessary to ensure roads and junctions and other transport infrastructure in the vicinity of the development remains fit for purpose and encourages a shift towards sustainable travel modes (refer also to Section 12.4.1 and Appendix 3 ‘Development Management Thresholds’).

5.8.5 Policy Objective T27: Traffic Noise

It is a Policy Objective to ensure that traffic noise levels are considered as part of new developments along major roads/rail lines in accordance with best practice guidelines.

Along major transport corridors, the effect of traffic noise on the development must be considered and appropriate measures undertaken to mitigate the effect of noise. This should be considered in the context of the ‘Dublin Agglomeration Environmental Noise Action Plan 2018-2023’. The Noise Action Plan is aimed at managing environmental noise and excludes, for the most part, noise from domestic activities, noise created by neighbours, noise at work places or construction noise.

In the planning and design of national road schemes, cognisance must be given to the National Road Authority document ‘Guidelines for the Treatment of Noise and Vibration in National Road Schemes’ (2004) and to the subsequent supplementary document ‘Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes’ (2014).

5.8.6 Policy Objective T28: Road Safety

It is a Policy Objective to implement a Council Road Safety Plan in line with the emerging Government Road Safety Strategy 2021 to 2030 in conjunction with relevant stakeholders and agencies.

Reducing the risk of collisions for all road users is a key objective of the Council. The Road Safety Authority is developing a new Government Road Safety Strategy which will run from 2021 to 2030. It will have a Vision Zero approach at its core. Vision Zero is a best-practice strategy, adopted by other countries in EU, that aims to end all road traffic fatalities and serious injuries by 2050.

The Council’s new Road Safety Plan will be developed in line with the Government’s Road Safety Strategy and in conjunction with relevant stakeholders and agencies.

Active Travel Routes and School Traffic Zones (reduced speed limits, speed reduction measures, road marking, signage etc.) will continue to be developed and school wardens provided or retained near schools where warranted in order to encourage good user behaviour for motorists, cyclists and pedestrians on roads, footways and crossing points approaching schools.

5.8.7 Policy Objective T29: Traffic Management

It is a Policy Objective to introduce Traffic Management Schemes on particular roads and in appropriate areas throughout the County to reduce vehicle speeds to an acceptable level and to reduce the potential for traffic congestion and associated vehicular emissions in urban areas.

In the design of Traffic Management Schemes, designers will be encouraged to ensure that the needs of all road users are considered in such schemes and to mitigate any likely possible negative effects including the potential impact of traffic diverting to the surrounding road network.

Designers will also be encouraged to consider the effects of traffic evaporation within the area of the Traffic Management Scheme.

All new residential development must be designed in accordance with the requirements set out in DMURS. This Manual sets out design guidance and standards for constructing new, and reconfiguring existing, urban roads and streets in Ireland by incorporating good planning and design practice to create low speed environments in urban areas. A new speed limit of 30 km per hour was introduced for 742 housing estates within the County from July 2017.

5.8.8 Policy Objective T30: Street Lighting

It is a Policy Objective to provide and maintain street lighting on the public road/footway/cycleways throughout the County in accordance with commonly accepted best practice, the Council's public lighting masterplan and the upgrade of sodium lights to LEDs.

To ensure well-lit roads, footways and cycleways, all street lighting will be provided in accordance with best practice guidelines and standards in terms of the type of lighting columns, lantern types, lighting class, lux levels and energy efficient lanterns being provided (refer to Section 12.4.4).

The continued upgrading of public lighting by replacing sodium lights with LEDs and deploying Central Management Systems in the interest of reducing the energy demand identified as Action E2 in the Council's 'Climate Change Action Plan 2019-2024'. This is a measure which contributes to the reduction of GHGs.

5.8.9 Policy Objective T31: Accessibility

It is a Policy Objective to support suitable access for people with disabilities, including improvements to transport, streets and public spaces. Accessibility primarily concerns people with reduced mobility, persons with disabilities, older persons and children. (Consistent with RPO 9.1 and 9.10 of the RSES)

Accessibility and inclusivity are vital for the full participation of all groups in the social and economic life of the County. Disability legislation

places obligations on public bodies to ensure their services are accessible to all vulnerable road users. Inclusiveness and accessibility will be key considerations in the design of all facilities for pedestrians, cyclists and public transport passengers, including persons with disabilities.

The Local Authority support a 'whole journey approach' to make public transport fully accessible to persons with disabilities which includes supporting a universal design approach to the built environment in accordance the Government's 'National Disability Inclusion Strategy,' 2017- 2021. In this regard improving the accessibility to parks and other permeability routes is an important action which the Council is undertaking to improve access for all throughout the County.

All developments shall be in accordance with Technical Guidance Document M of the Building Regulations 2010 and shall meet the accessibility requirements contained within DMURS. Furthermore, the Council should have regard to the obligations under Article 9 of the UN Convention on the Rights of Persons with Disabilities (ratified by Ireland in 2018), *"to enable persons with disabilities to live independently and participate fully in all aspects of life"*.

5.8.10 Policy Objective T32: Personal Safety

It is a Policy Objective to provide and support initiatives that will promote the personal safety of women and vulnerable users who are using all forms of public transport as well as motorists, cyclists and pedestrians. This would include all Luas, DART and bus stops, carparks, cycle parking facilities, laneways and other areas of common use. Initiatives could include well lit surroundings, use of CCTV. There would also be an emphasis on placing entrances/exits to public transport and cycle facilities close to busy built up areas.

5.8.11 Policy Objective T33: Directional/ Information/ Waymarking Signage

It is a Policy Objective to provide directional signage for amenities, tourist attractions and local attractions and along cycle and pedestrian routes (waymarking) at appropriate locations throughout the County in accordance with planning and traffic regulations.

In accordance with Council guidelines and subject to Council approval, directional signage will be permitted at appropriate locations for amenities, tourist attractions, community facilities and local attractions but not for commercial organisations - in order to avoid a proliferation of signs on public footways leading to street clutter and existing signposts or poles should be used, where possible, in favour of the installation of new ones. Temporary event signage may be permitted in certain cases subject to Council approval. Fingerpost signage is the preferred type of directional signage. Signage must be erected such that it does not result in traffic hazard.

5.9 Ports

5.9.1 Policy Objective T34: Access and Ports

It is a Policy Objective to improve access to and support the continued development of Dún Laoghaire Port as a marine related asset in accordance with the 2013 'National Ports Policy'. (Consistent with RPO 8.23 of the RSES)

The Council recognises the importance of Dún Laoghaire Port as a port of regional significance and consequently strongly supports any improvements in terms of accessibility for all modes.

Improvements to the accessibility of Dún Laoghaire Port shall take full cognisance of the need to protect and preserve the historic streetscapes, vistas and built heritage of Dún Laoghaire and the quality of life of local residential communities adjacent to the Port.



Dún Laoghaire Harbour

5.10 Contributions

5.10.1 Policy Objective T35: Section 48 and 49 Levies

It is a Policy Objective to utilise, where appropriate, the provisions of Section 48 and 49 of the Planning and Development Act, 2000, to generate financial contributions towards the capital costs of providing local and strategic transport infrastructure, services or projects in the County. This will be carried out in conjunction with adjoining Local Authorities where appropriate.

Financial contributions will be sought - as part of the Development Management process - for certain developments under the provisions of Section 48 and Section 49 of the Planning and Development Act 2000 (as amended).

Section 48 (General) Schemes relate to the existing or proposed provision of public infrastructure and facilities being developed benefiting development within the area of the Planning Authority and are applied as a general levy on development. A 'special' contribution under Section 48(2)(c) may be required where specific exceptional costs not covered by a Scheme, but which may benefit the proposed development are incurred by a Local Authority.

Section 49 (Supplementary) Schemes relate to the separately specified infrastructural service or projects – such as roads, rail, or other public transport infrastructure, which benefit the proposed development. Where Schemes overlap with another Local Authority, the Section 49 Scheme will be developed in conjunction with that Local Authority.

Two Section 49 Schemes have already been approved and currently operate in the County, namely:

- Luas Line B1 extension between Sandyford and Cherrywood.
- Glenamuck District Distributor Road linking the Kiltiernan/Glenamuck area to the M50 Motorway network.

To avoid map clutter the two 'active' Section 49 Schemes have not been shown on the Development Plan Maps, but are instead detailed on Map No. T1 (refer to Supplementary Mapping Booklet). The Luas Line B1 catchment is defined by an area of 1 kilometer 'as the crow flies' distance either side of the light rail alignment. The Glenamuck District Distributor Road Section 49 catchment encompasses the area defined by the Kiltiernan/Glenamuck Local Area Plan boundary.

View of M50 at Leopardstown Road, Sandyford



6

Enterprise and Employment



Sandyford Business District (Credit: Henry J Lyons Architects and Green Property REIT PLC.)

6.1 Introduction

The creation of a County which delivers sustainable employment and economic growth and achieves higher standards of living for all, is one of the key strategic outcomes which underpins the overall Development Plan Vision. The Enterprise and Employment Chapter sets out a framework for

enterprise, employment and tourism development to support economic activity and growth across a range of sectors, and is prepared in accordance with recently established national, regional and local level economic development policies.

6.2 National and Regional Planning Context

The strong national focus on economic recovery in recent years has filtered through to local government generally and the land-use planning process specifically. Under the Local Government Reform Act, 2014, a number of changes were made to the regional structures in Ireland including the replacement of the Regional Planning Guidelines with the Regional Spatial and Economic Strategy (RSES), which broadened the scope of the regional level plan to include an economic as well as a planning remit. The RSES now provides the regional level economic policy to support the implementation of the [National Planning Framework](#), which itself is aligned with the Government's national enterprise policy document 'Enterprise 2025 - Renewed' (2018). The [RSES for the Eastern and Midlands Region](#) is underpinned by the principle of 'economic opportunity' which aims to create the right conditions and opportunities for the Region to realise sustained employment and economic growth. The RSES aligns regional strategic outcomes to the overarching principle of economic opportunity to provide a framework for City and County Development Plans in the Region. These strategic outcomes include:

- A strong economy supported by enterprise and innovation - Build a resilient economic base and promote innovation and entrepreneurship eco-systems that support smart specialisation, cluster development and sustained economic growth.
- Improve education skills and social inclusion - Improve education and develop the right skills to attract employers and retain talent and promote social inclusion to ensure opportunities for quality jobs across the Region.
- Global City Region - Promote Dublin as a global City Region and protect and enhance international connectivity, including ports and airports and promote the Region as a gateway to Ireland.
- Enhanced strategic activity - Protect and enhance international connectivity and regional accessibility to support economic development, build economic resilience and support strengthened rural communities and economies including the blue-green economy and tourism.

The RSES sets out guiding principles to identify suitable locations for strategic employment development and recommends that these principles are applied by Local Authorities in the preparation of Development Plans. The Dublin MASP supports a sequential approach to employment lands with a focus on the intensification of existing lands within the M50 and also at strategic development areas in tandem with the provision of high quality public transport. Cherrywood, Ballyogan (Carrickmines) and Sandyford are all identified in the Dublin MASP as strategic employment locations.

In line with the RSES guiding principles, the spatial strategy for employment in DLR aims to provide for the expansion of employment through the designation of a range of sustainable employment locations. The DLR strategy applies the principles of the circular economy to land-use management through the proposed intensification and redevelopment of existing strategic employment areas within the M50 ring and the activation of key strategic sites such as Cherrywood and Carrickmines which are accessible to public transport. The strategy seeks to align strategic employment locations with existing and identified residential growth areas through high frequency transport, thereby minimising the divergence between the places people live and work, increasing the efficiency of land-use, reducing sprawl and minimising carbon footprint. The DLR employment strategy is supported by the policies set out within this Chapter, and elsewhere in the Plan, and aims to create the conditions to attract internationally mobile investment and provide opportunities for indigenous enterprise growth.

The Local Government Reform Act, 2014, introduced the requirement for each Local Authority to develop a Local Economic and Community Plan (LECP) to identify and implement actions to strengthen and develop the economic and community dimensions of the Local Authority area over a six-year period. LECPs represent a bottom up approach to support the implementation of national policy, by setting out objectives and actions needed to promote and support economic development at the local level. As set out under section 66B(2), the promotion of economic development in the LECP

includes creating and sustaining jobs and promoting the interests of the community.

The LECP must also support the enhancement of local innovation capacity, including investment in research and development capacity, technology transfer, up-skilling and re-skilling, and identify economic potential and the requirements to realise this potential. The implementation of the LECP is, in part, supported by the work of the DLR Local Enterprise Office which operates as a first stop shop for the micro-enterprise and small business sector, delivering direct enterprise support and co-ordinating access to services for business.

The DLR LECP 2016-2021 is structured around a series of high level goals, thematic objectives and individual actions to underpin economic growth and community improvements. The economic element of the LECP aims to support and guide the development of the local economy, through the expansion of employment and economic activity, development of the green economy, and the promotion of DLR as a vibrant and attractive place

to do business, as well as a hub for enterprise and innovation. Section 44 of the Local Government Reform Act, 2014, requires the LECP to be consistent with the RSES, and in this regard, it is noted that the current DLR LECP 2016-2021 was prepared prior to the adoption of the EMRA RSES 2019-2031. As such, the Council will support the preparation of a new LECP for DLR to ensure consistency with the RSES and the Core Strategy and policy objectives of the new County Development Plan, and to ensure the requisite framework is in place to support a bottom-up approach to economic growth and community improvements in the County at the local level.

Policy Objective E1 – Local Economic Community Plan

It is a Policy Objective to support the review and preparation of a new Local Economic Community Plan for Dún Laoghaire-Rathdown to ensure the local level framework is in place to support economic growth and community improvements. (Refer also to Section 4.2.2.1, Policy Objective PHP12)



County Hall, Dún Laoghaire

6.3 Enterprise and Employment Trends

The Dublin Metropolitan Area is the State's economic engine and its success plays a significant role in delivering national economic growth. The economic performance of the Dublin Metropolitan Area must be supported, protected and enhanced. In economic terms, the Dublin and Mid East Region constitutes 42% of the State population but contributes over 50%¹ of national GVA (gross value added). DLR comprises an integral part of the Dublin Metropolitan Area and it is important therefore, that the enterprise and employment policies of the DLR County Development Plan maintain a strong focus on enhancing the County's attractiveness as a location in which to live, work and do business, in addition to providing the flexibility and adaptability to support the role of enterprise, and its evolving requirements, in ever-changing economic circumstances.

6.3.1 DLR Employment Profile

This Section provides a general employment and socio-economic profile of the County. The key indicators of Census 2016 suggested a strongly performing and growing local economy. The Census

shows there were approximately 95,925 people resident in DLR who were at work, an increase of 9.6% from 87,490 in 2011. The Census also records how many jobs are located within the County and in 2016 this figure was 92,909².

In tandem with these strong employment growth figures was a consistent decline in the number of person's unemployed in the County. DLR has now recorded the lowest unemployment rate in the State for the two most recent Census – 11.2% for Census 2011 and 7.4% for Census 2016. While in 2016 there were pockets of comparatively higher unemployment located throughout the County, there were no CSO defined unemployment blackspots³. Up until the impact of Covid-19, the overall trend of unemployment in the County was one of continual decline, from a peak in 2010 associated with the financial and property crash, to near full employment by year end 2019. Figure 6.1 illustrates this declining trend over the last decade, as evidenced in the Live Register figures for the two Social Welfare Offices located in the County at Dún Laoghaire and Nutgrove.

**Persons on Live Register (Number) by Social Welfare Office and Month
Both sexes, all ages (number)**

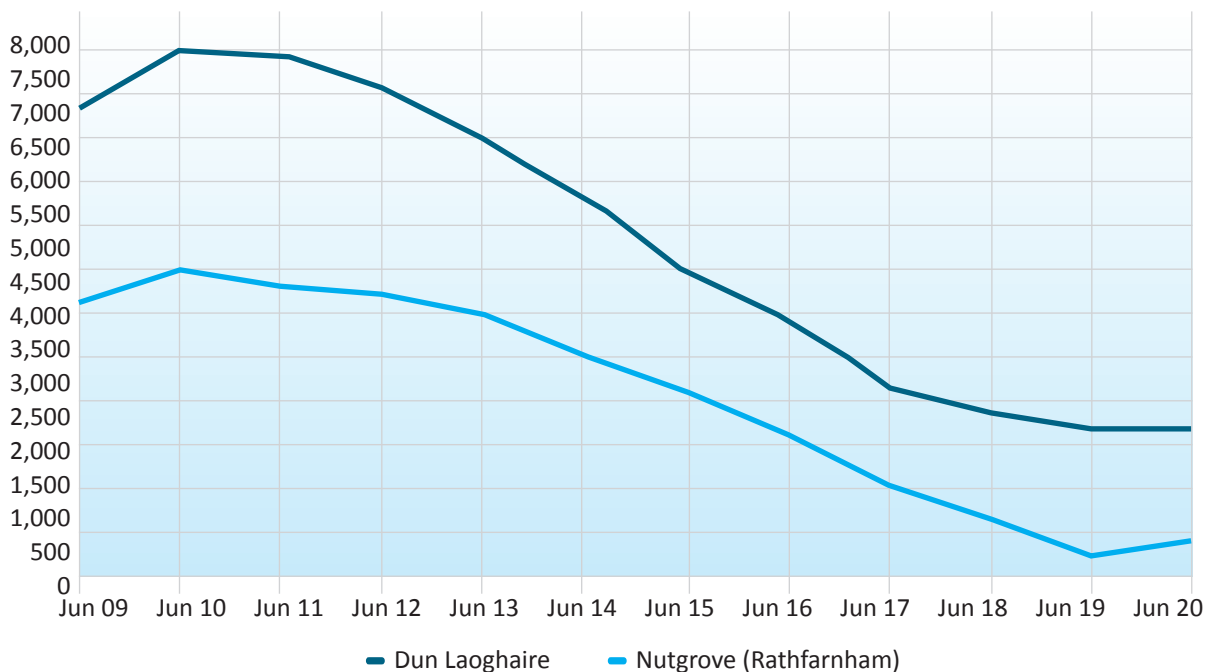


Figure 6.1: Persons on the Live Register (Source: CSO)

¹ 51.4% GVA at Basic Prices, 2018 (Source: CSO)

² This figure includes 13,450 DLR residents at work, where their place of work was blank or uncodeable in the Census returns, or where the person indicated they had no fixed place of work.

³ For Census 2016, the CSO defined an unemployment blackspot as an ED whose labour force exceeded 200 persons and where the unemployment rate (on a Principal Economic Status basis) exceeded 27 per cent.

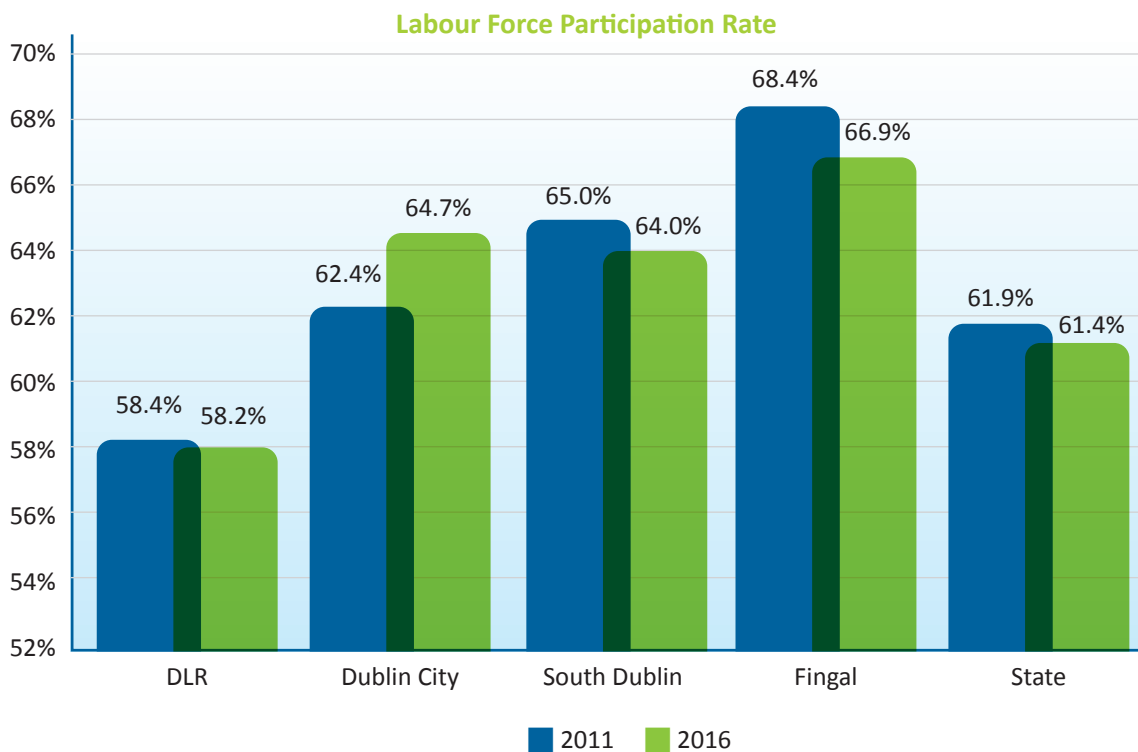


Figure 6.2: Labour Force Participation (Source: CSO Census)

When assessing the characteristics of the labour force in DLR, two factors stand out: the relatively low labour force participation rate and the relatively positive 'Jobs Ratio'. The labour force in DLR is comprised of all persons who are at work, looking for their first job or unemployed; while students, homemakers, retired persons and those unable to work are categorised as not being in the labour force. The results of Census 2016 indicate that the total number in the labour force in DLR stood at 103,641, an increase of 5,080, or 5.2% from 2011. The County's labour force participation rate was 58.2%, remaining broadly unchanged from a rate of 58.4% in 2011. As shown in Figure 6.2, the labour force participation rate for DLR remains the lowest of all four Dublin Authorities. This relatively low participation rate is primarily due to (i) the high numbers of DLR residents in the retired age cohorts, and (ii) the relatively large proportion of third level students in the County.

At an inter-regional level, a good indicator of the imbalances that exist between the location of the labour force and the location of jobs is the 'Jobs Ratio'. The 'Jobs Ratio' is the total number of jobs located within a County divided by its labour force. The 'Jobs Ratio' is used as an indicator to measure the sustainability of settlements and it has been suggested that on sustainability grounds, the ratio should not fall below 0.7. Based on 2016 Census data there were 92,909 jobs in DLR and a labour force of 103,641 people. This provides a comparatively positive and sustainable 'Jobs Ratio'

for DLR of 0.9. Of the 92,909 jobs in the County, DLR residents occupied approx. 53% or 48,963 of these jobs, while there were significant inflows of workers into the County from Dublin City (14,237), South Dublin (9,827), Wicklow (8,346) and Fingal (3,768). In terms of employment outflows, the single largest employment destination outside of the County was Dublin City where a total of 34,291 DLR residents travelled to work. This outflow is considered relatively sustainable in the context of the primacy of Dublin City as an employment location and the proximity and availability of sustainable modes of transport connecting DLR with the City Centre.

The socio-economic and employment profile of the County reflects both a well-educated and highly skilled resident workforce. Over 47% of DLR residents aged 15 years and over, that have ceased education, have completed an Ordinary Bachelor's Degree or Higher and this is significantly higher than the comparable rates for Dublin City (32.7%), South Dublin (25.3%), Fingal (30.7%) and the State (26.5%). Both UCD and IADT are recognised as significant contributors to DLR's highly educated workforce. UCD is Ireland's largest University with c. 30,000 students and is ranked within the top 1% of higher education institutions world-wide while IADT is Ireland's only institute of art, design and technology and comprises c. 2,500 students.

Census 2016 confirmed the continuing trend in the County towards a high proportion of residents employed as managers/professionals. The County had the highest proportion (26%) of

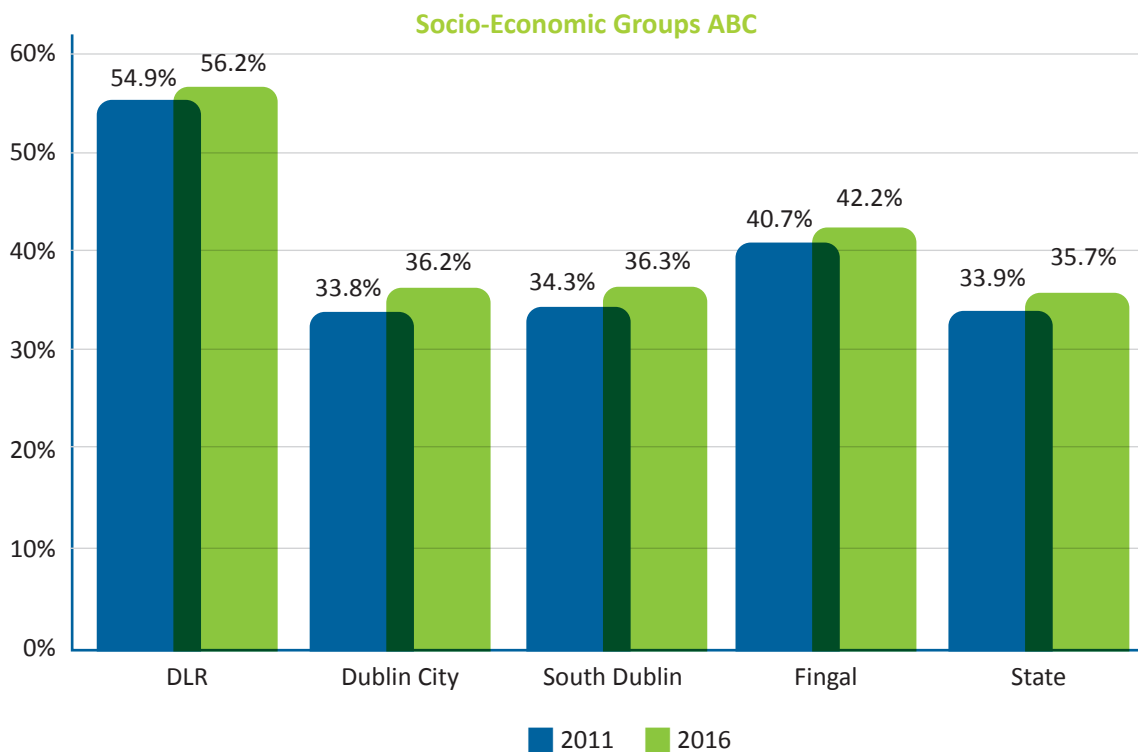


Figure 6.3: Socio-Economic Groups ABC (Source: CSO Census)

persons classified as Employers and Managers (Socio-Economic Group A) in the State. When combined with those employed as higher and lower professionals (Socio-Economic Groups B and C) this cohort increased to 56% of all residents. As shown in Figure 6.3, the number of DLR residents in the ABC cohorts is significantly higher than the other Dublin Local Authorities and the State. In 2016, households in DLR also had the highest median income in Ireland at €66,203, which comprised 46% more than the state average and 18% more than the Dublin average.

The occupational composition of the County is characterised by a significant number of residents employed in the knowledge economy and high-value growth sectors. In 2016, there was 11,232 DLR residents employed in Professional, Scientific and Technical Activities followed by 10,934 DLR residents employed in Financial and Insurance Activities. The largest growth sectors between 2011 and 2016 were the Information and Communication sector which saw an additional 2,108 DLR residents working in this profession, followed by Professional, Scientific and Technical Activities which saw an increase of 1,785 workers.

Figure 6.4 illustrates the location and density of jobs across the County based on the CSO's Workplace Zone data. Significant employment concentrations are evident at Sandyford Business District, UCD, Dún Laoghaire, Dundrum and Blackrock, and in a number of less prominent clusters throughout the County such as Deansgrange, Nutgrove, Carrickmines and the emerging employment hub at Cherrywood.

6.3.2 Sectoral and Land Use Trends

The focus of job creation in recent years has been in the high-value services sector with a particular focus on the Information and Communication sector and the Professional, Scientific and Technical Activities sector. It is anticipated that these sectors will continue to perform strongly over the Plan period. Central to the growth of the national economy has been Ireland's success in attracting multi-nationals and foreign direct investment, and DLR is recognised as an important contributor in this regard with its skilled and highly educated resident workforce, established business ecosystems, modern infrastructure and high quality of life offer. As of August 2020, there were 63 IDA client companies located in the County, primarily operating in the financial services, software, ICT and medical devices sectors. The single largest location for foreign direct investment in the County is at the Sandyford Business District (27 IDA client companies), while there are other significant clusters at the Clonskeagh Office Parks (7), Dún Laoghaire (6), Blackrock (5), Cherrywood (4) and Deansgrange (3). It is now recognised that placemaking and the development of attractive places to live and work are important factors when it comes to attracting and retaining the skills and talent on which foreign direct investment, and indeed domestic business, are reliant. The benefits of place-making and quality of life offer are recognised as important tenets of this Plan from an economic perspective and it is important that DLR maintains and enhances its competitive advantage in this regard.

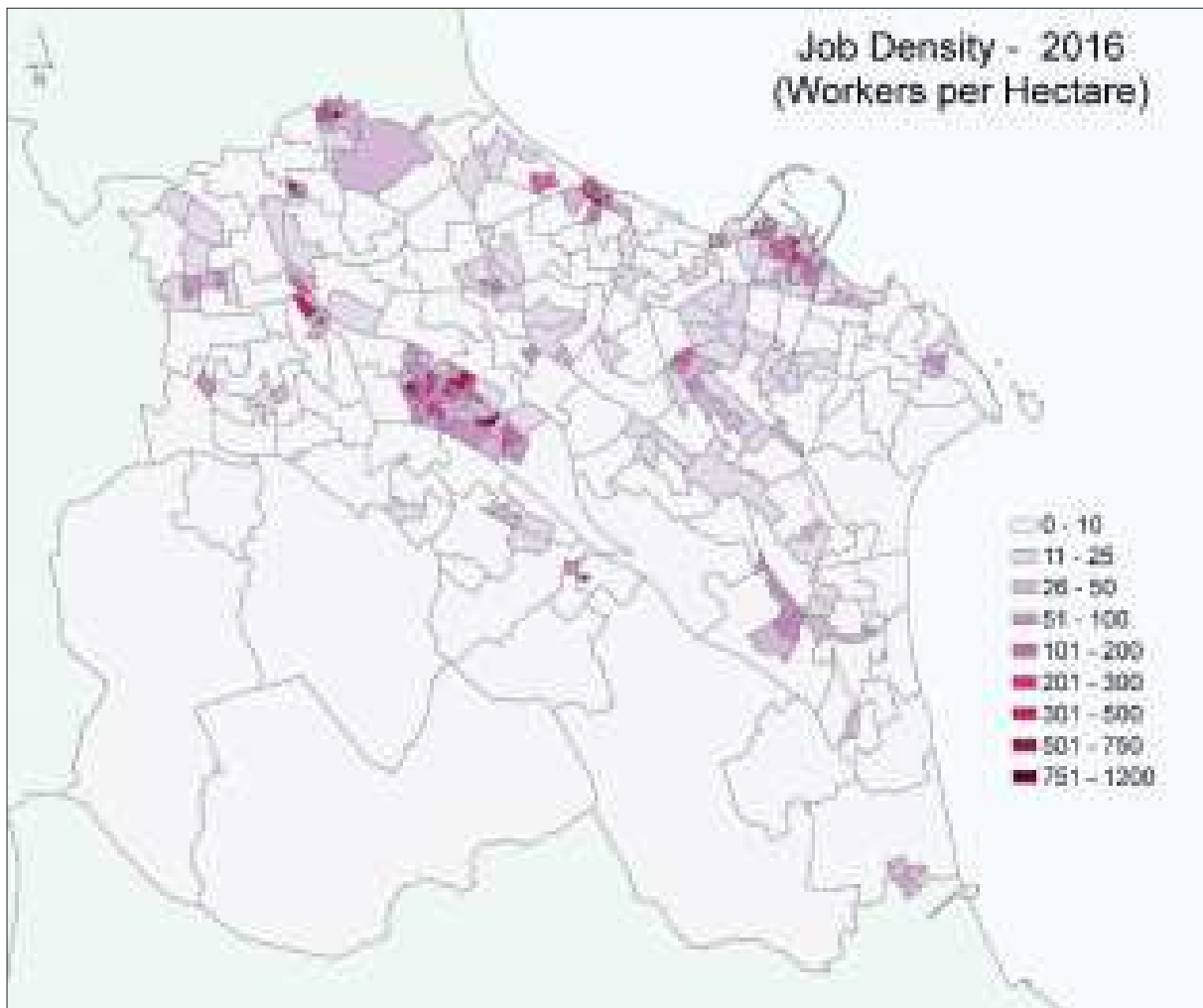


Figure 6.4: Job Density (Workers per Hectare), 2016 (Source: CSO Workplace Zone Census Data)

In land-use terms, office development in recent years has generally comprised the consolidation and intensification of existing employment lands to provide higher density and people intensive uses as well as the construction of significant client-specific Grade A office accommodation at well located sites served by high frequency public transport. Strategically located suburban sites in DLR are now recognised as offering a viable alternative to the premium rental rates in Dublin's Central Business District. Furthermore, the County is considered an excellent option for large companies applying a 'hub and spoke' model where companies occupy a mixture of central and suburban locations with staff varying where they work depending on operational requirements. The gradual relocation of light industrial uses from the County, and in particular the Sandyford Business District, has been a noticeable trend, and corresponds with a decreasing number of DLR residents working in the manufacturing sector. This trend is consistent with an overarching shift towards intensification of strategic employment areas for people-intensive

employment, and the relocation of space-extensive and less people intensive enterprises which may be better suited to alternative locations.

Construction and planning activity in recent years has been primarily focused at a number of strategic locations in the County; namely Sandyford Business District, Dundrum, Blackrock, Cherrywood and Carrickmines. The Sandyford Business District continues to evolve and expand with significant recent occupancies including Microsoft's new European Headquarter building and Mastercard's European Technology Hub, both located at South County Business Park. The role of Cherrywood as a significant employment destination in the County continues to grow with c. 47,000 sqm of High Intensity Employment granted since the adoption of the SDZ Scheme and c. 21,500 sqm of this quantum currently under construction and nearing completion⁴. Knowledge intensive and high-tech start-ups and companies are an increasing presence in the County as evidenced by the significant demand and continued growth of NovaUCD.

⁴ Accurate as of August 2020.

It is anticipated that the prevailing trend and shift from 'high-volume jobs' to 'high-value jobs' is likely to continue over the Plan period. Significant benefits are accrued by the knowledge economy in terms of innovation in an office environment and the Plan will support continued development in this regard. Furthermore, as the future role and function of office space and workplace practices evolve, it is acknowledged that office space will need to be adaptable and flexible to support continued economic growth.

Having regard to the County's demographic profile and the high numbers of DLR residents in the retired age cohorts, in addition to the high median income of the County, it is likely that local services, health care, leisure, tourism and retail sectors will continue to be significant components of the local economy going forward.

6.3.3 Demand for Employment Zoned Lands

A key objective of the Plan is to ensure that sufficient serviced lands are available for employment generation and the plan-making process must include an assessment of the adequacy of the existing employment zoned lands and consider whether additional lands may be required to meet employment needs over the Plan period. The main areas of presently undeveloped employment zoned lands in the County are located

at Carrickmines and Cherrywood, as well as a smaller parcel of land to the north of Bray Town. The Sandyford Business District is recognised as a strategic employment location for the Dublin Metropolitan Area and has significant potential for increased land efficiency and densification through intensification of existing brownfield sites for additional High Intensity Employment. There is also potential for the development of key strategic urban regeneration sites for employee-intensive development at the Major Town Centres in the County. The Plan recognises the importance of employment within the County's Major Town Centres as a key element that contributes to the vibrancy and vitality at these highly accessible multi-functional locations.

The Core Strategy of this Plan has concluded that there are sufficient employment zoned lands to meet estimated demand over the lifetime of the Plan. It is noted, however, that the extent of the employment landbank in DLR is quite low in comparison to adjoining Counties in the MASP area, and in this regard, there is an enhanced need to retain and protect these strategically located employment lands for employment purposes in line with their RSES designation which extends beyond the lifetime of the Plan. Policy Objective CS6 of Chapter 2 'Core Strategy' provides that it is a policy to ensure that sufficient serviced lands continue to be available for employment generation.



The Hampstead Building at The Park, Carrickmines (Credit: Donál Murphy)

6.4 Enterprise and Employment - Strategy and Policies Objectives

6.4.1 Strategy

The success of enterprise and employment in the County is intertwined with maintaining and enhancing the attractiveness of the County as a high quality place to live, work and visit. It is this wider package, which includes everything from high quality public transport and active travel, supporting physical infrastructure, availability of housing, education infrastructure, quality place-making and heritage, culture, recreational and community facilities, which will ultimately attract business and ensure the County works better for all. In spatial terms, the DLR employment strategy aims to provide for the expansion of employment through the designation of a range of highly accessible employment locations. The Employment Strategy of this Plan seeks to align strategic employment locations with existing and identified residential growth areas through existing high frequency public transport corridors and active travel thereby minimising the divergence between the places people live and work, increasing the efficiency of land-use, reducing sprawl and minimising carbon footprint. The strategy supports the expansion of key strategic employment locations at Sandyford, Cherrywood, Carrickmines and seeks to retain and enhance the important role of employment in the County's Major Town Centres.

In recognition of the evolving nature of office space and workplace practices, the Plan acknowledges the requirement for office space to be flexible and adaptable in order to facilitate economic growth. The Plan recognises the contribution of small, medium and large enterprises through supporting the broad range of office types from co-work office space, enterprise incubator units and start-up hubs, through to strategic High Intensity Employment locations suitable for companies of national and international scale.

From a sectoral perspective the Plan aims to support and facilitate the economic development of the County across a broad range of sectors, while acknowledging in particular the importance of the knowledge economy. The focus on employment creation is based on consolidating the strong job generation capacity of technology and knowledge based industries. In addition, the Plan provides for a wide range of employment needs to ensure that people with a diverse range of skill levels can both find and help grow employment opportunities in the County. Furthermore, the Council will seek to work in conjunction with state agencies and the government to support and facilitate education, up-skilling and job creation programmes.



RSA House, Dundrum

6.4.2 Policy Objectives

6.4.2.1 Policy Objective E2: Knowledge Economy

It is a Policy Objective to promote the development of knowledge-based enterprise in the County.

The Council will liaise with Enterprise Ireland, the IDA, the County's Third Level Institutions and other relevant organisations to identify opportunities in DLR for the promotion of research and development/innovation and, in particular, to promote the County as a location for new industry that is generated from innovation processes.

6.4.2.2 Policy Objective E3: Cultural and Creative Industries

It is a Policy Objective to promote the development of cultural and creative enterprises in the County.

Cultural and creative industries, as a subset of the knowledge economy, are an increasingly important area of economic growth, employment creation and social cohesion. They have been defined as activities and industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property - including areas such as advertising, software, publishing, architecture, music and the visual and performing arts, film, video and photography. There is a growing movement internationally by cities to become recognised and organised as 'creative cities' and in this respect, the location of Ireland's only institute of art, design and technology - IADT - in the County is a significant asset. IADT's strategic vision is to be a leader in higher education with a specialist focus on the development of future makers and shapers, technologists, thinkers, storytellers and creators who lead and innovate in a changing digital world.

6.4.2.3 Policy Objective E4: Further and Higher Education Institutions

It is a Policy Objective to work in conjunction with Further and Higher Education Institutions in the creation and fostering of enterprise through research, innovation and development activities and the commercialisation of such activities. The Council will support the development of sites where high-tech and high potential start-ups can thrive, in conjunction with Institutes of Technology and Universities, to create collaborative and innovative growth.

Strong evidence exists internationally to suggest that successful cities are those that achieve strong linkages and synergies between their universities and businesses. The RSES identifies institutes of technology and universities as key strategic sites for high-potential growth of economic activity. The concept envisages a role for Institutes of Technology as a driver of start-ups and scale-up of enterprises through inter-institutional connections and impactful collaboration.

NovaUCD is the hub of innovation related activities at University College Dublin and supports collaboration between industry and UCD's research expertise as well as supporting commercialisation opportunities for UCD's research community. NovaUCD also offers purpose-built, state-of-the-art incubation facilities for knowledge-intensive companies and currently facilitates over 55 companies ranging from early stage high-tech start-ups to established innovation-led companies, covering an array of sectors including ICT, biotech, medical devices, wireless and renewable energy. At NexusUCD, the Industry Partnership Centre offers high-quality modern office space to established innovation-led companies who are collaborating, or wish to collaborate, with UCD's world-class research base. The Council has been closely involved in UCD's ongoing plans to develop its campus, including the recent expansion of NovaUCD, and will continue to support the efforts of UCD in this regard. The IADT Media Cube is an on-campus incubation centre supporting high potential start-up companies which actively encourages cross-collaboration between the client ventures and the staff and students on the IADT campus. The Council will support the Institute's role in creating collaborative and innovative growth.

It is Council policy to encourage the development of science and technology-based enterprise in DLR. Science and technology-based enterprise comprises knowledge-based processes and industrial activities in which research, innovation and development play a significant part and which lead to and accommodate the commercial production of a high technology output. Science and technology based enterprises have formal and operational links with Third Level educational institutions or research centres and encourage the transfer of technology and business skills. The Council will encourage the establishment of Further and Higher Education Institutes where appropriate to build on and expand research, innovation and development activity in the County.

The Council acknowledges the importance of Colleges of Further Education in the County. These Colleges provide important training and skills for students of all ages and are often a stepping stone to Third Level education. They are one of the few

places where adults can return to college to attain an education from almost all of the disciplines. In addition, the Colleges are also of direct importance as significant employment generators in their own right.

The Council will work with all educational institutions to ensure their full development, to encourage the establishment of any new colleges and allow for the development of student accommodation in accordance with Policy Objective PHP29 'Provision of Student Accommodation'.

6.4.2.4 Policy Objective E5: Education and Skills

It is a Policy Objective to sustain the existing high levels of educational attainment and skilled workforce, to encourage employment generation to maintain this resource within the County and to promote the availability of education opportunities to all residents in Dún Laoghaire-Rathdown.

The development of human capital is central to the County's economic and social development. A well-educated and skilled workforce is a valuable human resource, which will provide an attraction for inward investment and will promote the County as a leader in the knowledge economy. With most city regions now becoming more knowledge intensive, the challenge for DLR is to ensure that the County

maintains its position as a front-runner location in the competitive knowledge-based economy. The continuing presence and growth of excellent Further and Higher Education Institutes, and research and development nodes in the County, will be critical to ensuring success.

6.4.2.5 Policy Objective E6: Tackling Unemployment

The Council acknowledges the importance of technical education and skilled trades in the County. It is a Policy Objective to support the work undertaken by the Education and Training Boards in relation to courses provided under SOLAS and the establishment of Community Training Centres, Local Training Initiatives and Specialist Training Provision in the County.

The Council recognises that areas of higher unemployment, specifically among the younger population, do not always benefit from a focus on Further and Higher Education, jobs in the IT sector or enterprise, and would benefit more by the provision of the above types of training and skill development as well as traditional forms of employment via the public sector. The Council will support and facilitate a policy which will seek to employ skilled trades people to facilitate the employment of apprentices.



UCD

6.4.2.6 Policy Objective E7: Social Enterprise

It is a Policy Objective to promote the development of social enterprise in the County.

A social enterprise⁵ is an enterprise whose main objective is to achieve a social impact. Social enterprises operate in what is known as the Third Sector or the social economy and seek to assist with addressing social, economic and environmental challenges which the private sector may not see a viable or profitable opportunity, and in which the public sector may struggle to provide effective service delivery. Social enterprises can have a positive social impact on the people working and living in their communities through fostering inclusive growth, shared prosperity, social inclusion, training and job creation. Refill Ireland Project Ltd. is one such DLR based social enterprise which comprises a voluntary environmental project aiming to reduce the amount of plastic bottle waste through the establishment of a free-to-use network of water refill locations.

6.4.2.7 Policy Objective E8: Sandyford Business District

It is a Policy Objective to implement the Sandyford Urban Framework Plan.

The RSES identifies Sandyford as a strategic employment location in the Dublin Metropolitan Area while the Dublin MASP supports the continued development of Sandyford as a high-density business district. In line with these regional classifications the Employment Strategy of the County Development Plan identifies the Sandyford Business District as a strategic employment location with significant potential for increased land efficiency and densification through intensification of existing brownfield sites for additional High Intensity Employment. The Sandyford Business District remains the primary employment centre in DLR and the Council will support the continued redevelopment and densification of Sandyford Business District to provide for high quality office accommodation along with supporting facilities. The provision of additional uses in the Sandyford Business District will be strictly in accordance with the provisions of the Sandyford Urban Framework Plan.

6.4.2.8 Policy Objective E9: Smart Dublin

It is a Policy Objective to support the Smart Dublin Initiative which will allow greater flexibility for the County to work with Universities, citizens, entrepreneurs and companies, to co-innovate, test and deploy new urban solutions.

Smart Dublin is an initiative of the four Dublin Local Authorities to engage with technology providers, researchers and citizens, to transform public services and enhance quality of life. Smart Dublin is delivering a programme that encourages the creation of solutions to address urban needs with an emphasis on using the opportunities offered by emerging technology and public data. The key objectives of Smart Dublin include: the provision of better public services; the promotion of innovative solutions to existing challenges; supporting economic activity through the creation of an ecosystem that attracts and provides opportunities for business; and increasing collaboration and engagement. Smart Dublin has identified mobility, environment, energy, waste and emergency management as priority challenges to be addressed.

Under the initiative, Smart Districts are strategically selected at locations across Dublin where specific innovation projects are identified and fast-tracked. Within DLR, Smart Sandyford is a partnership between DLR County Council, Science Foundation Ireland's Enable Research Programme and the Sandyford Business Improvement District. The Smart Sandyford goal is to use technology to overcome some of the challenges facing the local community including: improving the flow of people, bicycles and vehicles into and around the District; building a sense of community and local identity; and, strengthening Sandyford's competitiveness and attractiveness as a place to do business. The Council recognises the potential societal benefits that can be attained through technological advancements and will continue to support the Smart Dublin initiative.

Smart Tourism is an important component of the Smart City concept and refers to the use of information and communication technology to develop innovative tools and approaches to improve tourism.

⁵ A social enterprise is defined as an enterprise that trades for a social/societal purpose, where at least part of its income is earned from its trading activity, is separate from government, and where the surplus is primarily reinvested in the social objective. (Forfás, 2013.)

6.4.2.9 Policy Objective E10: Office Development

It is a Policy Objective to facilitate significant additional office development in employment and commercial centres. The appropriate locations for office development would generally be in employment zoned areas, Major Town Centres and District Centres.

Office developments will generally be considered appropriate in employment zones, Major Town Centres and District Centres.

The extent of the employment landbank in DLR is quite low in comparison to adjoining Counties in the Dublin MASP area and there is an enhanced need to retain and protect these lands for employment purposes. The Dublin MASP identifies Sandyford, Cherrywood and Carrickmines as strategic employment locations in the Dublin Metropolitan Area. In line with this designation the Council considers these areas to be priority locations for the delivery of office development of scale. Proposals for office development at Sandyford and Cherrywood will be assessed in accordance with the Sandyford Urban Framework Plan and the Cherrywood SDZ Planning Scheme as appropriate. The Council will support the continued development of office accommodation at Carrickmines to retain and enhance its role as a highly accessible and strategic employment location.

The Employment Strategy of this Plan identifies the two Major Town Centres of Dún Laoghaire and Dundrum as strategic employment locations. The Plan recognises the importance of retaining and facilitating additional office accommodation in Major Town Centres as a key land use that contributes to the vibrancy and vitality of these highly accessible multi-functional centres. The Council will support the development of office accommodation at each of the Major Town Centre's subject to maintaining a balanced mix of uses across the wider Major Town Centre lands in line with their multi-functional role.

In District Centre areas, office development will be assessed in accordance with relevant development management standards and on the size of the proposal in comparison to the size of the Centre, the need to ensure a variety of uses in the Centre to fully serve its catchment area and the capacity of the Centre to absorb any such proposal. These locations should be well served by existing and/or proposed public transport facilities in line with the principles of sustainable development.

The Council will encourage the conversion of existing office stock, where appropriate, to be more receptive to the changing needs of employers

and employees. In this regard, the establishment of high specification 'fourth generation' office accommodation will be especially encouraged. Furthermore, in recognition of changing workplace practices the Council will support proposals for co-working office accommodation in accordance with the standards set out above.

6.4.2.10 Policy Objective E11: Remote Working

It is a Policy Objective to implement the National Remote Working Strategy and promote and assist in the provision of remote working infrastructure in appropriate locations and in particular, where these uses contribute to town centre regeneration, facilitate the reuse of existing and historic buildings, and bring added activity and vibrancy to the area.

One way to facilitate a reduction in commuting distances and times, while still allowing workers to gain access to office space outside of the home, is the development of remote working hub infrastructure in our centres and employment areas to facilitate 'hubwork'. Hubwork is defined in the National Remote Working Strategy as 'an arrangement where an employee works from a hub close to or within their local community, either exclusively or some of the time'. These facilities can offer people the potential to gain access to quality office facilities and technology, meeting spaces, and social interaction and collaboration without requiring a person to commute the full distance to their workplace. These spaces also offer the potential for increased activity and a broader employment base within our major town, district and neighbourhood centres, where vacant commercial space may be an increasing issue going forward, particularly given changes in the retail sector and a move toward online shopping. The reuse of existing buildings for these purposes can also aid in the regeneration of historic buildings, potentially offering a viable option for reuse. The provision of these spaces ties in with the 5 Strategic County Outcomes in the Plan and the concept of the ten minute neighbourhood. For clarity proposals shall be assessed under office use class.

In neighbourhood centres such proposals will be assessed having regard to ensuring an appropriate mix of uses in the wider area and in accordance with the land use zoning objectives set out in Chapter 13.

6.4.2.11 Policy Objective E12: Enterprise Incubator Units

It is a Policy Objective to promote and assist in the provision of enterprise centres in association with other agencies and in the context of local need.

The availability of adequate incubator space for enterprises in the early stages of development should be part of the enterprise infrastructure in DLR. The Council, through the Local Enterprise Office, will liaise with the public sector enterprise support agencies, with voluntary community development groups and with business organisations in DLR to facilitate the provision of suitable premises for such enterprises. In addition, major commercial planning applications located in employment zoned areas, may be required to provide for incubator/starter units within the development.

6.4.2.12 Policy Objective E13: Light Industrial and Related Uses

It is a Policy Objective, when determining planning applications on industrial sites, to consider the employment-generating value of light industry areas in the County and the value of maintaining an adequate supply of light industrial space and employment in order to help ensure a diverse range of employment opportunities in the County.

There continues to be a need for a diverse range of employment opportunities in DLR despite the increasing move towards 'knowledge based' activities - particularly in the context of high levels of employment at specific locations/nodes. The manufacturing industry employs in the region of c. 5,000⁶ DLR residents and while it is acknowledged that trends over time suggest there will be ongoing decline of traditional manufacturing sectors, it is considered, nevertheless, that there should continue to be adequate provision for light industrial activities. The Stillorgan Industrial Estate is one such light industrial area in the County that performs an important function in this regard.

6.4.2.13 Policy Objective E14: Commercial Leisure

It is a Policy Objective to ensure that all major commercial leisure developments are located in accordance with a sequential test approach. The priority will be Major Town Centre locations, then District Centres. Commercial leisure uses may also be considered in Sustainable Neighbourhood Infrastructure and employment zones subject to compliance with the overall policy objectives for that zone. The availability of a choice of sustainable transport modes will be essential.

Commercial leisure facilities are those run on a profit basis and include cinemas, family entertainment centres such as bowling, indoor children's play centres, fitness centres, gyms, swimming pools etc. Commercial leisure facilities generate a high level of movement and are best located in places that offer the highest levels of accessibility to a range of transport modes, in particular public transport.

6.4.2.14 Policy Objective E15: Securing Employment Growth

It is a Policy Objective to ensure that employment zoned land facilitates its primary objective which is to provide for economic development and employment. The Council will apply a restrictive approach to residential development on employment zoned lands.

The Core Strategy of this Plan concludes that there is a sufficient supply of zoned land for primarily residential purposes to meet allocated future population growth and to provide for the projected demand for housing over the Plan period. The



Cherrywood Science and Technology Park

Employment Strategy concludes there is a sufficient quantum of employment zoned lands available to facilitate continued economic development and employment growth in the County over the Plan period, however, it is highlighted that the extent of the employment landbank in DLR is quite low in comparison to adjoining Counties in the Dublin MASP area and it is therefore necessary to protect such lands for employment uses.

The Dublin MASP identifies Sandyford, Cherrywood and Carrickmines as strategic employment locations in the Dublin Metropolitan Area. These locations are similarly identified as strategic employment locations in the Employment Strategy of this Plan which seeks to align strategic employment locations with existing and identified residential growth areas through high frequency transport, minimising the divergence between the places people live and work, increasing the efficiency of land-use, reducing sprawl and minimising carbon footprint. The Council considers these areas to be priority locations to provide for economic development and employment. There is an enhanced need to retain and protect these lands for employment purposes and in this regard the Council will apply a restrictive approach to residential development at each of these strategic employment locations.

Proposals for residential development at Sandyford and Cherrywood will be assessed in accordance with the respective plans that relate to these areas, the Sandyford Urban Framework Plan and the Cherrywood SDZ Planning Scheme. In order to protect and enhance the role of Carrickmines as a highly accessible and strategic employment location, proposals for development will be managed with the aim of delivering High Intensity Employment uses and a cautionary approach will be taken towards any supplementary uses.

At employment zoned lands elsewhere in the County, a minor element of residential use may be considered in appropriate locations where a proposed development makes a positive contribution to the area in terms of adding to the richness and diversity of uses and/or significantly contributes to the public realm. The appropriate location for residential use would generally be in close proximity to public transport nodes and adjacent to facilities such as shops, crèches, restaurants and hotels and other community and recreation infrastructure. Generally, any residential development proposals on such 'E' zoned lands must ensure that the employment element on site in terms of floor space is no less than that on site prior to redevelopment and must ensure that the employment element on site in terms of overall floor space remains the primary land use and doesn't undermine the use of adjoining lands for employment use.

6.4.2.15 Policy Objective E16: Home Working / E-Working

It is a Policy Objective to permit home-based economic activities where, by virtue of their nature and scale, they can be accommodated without detriment to the amenities of residential areas.

The Council acknowledges the increasing role and importance of home-working / 'e-working' in our economy and its associated benefits including reduced demand for commuting-related travel and associated carbon emissions, increased work flexibility and improvements in work-life balance. Proposals for use of the home, be it own door units or apartment schemes, as a workplace will be controlled through the development management system in order to ensure that development can be integrated without detriment to the amenities of residential areas.

6.4.2.16 Policy Objective E17: Tourism and Recreation

It is a Policy Objective to co-operate with the appropriate agencies in promoting sustainable tourism and securing the development of tourist and recreation orientated facilities in the County. Furthermore, the Council will promote the implementation of the Dún Laoghaire-Rathdown Tourism Strategy & Marketing Plan 2017–2022 and any subsequent update thereof.

Tourism is one of the most important indigenous economic sectors in the County, the Region and the State. The Council recognises the direct employment potential of tourism and recreation to the local economy, in addition to the significant secondary benefits for many other sectors such as food and beverage, accommodation providers, transport and retail. It is Council policy to co-operate with the appropriate agencies in promoting sustainable tourism and securing the development of tourist and recreation orientated facilities in the County.

Furthermore, the Council will support the development of accessible and inclusive tourism. Some key objectives and actions for achieving this are set out in the Council's 'Tourism Strategy & Marketing Plan, 2017-2022'.

The 'Dún Laoghaire-Rathdown Tourism Strategy & Marketing Plan 2017–2022' is the Council's detailed strategy for the development of the County's tourism product, setting out a clear vision and key objectives to drive tourism development. The vision for tourism in DLR is to be, "A highly attractive and accessible tourism destination, steeped in culture and maritime heritage, combining a breath-taking



Tourism and the Maritime Economy - Kayaking at Dalkey

coast, inviting villages and towns, and Dublin Mountains adventures, delivering memorable and distinct experiences for visitors.” The Strategy is underpinned by 5 strategic objectives as follows:

- Objective 1 - Enhance journey, sense of arrival and information at key arrival points to raise awareness of what is on offer to encourage visitors to stay, explore and return.
- Objective 2 - Connect and raise awareness of the network of key visitor experiences from the coast, the mountains, the towns and villages and connect the network of visitor destinations where possible.
- Objective 3 - Develop a suite of signature experiences – activities, products and programmes – to showcase the unique characteristics of the destination, meet the needs of its target markets and substantiate the overall brand proposition.
- Objective 4 - Collaborate with key stakeholders to develop an integrated tourism offer and effectively address key challenges to support the on-going growth and development of the tourism industry.
- Objective 5 - Implement a new Marketing Strategy for the DLR proposition, leveraging the Destination Dublin brand to enhance awareness of the visitor experiences and attract more tourists to the County.

These outcomes are supported in the Strategy by a wide range of projects and supporting actions. The Council recognises that the promotion of sustainable tourism in the County is an ongoing objective and, in this regard, will continue to support the implementation of the DLR Tourism Strategy & Marketing Plan 2017–2022 and any subsequent update thereof.

The Council acknowledges Fáilte Ireland intentions to activate a Destination and Experience Development Plan (DEDP) for the Coast and develop one for the Mountains of Dublin, both of which are key tourism and recreational assets for DLR. The DEDPs will identify the key assets of each area and provide a framework to present the experiences and stories of that area in a way that tourists can readily and easily understand. They will identify tangible actions and a process for businesses to shape their respective tourism experience in line with the overall brand proposition and the key motivating themes for their area. The Council will support Fáilte Ireland in their preparation of the DEDPs.

6.4.2.17 Policy Objective E18: Maritime Economy

It is a Policy Objective to support the sustainable development of the maritime economy.

DLR’s economy, culture and society are inextricably linked to the sea. The County’s marine environment is an asset that yields both commercial and non-commercial benefits in terms of seafood, tourism, recreation, cultural heritage, and biodiversity. While the extent of the maritime spatial area does not directly apply to those areas currently covered under the provisions of the Planning and Development Acts, there are many shared aims and overlapping areas of co-ordination and activity. The marine economy is now recognised as one of the most important sectors of the national economy with significant scope for additional growth in a range of sub-sectors including, amongst others, shipping, maritime transport, sea fisheries, aquaculture, tourism and energy. One of the key challenges relating to the growth of the

maritime economy will be to align growth with the conservation of biodiversity and ecosystem health, and in this context, the Council will support the sustainable development of DLR's maritime economy.

6.4.2.18 Policy Objective E19: Rural Development

It is a Policy Objective to facilitate the development of acceptable rural enterprises and to minimise pollution from agricultural and industrial sources by means of development management and water pollution legislation.

Development Management policy focussed on the rural areas of the County provides for the development of rural enterprise, related to the area's amenity potential and many enterprise/employment uses are either 'Open for Consideration' or 'Permitted in Principle' in the rural areas of the County. The Planning Authority must balance the requirement to protect the sensitive nature of the rural area with the requirement to ensure enterprise development.

6.4.2.19 Policy Objective E20: Low Carbon Economy

It is a Policy Objective to support the transition to a low carbon economy.

Economic growth traditionally co-exists with a reciprocal environmental cost; primarily through increased resource consumption, energy demand and associated increases in greenhouse gas emissions. It is now acknowledged that steps must be taken to break this correlation and build the foundations for a sustainable, competitive low carbon economy. The necessary transition to a low carbon economy presents opportunities for enterprise to explore sectoral opportunities in green technology and innovation. The Council will support the development of industries that create and employ green technologies which advance the transition towards a low carbon society.

6.4.2.20 Policy Objective E21: Equine Industry

It is a Policy Objective to support the Government commitment to the horse industry in Ireland and to promote and support and facilitate the development of the equine industry in Dún Laoghaire-Rathdown County in particular and to promote Dún Laoghaire-Rathdown as a centre of excellence for the bloodstock industry.

The Council recognises the importance of the equine industry in DLR and the positive contribution that the industry makes towards agricultural diversification and rural employment. In this context special consideration will be given to facilitate provision of on-site residential accommodation in association with the development of horse breeding or equine facilities.

6.4.2.21 Policy Objective E22: Helipads

It is a Policy Objective to facilitate the provision of a helipad facility at the major employment cores in the County. The preferred option is for a collective facility to serve multiple users in order to avoid the proliferation of such facilities.

The Council recognises the role that helipad facilities can play in adding to the attractiveness of employment areas for large companies. There can be detrimental impacts from helipad facilities on adjacent residential areas in terms of noise nuisance and any such proposals would have to be carefully assessed in this regard. Any such facility would also have to adhere to best practice in safety regulation as laid down by the Irish Aviation Authority (IAA).

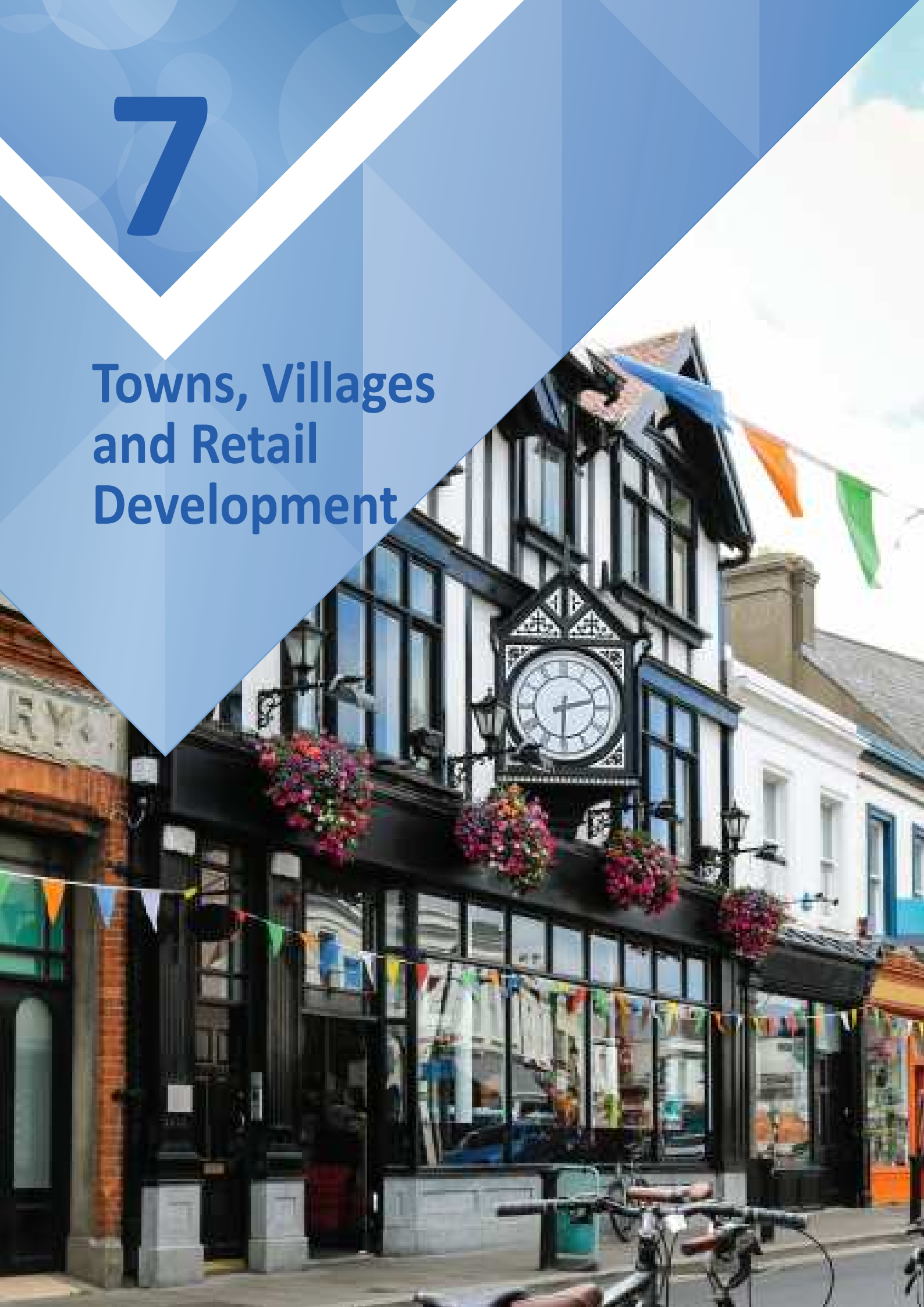
6.4.2.22 Policy Objective E23 - Night-Time Economy

It is a Policy Objective to support the achievement of a sustainable night-time economy based upon key principles including inclusivity, diversity, vibrancy and which is underpinned by a consideration of the balancing of needs and co-existence between potentially conflicting uses.

Proposals relating to the night-time economy will be assessed in accordance with the development management standards set out in Chapter 12 and the land use zoning objectives set out in Chapter 13.

7

Towns, Villages and Retail Development





Flower Shop in Dún Laoghaire Shopping Centre

7.1 Introduction

Dún Laoghaire-Rathdown is a County of towns and villages positioned between the mountains and the sea. These towns and villages have always changed and will continue to do so as wider social and

economic trends evolve. Ensuring that evolution takes place in a manner that best serves DLR as a sustainable and climate resilient County is key.

7.2 Multifunctional Centres in Dún Laoghaire Rathdown

This Chapter builds on the theme set out in Chapter 1 'Introduction, Vision and Context' that DLR is a County of unique towns and villages, and focuses on the ongoing evolution of these towns and villages towards acting as multifunctional centres which, in addition to providing important retail uses, also provide a range of other uses including leisure and recreation, employment and tourism, civic, community, cultural, health and education for the communities they serve.

When such uses come together in a town, village, or smaller centre, they can further add to the vibrancy and vitality of existing uses, and can help to foster a real sense of place, identity and inclusivity for local people and visitors alike.

While this Chapter will focus primarily on the evolving role of towns, villages and other centres as multifunctional centres in the wider context of retail planning policy, it also draws on the approach to the creation of a sense of place which is also addressed in Chapter 4 of this Development Plan 'Neighbourhood - People, Homes and Place'.

In accordance with the current 'Retail Strategy for the Greater Dublin Area, 2008-2016' (RSGDA), the retail hierarchy for DLR consists of:

- The two 'Major Town Centres' of Dundrum and Dún Laoghaire
- The five 'District Centres' of Blackrock, Stillorgan, Nutgrove, Cornelscourt and Cherrywood
- The numerous smaller 'Neighbourhood Centres' in different locations across the County.

As discussed later in this Chapter, while this hierarchy is a key to the planning of retail uses in DLR, each centre in the hierarchy also plays a varied and complex role in the overall social, economic and cultural life of the County. The role of these centres is constantly evolving in response to wider societal trends, such as ongoing changes in the retail sector.

7.2.1 Recent Retail Development in Dún Laoghaire-Rathdown

There have been a number of positive developments in the retail sector in DLR since the adoption of the 2016 CDP, including improvements to existing shopping centres at a number of the designated District Centres in the County.

In Blackrock for example, the Frascati Shopping Centre has undergone a significant rejuvenation by way of an extension scheme which includes a new high quality design for its Frascati Road elevation. Work is also nearing completion on a significant upgrade of the Blackrock Shopping Centre, which was permitted in 2016.

In Stillorgan, the Stillorgan Shopping Centre has undergone significant refurbishment, while at the Cherrywood SDZ, construction is now underway for a mixed-use town centre development that includes retail floorspace and non-retail uses, a library and a health centre.

Most recently, planning permission was granted at Carrickmines for a Neighbourhood Centre including retail, retail services, restaurant/café uses, retail warehouses, cinema and other leisure space.

While these examples are primarily retail related developments, it is clear that they also provide for a range of complementary leisure, cultural and culinary/café related uses. This points to a growing trend in DLR, and elsewhere, towards a more multifunctional role for towns, villages and other types of centres.

7.2.2 Recent Trends Towards Multifunctional Centres

In broad terms, it can be seen that the retail sector as a whole has undergone significant change in recent years due to changes in both demographics and consumer behaviour, including falling household size, the rise of internet shopping, 'click and collect' and the emergence of 'omni channel consumers', who use a combination of traditional brick and mortar retailing combined with online platforms to make their purchases.

The new focus in physical retailing is on what is referred to as 'experiential' retail, with a resultant shift from a town centre dominated by comparison retail offer to one where more time is spent on 'experiences' such as leisure, culture, food, beverages and retail services. Traditional economic indicators alone are no longer sufficient to measure the performance of a town in what is now a much more diverse and complex offer.

Recent research also suggests that retail centres perform better if they draw on cultural heritage



Mill Pond, Dundrum Town Centre SC

so as to create a sense of place and vibrancy. Across the UK and Continental Europe, town centres are consolidating rather than expanding, and development coming forward in centres is increasingly less retail-led and more mixed use in nature. Additionally, research from the UK indicates that out of town, one shop food shopping is declining in favour of convenient, local neighbourhood shopping.

Such changes present an opportunity for each of the different types of centres in DLR. The Major Town Centres of Dún Laoghaire and Dundrum already provide an array of leisure, employment, housing, education and healthcare opportunities in addition, to a broad retail offer. The trends identified above can only help to strengthen these centres which also benefit from acting as significant multimodal public transportation nodes.

The County's District Centres and Neighbourhood Centres also stand to benefit from the trends identified above, in particular the increased popularity of local neighbourhood shopping. Such positive developments are likely to be further strengthened by an increasing focus on the provision of more sustainable forms of transportation, as well as by the changing needs of smaller households.

A shift towards a more multifunctional role could enable local centres to provide more niche retail

and community services in smaller units which may previously have been vacant. It could also benefit the smaller, bespoke shops which help to enhance the character of the County.

7.2.3 Fostering Accessible Multifunctional Centres with a Sense of Place

Whilst acknowledging the retail role of our various centres, their multifunctional role (encompassing transport, employment, leisure, culture, heritage, health and wellbeing, and community uses) should also be supported and developed having regard to the overarching vision of this CDP to build a climate resilient county.

7.2.3.1 Policy Objective MFC1: Multifunctional Centres

It is a Policy Objective of the Council to embrace and support the development of the County's Major Town Centres, District Centres and Neighbourhood Centres as multifunctional centres which provide a variety of uses that meet the needs of the community they serve.

The multifunctionality of our centres should be embraced, supported and developed so that the Major Town Centres, District Centres and Neighbourhood Centres of DLR can serve their relevant catchments and communities in an

effective fashion. For this to happen, and to ensure inclusivity for all, it is important that these centres are accessible to as wide a range of people either by foot or by sustainable modes of transportation.

The relatively small size of DLR is another factor which should help existing centres to continue to develop as multifunctional centres. The urban core of the County stretches no more than 5-6 kilometres east-west, while north-south, along the coast, the extremities of the County's core metropolitan area is no more than 12 kilometres in extent (Boosterstown and Shankill). The 'crow flies' distances separating the various Major Town Centres and District Centres are very small – Blackrock and Stillorgan, for example, are only 2 kilometres apart, as are Nutgrove and Dundrum.

Few parts of the County are more than 10-15 minutes travel time to a District or Major Town Centre. In terms of the sustainability and climate action agenda, Dún Laoghaire Town Centre is located proximate to the DART line and forms the terminus to the most successful Quality Bus Corridor (QBC) in Metropolitan Dublin. Dundrum is situated on Luas Line B, Blackrock is well serviced by the DART and the Rock Road bus corridor while Stillorgan and Cornelscourt are adjacent to the N11 QBC. Cherrywood is served by LUAS and buses.

In terms of accessibility to more locally-based facilities, few locations within the built-up area are significantly removed from Neighbourhood Centres, local convenience shops and/or service stations which can satisfy day-to-day shopping requirements.

7.2.3.2 Policy Objective MFC2: Accessible and Inclusive Multifunctional Centres

It is a Policy Objective of the Council to promote accessibility to Major Town Centres, District Centres and Neighbourhood Centres by sustainable modes of transportation in order to encourage multi-purpose shopping, business and leisure trips as part of the same journey.

Both the Retail Planning Guidelines (2012) and the RSGDA stress the importance of establishing the optimum location for new higher order (Major Town Centre/District Centre) retail developments which are accessible to all sections of society, particularly by public transport, and in locations which encourage multi-purpose shopping, business and leisure trips on the same journey. Lower tier centres (Neighbourhood Centres and convenience shops) should be readily accessible from the local catchment by sustainable forms of transport, such as walking and cycling.

7.2.3.3 Policy Objective MFC3: Placemaking in our Towns and Villages

It is a Policy Objective of the Council to support proposals for development in towns and villages that provide for a framework for renewal where relevant and ensure the creation of a high quality public realm and sense of place. Proposals should also enhance the unique character of the County's Main streets where relevant.

In addition to being easily accessible by sustainable modes of transportation, it is important that the towns, villages, and smaller centres of DLR retain, and further develop their own distinct sense of place as multifunctional centres.

As set out in the [Regional Spatial and Economic Strategy \(RSES\)](#) for the Eastern and Midlands Region (EMRA), this focus on 'placemaking' is closely linked to the concepts of vitality and viability which are described as central to maintaining and enhancing town centres.

The County Development Plan also supports the introduction of the Town Centre First policy approach, where appropriate, which will ensure that the vibrancy of towns will be enhanced.

With specific reference to retail development, the design and layout of any new retail development will have regard to the unique character and heritage of our towns and villages and, where appropriate, will provide a distinct sense of place with a high quality public realm and will enhance the vitality of a place.

With regard to the issue of placemaking and design guidelines, it is envisaged that Local Area Plans and Urban Framework Plans (which form part of the CDP) will constitute the primary means of guiding the physical development of specified centres across the County.

Furthermore, as discussed below, a number of specific objectives have been identified for each of the five District Centres in order to support their development as accessible multifunctional centres with a distinct sense of place. See Chapter 12, Section 12.6 for more detailed development management advice for retail proposals.

7.3 National and Regional Planning Context

This Plan supports the role of towns and villages in Dún Laoghaire-Rathdown as multifunctional centres which provide a range of services for the community. While significant in itself, this role is linked to the continuing, vital role played by the retail sector in the economic, social and cultural life of the County.

According to the RSES, in addition to being a significant employer and economic contributor, the retail sector plays a key role in placemaking and creating attractive, liveable environments. As a significant attractor, retail enables the provision of strong mixed-use commercial cores throughout the network of city, towns and villages and can play a key role in regeneration.

The importance of the retail sector is reflected in national and regional planning policy which seeks to ensure that existing and new retail development is carried out in accordance with the overall principles of proper planning and sustainable development. The 'higher level' strategic framework for a co-

ordinated and sustainable approach to retail growth in the County and wider Region are set out in:

- The 2012 Retail Planning Guidelines for Planning Authorities (RPGs), with its companion document, 'Retail Design Manual'
- The Retail Strategy for the Greater Dublin Area, 2008-2016 (RSGDA).

7.3.1 Retail Planning Guidelines for Planning Authorities, 2012

7.3.1.1 Policy Objective RET1: Retail Planning Guidelines

It is a Policy Objective of the Council to have regard to the 'Retail Planning Guidelines for Planning Authorities' and the accompanying 'Retail Design Manual' published by the Department of the Environment, Community and Local Government in 2012 in determining planning applications for retail development.



Stalls in Dún Laoghaire

The Retail Planning Guidelines identify five key policy objectives to be progressed by Planning Authorities in planning for and addressing the development requirements of the retail sector, namely:

- Plan led development/retail strategies
- Sequential development approach
- Competitiveness in the retail sector
- Encouraging sustainable travel
- Retail development and design.

These objectives relate to the need for plan-led development, a focus on city and town centres for the majority of future development, a proactive approach by Local Authorities in enabling city and town centre renewal and development to come about, and a high quality approach to urban design.

The Retail Planning Guidelines are accompanied by a Retail Design Manual, which addresses the practical issues of relating design principles to retail development at a variety of scales and in various settings. These principles range from assessing the site and location aspects of retail development to that of sustainable construction and environmental responsibility.

7.3.2 Retail Strategy for the Greater Dublin Area, 2008

7.3.2.1 Policy Objective RET2: Retail Strategy for the Greater Dublin Area

It is a Policy Objective of the Council to support the preparation of a Retail Strategy for the Greater Dublin Area in accordance with the Retail Planning Guidelines for Planning Authorities 2012, or any subsequent update so as to, where necessary, update the retail hierarchy and apply floorspace requirements. In the interim, it is a Policy Objective to have regard to the existing Retail Strategy for the Greater Dublin Area 2008 – 2016 but to adopt a cautionary approach due to the fact that it now requires to be updated.

The RSGDA was prepared in 2008 by the Dublin and Mid-East Regional Authorities (now dissolved) and informed much of the approach to retail development set out in the previous DLR County Development Plan, including the overall retail hierarchy as introduced in Section 7.2 above.

A requirement exists, as set out in RPO 6.10 of the RSES, for a new Retail Strategy to be prepared for the Greater Dublin Area. It is intended that the revised RSGDA will provide the framework for, and guide retail policy, at County plan-level to include

inter alia, a review of the retail hierarchy and application of new floorspace requirements.

The RSGDA made a number of specific policy recommendations for DLR including:

- To support the future vitality and viability of the main retail centres in the County and to facilitate a competitive and healthy environment for the retail industry of the future, while reinforcing sustainable development.
- To maintain the two Major Town Centres (Dún Laoghaire and Dundrum) as the primary retail centres in the County.
- To support the viability of existing District Centres and allow for the redevelopment and rejuvenation of ageing centres, to facilitate changing retail patterns and needs and to move away from single use sites by integrating retail provision at district level with other services, offices and residential to create vibrant centres serving the surrounding housing districts.
- To encourage the provision and survival and modernisation of local shopping in the many villages and suburban locations across the County to allow day-to-day shopping to be met within walking distance through the protection of the retail opportunities in key local locations.

While it is acknowledged that the RSGDA needs to be updated, the objectives listed above have served the County well.

Bearing in mind both the changing face of the overall retail sector and the fact the existing retail strategy is now due for an update, DLR County Council have adopted a cautionary approach to retailing and retailing floorspace and will continue to do so to ensure accordance with the retail hierarchy.

7.3.2.2 Policy Objective RET3: Assessment of existing retail floor space

It is a Policy Objective of the Council that in positioning the Local Authority for the preparation of a new GDA retail strategy, the Planning Authority shall commence a broad assessment of the existing retail floorspace in the County, including comparing the results with the projected figures for 2021 as set out in the Retail Strategy for the Greater Dublin Area 2008-2016 and reflecting the changing role of centres and their importance in meeting the needs of the ten minute neighbourhood.

7.4 The Retail Hierarchy and Core Shopping Areas

As noted previously, the RSGDA specifies a retail hierarchy for Dún Laoghaire-Rathdown which included: the two 'Major Town Centres' of Dundrum and Dún Laoghaire; the five 'District Centres' of Blackrock, Stillorgan, Nutgrove, Cornelscourt and Cherrywood; and the numerous smaller 'Neighbourhood Centres' in different locations across the County.

7.4.1 The Retail Hierarchy

7.4.1.1 Policy Objective RET4: Retail Hierarchy

It is a Policy Objective of the Council to have regard to the Retail Strategy for the Greater Dublin Area 2008 – 2016 and the Eastern and Midland Regional Authorities 'Regional Spatial and Economic Strategy 2019 – 2031', in defining the retail hierarchy of the County and defining the role of the Major Town, District, and Neighbourhood Centres in the County. It is Council policy to promote the viability and vitality of its existing main retail centres and to also promote their multi-functional role, while continuing to protect and improve the amenity of surrounding areas.

According to the RSES, the retail hierarchy as expressed in the RSGDA is substantially reflected in current City and County Development Plans and was subsequently adopted by the RSES itself. Table 7.1, which is derived from the RSGDA and RSES, shows the overall retail hierarchy for the GDA as it applies to DLR.

Table 7.1: Retail Hierarchy for the GDA Metropolitan and Hinterland Areas

Levels	Centres	Locations
Level 1	Metropolitan Centre	Dublin City Centre
Level 2	Major Town Centres	Dún Laoghaire and Dundrum
Level 3	Town and District Centres	Stillorgan, Blackrock, Nutgrove, Cornelscourt and Cherrywood
Level 4	Neighbourhood Centres, Local Centres, Small Towns and Villages	Various Locations
Level 5	Corner Shops, Small Villages	Various Locations

In its discussion of the adopted retail strategy as set out above, the RSGDA cautioned that there was a limited case to be made for the provision of new centres outside of those planned in the Regional Planning Guidelines (now the RSES) and in County Development Plans. It is considered that the well-established retail hierarchy in the County continues to operate in a largely satisfactory fashion, and that its overall logic is well understood by the general public, retailers and developers alike.

7.4.2 Core Shopping Areas

In relation to the 'Major Town Centres' and 'District Centres' identified above, the Retail Planning Guidelines require that the boundaries of their core shopping areas are identified and mapped. In this regard, it should be noted that:

- The core shopping area for Dundrum corresponds to the MTC zoning objective and generally includes the area between Main Street and Dundrum Bypass and from Uncle Tom's Cabin to Wyckham Way.
- The core shopping area for Dún Laoghaire corresponds to the MTC Zoning objective for the Town and includes Georges Street, from Bloomfields Shopping Centre to Corrig Avenue – the northern part of Patrick Street and the central part of Marine Road.
- The core shopping area for Stillorgan corresponds to the DC Zoning objective for the area and includes the Lower Kilmacud Road (including Stillorgan Shopping Centre) from The Hill junction to the overflow carpark.
- The core shopping area for Blackrock corresponds to the DC Zoning objective for the area and includes Main Street to Frascati Shopping Centre and from Blackrock Shopping Centre to Temple Road.
- The core shopping area for Cornelscourt corresponds to the DC zoning objective for the area.
- The core shopping area for Nutgrove corresponds to the DC zoning objective for the area.
- The core shopping area for Cherrywood corresponds to the 'Town Centre' land use objective as shown in the Cherrywood SDZ Planning Scheme.

7.5 Overall Strategy for Centres identified in the Retail Hierarchy

7.5.1 Summary of Overall Strategy

Table 7.2 provides a summary of the overall strategy for each type of centre in the retail hierarchy for DLR. This Table should be read in conjunction with the specific policies for ‘Major Town Centres’, ‘District Centres’, ‘Neighbourhood Centres’ and ‘Corner/Local Shops and Small Villages’ included in this Section.

Table 7.2: Summary of Overall Strategy for Centres in the DLR Retail Hierarchy

Type of Centre	Location	Overall Strategy
Major Town Centres	Dún Laoghaire	Consolidation of the Town Centre Quarter. Encourage the incremental growth of secondary character quarters in the remainder of the Town Centre. Refurbishment/ redevelopment of existing fabric to provide appropriately sized floor plates. Comprehensive environmental improvement and upgrade of public realm. Encourage upper floor uses.
	Dundrum	Old shopping centre and adjoining lands – to include appropriate level of complementary non-retail uses and activities in respect to community, cultural and civic uses. Public realm upgrade of Main Street.
District Centres	Blackrock	To support the ongoing redevelopment of the Blackrock and Frascati Shopping Centres and the consolidation of Blackrock Main Street as a mixed-use centre in accordance with an approved Local Area Plan. Any retail expansion should be limited and proportionate to the current percentage share of the overall net retail floorspace in the core retail area, as indicated in the Local Area Plan.
	Stillorgan	Encourage potential redevelopment as higher density, urban mixed-use centre in accordance with general provisions of the adopted Local Area Plan. Limited expansion of convenience and comparison retail floorspace.
	Nutgrove	Encourage potential redevelopment as higher density urban mixed-use centre. Limited expansion of convenience and comparison retail floorspace.
	Cornelscourt	Limited expansion of retail floorspace on a constrained site.
	Cherrywood	Support the ongoing development of a fully mixed-use sustainable town centre in accordance with the approved SDZ Planning Scheme.
Established Neighbourhood Centres	Various locations including (amongst others) Ballybrack, Ballinteer, Blackglen, Deansgrange.	Promote mixed-use potential of Neighbourhood Centres as appropriate, subject to protection of local amenities.
New Neighbourhood Centres	Various locations including (amongst others) Stepside, Honey Park	Promote mixed-use potential of new and refurbished centres to provide for local need. Expansion in line with planned population growth. Development of sustainable mixed-use urban villages in accordance with approved Local Area Plans/ Planning Scheme. Retail floorspace in line with planned population levels.
Key Development Areas	Various locations including (amongst others) Cherrywood Woodbrook/ Shanganagh Kiltiernan/ Glenamuck, Old Connaught.	



Antiques Shop in Dún Laoghaire Shopping Centre

7.5.2 Major Town Centres

In its discussion of the role of different types of centres, the RSGDA describes how retail is one element in the role of Major Town Centres as multi-functional, lively and vibrant places. Major Town Centres provide a full range of all types of retail services from newsagents to specialist shops and boutiques, department stores, foodstores of all types and a high level of mixed uses including the arts and culture to create vibrant, living places. Major Town Centres should be well connected and served by high quality public transport, and should be serving population catchments in excess of 60,000 people.

7.5.2.1 Policy Objective RET5: Major Town Centres

It is a Policy Objective of the Council to maintain the two Major Town Centres - Dún Laoghaire and Dundrum – as the primary retail centres in the County and to support their evolving multifunctional role. The vitality of the towns will be enhanced by their mixed-use nature. In addition to retail, these centres must include community, cultural, civic, leisure, restaurants, bars and cafes, entertainment, employment and residential uses. Development shall be designed so as to enhance the creation of a sense of place.

As the two Major Town Centres in DLR, both Dún Laoghaire and Dundrum have, in addition to their important retail role, a vital social, community, cultural, civic and employment function that needs to be catered for in the context of their future growth.

Dún Laoghaire

Dún Laoghaire is the County Town of DLR and constitutes a significantly different retail proposal to that at Dundrum. The profile of commercial development is of a smaller, more specialist retail scale, complemented by pop up retail activities such as the weekend and Christmas markets and supported by a range of recreation, wellbeing, tourism, heritage, employment, health, culture and education uses.

The shift in consumer behaviour towards increased demand for ‘experiential’ retail and the food and beverage sector, places Dún Laoghaire Town in a strong position for future growth. The increase in population in the wider Dún Laoghaire hinterland also offers an opportunity to improve the viability and vitality of the town.

Given the elongated linear nature of the Dún Laoghaire Major Town Centre Zoning, which extends from Cumberland Street to the People’s Park, it is considered appropriate to divide the town into quarters with the principal Town Centre quarter running along George’s Street (from Bloomfields

Shopping Centre to Corrig Avenue) the northern part of Patrick Street and the central part of Marine Road. This principal quarter constitutes the commercial and retail heart of the Town and it is a policy objective to consolidate and strengthen this core area. The Council will also encourage the incremental growth of secondary character 'quarters' in the Town Centre as follows:

- Park End Quarter - George's Street Upper, east of the Town Centre Quarter.
- Seafront Quarter - Marine Road to Crofton Road/ Queen's Road (Hospital car park to the Lexicon).
- Old Town Quarter - George's Street Lower, west of the Town Centre Quarter.

The normal range of Major Town Centre uses and functions will still be acceptable in the secondary quarters and the emphasis will be to encourage and promote retail uses and activities appropriate to the quarter. Examples of types are retail deemed suitable for each quarter in include:

- Specialist clothing / footwear brands, boutiques / leisure fashion, specialist home stores / crafts, antiques, specialist food and restaurants for the Park End Quarter;
- Leisure/ tourist/marine focus, boating equipment, gift/souvenir/craft, galleries/tourist shops and specialist food/confectionery for the Seafront Quarter;
- Specialist home stores / crafts, young trend clothing / footwear brands, culture / galleries / gifts, music / books, restaurants / world cuisine and evening culture for the Old Town Quarter.

For more detailed information on the development of each of the quarters as referred to above, please refer to Appendix 17 of this Development Plan 'Interim Dún Laoghaire Urban Framework Plan'.

Dundrum

Dundrum benefits from a substantial quantum of retail floorspace, with the Dundrum Town Centre Shopping Centre being one of the most successful comparison retail shopping locations in the Country. While the development of a regional retail offer that attracts customers from a broad geographic area brings revenue into the locality and aids job creation, it is also important to ensure that the role of Dundrum as a multifunctional Major Town Centre is supported.

Dundrum Major Town Centre should provide the full range of amenities and services expected and required by its local catchment population, including a wide range of employment, leisure, community, cultural and civic uses, as well as catering for day to day shopping needs. It is acknowledged that in recent years, there has been a trend toward

providing complementary facilities such as leisure, food and beverage, as well as experiential retail.

A substantial planning permission was granted in December 2009 for the redevelopment of the old Dundrum Shopping Centre. However, this permission was not implemented due to the uncertainty created by the 2008/2009 property crash and has since expired. That site, as well as others in the area, require careful consideration in the context of the current planning and development environment and the preparation of a Local Area Plan (LAP) for Dundrum will aid in this regard.

In 2003, an Urban Framework Plan (UFP) was prepared for Dundrum in anticipation of the significant level of change planned and predicted for the area and this UFP was incorporated into subsequent Development Plans. It is acknowledged however, that Dundrum has been transformed in recent years, in particular since the opening of the Dundrum Town Centre Shopping Centre in 2004.

As such, it is considered that the UFP needs to be revisited, given that certain anticipated developments have not yet taken place and that the original UFP dates from 2003. This will be achieved through the ongoing preparation of an LAP for Dundrum during the lifetime of this Plan. A focus of the LAP preparation will be on enhancing the multifunctional nature of Dundrum Major Town Centre as set out in RET5 above. The LAP will be informed by the Dundrum ACA.

The LAP boundary is shown on the Development Plan maps (refer to Map Nos. 1 and 5). This boundary encompasses a larger area than the original 2003 UFP in recognition of the fact that a new LAP needs to more comprehensively address the relationship of the Dundrum Major Town Centre area with the surrounding residential, commercial and amenity areas.

The LAP area is bounded by the Central Mental Hospital lands to the north, the Goatstown Local Area Plan and Airfield to the east, the green space which forms part of the Ardglas estate to the south and Ballinteer Road and the Luas line to the west. This boundary may, however, be altered on foot of public consultation associated with the preparation of the LAP.

Importantly, the expanded boundary recognises the opportunity created by the future redevelopment of the substantial Central Mental Hospital site (c. 11.3ha) following the decision to relocate the existing hospital to a new, purpose-built facility in Portrane, North County Dublin. The Council is cognisant of the important role that the site plays in the area and the potentially unique opportunity that it provides to contribute to both community infrastructure and quality housing provision.



Dundrum Town Centre

Ongoing work on the LAP addresses, inter alia, many of the projects and initiatives which were initially identified in the 2003 UFP as well as emerging issues, including:

- The need to ensure an appropriate balance of retail and non-retail uses is achieved in Dundrum Major Town Centre, taking account of the centre's requirement to serve the day to day needs of its local catchment in addition to continuing its role as a leading comparison retail destination with a regional catchment. The provision of a wide range of uses in Dundrum Major Town Centre, including employment, leisure, entertainment, cultural, hotel and restaurant uses, in addition to residential development, will create additional activity and enliven the area.
- The provision of a pedestrian-friendly and traffic-calmed environment along Dundrum Main Street, with particular care being paid to paving materials, modern public lighting, hard and soft landscaping and street art. There is a particular need for improved soft landscaping along the Main Street.
- The comprehensive redevelopment of the environs of the William Dargan Bridge undercroft, Usher House and Waldemar Terrace. This area provides a significant opportunity to create a new focal point and sense of enclosure at the northern 'gateway' to Dundrum Main Street. At present this area is dominated by heavy vehicular traffic volumes and the bus interchange. Any redevelopment shall be in keeping with and sensitive to the character and scale of the adjacent streetscape on Main Street and its ACA status and should seek to strengthen visual and physical connections with same.
- The development of a new community, cultural and civic hub that consolidates and expands existing facilities and services in Dundrum. The new hub should both encourage more activity on Main Street and diversify the range and extent of uses within the Dundrum Major Town Centre area. The hub should be of an appropriate scale to serve the needs of Dundrum's current and future population, based on a detailed assessment of the area.
- The provision of additional residential uses in Dundrum Major Town Centre including 'Living Over the Shop' and standalone developments including schemes for older people where appropriate. In this way the existing residential uses in Dundrum Major Town Centre can be strengthened and consolidated.
- The provision of appropriate community infrastructure to meet the needs of the current and future population in accordance with the recommendations of a detailed study of the broader Dundrum area. With its high quality transport links, Dundrum Major Town Centre should provide community facilities to cater to a population catchment greater than that of the more narrowly defined LAP boundary. The redevelopment of the old Dundrum Shopping Centre and the Central Mental Hospital site represents an opportunity to achieve additional community infrastructure in this regard.
- The promotion of Dundrum Major Town Centre in general, and the Millpond Square, Pembroke District, and Main Street/Sandyford Road in particular, as an important focus of restaurant, leisure and evening uses - subject to the safeguarding of surrounding residential amenity.
- The reinstatement and strengthening of the urban fabric along Dundrum Main Street and the Sandyford Road – including infilling gap sites and reducing setbacks where appropriate and encouraging new buildings close to the public footpath. This applies especially to the northern edge of Dundrum Major Town Centre where a lively and mixed commercial presence is required. Similar regeneration criteria apply to the refurbishment of the remaining dwellings and businesses on Sandyford Road immediately south of the Dundrum Cross.
- The conservation, preservation and re-use of historic buildings and buildings of particular interest, including groups or blocks of such buildings like existing terraces. These form an established part of the town and contribute to its overall character. The redevelopment of the Central Mental Hospital site also creates opportunities for the sensitive, appropriate and innovative reuse of historic structures including for community purposes.
- The requirement that new development should be cognisant of the extended Dundrum Architectural Conservation Area (ACA) area and respect the traditional and established character of Dundrum Main Street. All development in the vicinity of the ACA should be carefully considered and should integrate effectively with existing, while allowing for the provision of appropriate, high-quality, innovative architecture on adjoining sites.
- Promote the sensitive adaptation and reuse of Mahers Terrace to open up the courtyard and rear buildings.
- The requirement that all new building interventions shall respect and take cognisance of the existing established scale, materials and character (especially of the Main Street/Sandyford Road to include the Upper Kilmacud Road and Ballinteer Road between the Luas line and the Dundrum Bypass) and the residential amenity of the surrounding area.

- The strict control of advertising on building facades through the Development Management process to protect and enhance the environmental quality of Dundrum Main Street and to align with the expansion of the ACA.
- The need to examine the provision of open space areas and linkages between same in the area. The relative paucity of public open space in Dundrum is recognised in this regard.
- The need to examine the potential to expand/improve the active open space provision at Rosemount along with accompanying community facilities as part of the redevelopment of the Central Mental Hospital site.
- The development of a comprehensive pedestrian walkway network connecting and linking key destinations - including the Dundrum Town Centre (Shopping Centre), the Dundrum and Ballaly Luas stops, Main Street/Sandyford Road, Sweetmount Park and a series of internal Town Squares. There is a recognition that the construction of the Dundrum and Wyckham Bypasses inevitably creates a degree of severance – both physical and perceived – between Dundrum Major Town Centre and its, generally, residential hinterland. The proposed footpath network should, therefore, seek to mitigate this severance using a variety of mechanisms including pedestrian bridges at key locations, pedestrian priority-controlled junctions and other mechanisms.
- The provision of expanded and improved cycle facilities, including a linked cycle network and additional cycle parking.
- The requirement that new development, and in particular substantial residential schemes, should be integrated with and link effectively to the surrounding locality and wider mobility

network, in terms of pedestrian, cyclist and vehicular movements. In the case of the redevelopment of the Central Mental Hospital site, this may necessitate the provision of additional vehicular links to the existing road network as well as integration into the surrounding pedestrian and cycle networks.

- The consideration of the improved public transport connectivity as part of the Quality Bus Network with particular emphasis on orbital routes. Future bus routes in the area should be considered in the context of the impact of traffic volumes on Dundrum Main Street and the potential to increase the utilisation of the Dundrum Bypass in this regard.
- The provision of off-street and underground car parking provision commensurate with the uses proposed, with appropriate access routes (both surface and sub-surface). This will help minimise vehicle movements and facilitate a reduction in/the complete removal of surface parking from the Main Street, immediately connected streets and surrounding residential areas.

7.5.3 District Centres

According to the RSGDA, District Centres will vary both in the scale of provision and size of catchment depending on proximity to a major town centre. However, a good range of comparison shopping would be expected (though no large department store) as well as some leisure activities, a range of cafes and restaurants and other mixed uses including employment. They should contain at least one supermarket and ancillary food stores alongside financial and other retail services. District Centres should generally range in size from 10-25,000 sq. m. net retail sales area catering for a population of between 10,000-40,000 people.

Glasthule Road, Glasthule, Dún Laoghaire



7.5.3.1 Policy Objective RET6 – District Centres:

It is a Policy Objective of the Council to maintain the District Centres at Blackrock, Stillorgan, Nutgrove and Cornelscourt, and to promote the mixed-use sustainable town centre which is currently under construction in Cherrywood in accordance with the approved SDZ Planning Scheme.

The existing District Centres at Blackrock, Stillorgan, Nutgrove and Cornelscourt are characterised by medium or large foodstore anchors together with a range of comparison shopping, supported in some instances by employment, cultural, community and health uses (Stillorgan, Blackrock and Nutgrove). Work is currently under way on the permitted mixed use scheme in Cherrywood.

The District Centres should progressively develop as mixed-use urban centres to include residential, supporting services, and commercial office components where appropriate. Development Plan and LAP policies will help guide the form of future development so that they evolve into fully functioning mixed-use, higher density urban centres with enhanced public transport, access and parking demand management.

A number of specific objectives have been identified which will support their development as accessible multifunctional centres with a distinct sense of place. These objectives are set out below.

Stillorgan District Centre

- To promote the future redevelopment of Stillorgan as a multi-faceted, mixed-use sustainable District Centre having regard to the broad objectives of the adopted Stillorgan Local Area Plan.
- To protect, and, where possible, enhance the residential amenity of established residential areas on the fringes of the District Centre.
- Net retail sales area¹ in Stillorgan District Centre zoned lands to be capped at 20,000 sq. m.

Blackrock District Centre

- To promote the ongoing redevelopment of Blackrock as a sustainable mixed-use District Centre having regard to the particular character, sense of place and broad objectives of the Blackrock Local Area Plan.
- To encourage the renewal and provide for

public realm improvement of the area between Blackrock DART Station and Main Street opening vistas to the shoreline and to improve pedestrian connections to the seafront.

- To upgrade the public realm along Main Street and Rock Hill to provide a more attractive environment for retailing.
- Net retail sales area in Blackrock District Centre zoned lands to be capped at 25,000 sq. m.

Nutgrove District Centre

- To promote the regeneration and redevelopment of Nutgrove District Centre as a sustainable, multifaceted mixed-use District Centre.
- To encourage a broader range of uses into the District Centre including good quality residential, leisure and commercial office floorspace.
- Net retail sales area in Nutgrove District Centre zoned lands to be capped at 25,000 sq. m.

Cornelscourt District Centre

- Net retail sales area in the Cornelscourt District Centre zoned lands to be capped at 25,000 sq. m.

Cherrywood

- Development of the retail development at Cherrywood shall be in accordance with the approved Planning Scheme.

7.5.4 Neighbourhood Centres

The RSGDA explains that Neighbourhood Centres usually contain convenience retail ranging in size from 1,000-2,500 sq. m. with a limited range of supporting shops and retail services and possibly other services such as post offices, community centres or health clinics grouped together to create a focus for the local population.

7.5.4.1 Policy Objective RET7: Neighbourhood Centres

It is a Policy Objective of the Council to support the development of the Neighbourhood Centres as the focal point of the communities and neighbourhoods they serve, by way of the provision of an appropriate mix, range and type of uses – including retail and retail services – in areas zoned objective ‘NC’ subject to the protection of the residential amenities of the surrounding area.

¹ In accordance with the Retail Planning Guidelines, ‘net retail floorspace’ is defined as “the area within the shop or store which is visible to the public and to which the public has access including fitting rooms, checkouts, the area in front of checkouts, serving counters and the area behind used by serving staff, areas occupied by retail concessionaires, customer service areas, and internal lobbies in which goods are displayed, but excluding storage areas, circulation space to which the public does not have access to, cafes, and customer toilets” (DECLG, 2012, Annex 1, page 52).



As the RSGDA suggests, the function of Neighbourhood Centres is to provide a range of convenient and easily accessible retail outlets and services within walking distance for the local catchment population. The Council considers that, subject to the protection of residential amenities, a number of the larger Neighbourhood Centres are capable of being promoted as local mixed-use nodes accommodating a range of uses beyond simply retailing or retail services. Leopardstown Valley would be one such Neighbourhood Centre which already offers a mix of commercial, retail and community infrastructure uses and has potential for more development to serve the area. The introduction of residential residential may potentially be suitable for some Neighbourhood Centre locations without adversely impacting on existing levels of amenity.

Development in Neighbourhood Centres should ensure an appropriate mix of commercial uses, ensuring that there is not any overconcentration of a particular use class. Uses should be appropriate in scale and nature to the Neighbourhood Centre designation (see Chapter 12, Section 12.6.1).

A number of LAPs identify neighbourhood centres, including one at Woodbrook – Shanganagh, Kiltiernan and Old Conna that have yet to be delivered. In addition, a Specific Local Objective (SLO) no. 82 exists to provide for a Neighbourhood Centre in the north east quadrant of the Park Carrickmines (see CDP Map no. 9).

This SLO provides for a centre with a net retail floorspace cap of 6000 sq. m as well a leisure facility to meet the existing and future needs of the growth

areas of Carrickmines, Stepside-Ballyogan and Kiltiernan-Glenamuck. Although the underlying zoning objective is for employment uses, the centre, in conjunction with other Neighbourhood Centres, will serve a local need in an area undergoing rapid growth and development. While permission has recently been granted on the site for a project including retail and a cinema, it is considered appropriate to retain the SLO until the scheme is delivered.

7.5.5 Corner/Local Shops and Small Villages

According to the RSGDA, 'Corner/Local Shops and Small Villages' meet the local day-to-day needs of surrounding residents and can play a role in providing more niche retail service offerings.

7.5.5.1 Policy Objective RET8: Local Shops

It is a Policy Objective of the Council to facilitate the provision of local convenience shops in residential areas where there is a clear deficiency of retail provision, subject to protecting residential amenity.

Within residential areas, the Council recognises the need for convenience shopping provision (as defined in the Retail Planning Guidelines) and accepts that a Neighbourhood Centre may not always be available within easy walking distance. When evaluating proposals for such a use, the Council will have regard to the distance from the proposed development to existing shopping facilities and to its impact on the amenity of adjoining dwellings. Local convenience shops should not have a floorspace greater than 100 sq. m. net.

7.6 Assessment of Retail Development Proposals

In accordance with the Retail Planning Guidelines, a number of relevant development management criteria have been identified for the assessment of retail developments. It is important to note that these criteria should be read in conjunction with other requirements of the Plan, in particular those set out in Chapter 12 'Development Management'.

7.6.1 Approach to Assessment of Development Proposals

7.6.1.1 Policy Objective RET9: Assessment of Retail Proposals

It is a Policy Objective of the Council to ensure that applications for new retail development shall accord with the retail policies of the Development Plan and are objectively assessed as set out in the Retail Planning Guidelines for Planning Authorities (2012).

Applications for new retail development shall:

- Be in line with the role and function of the retail centre in the Plan and accord with the scale and type of retailing identified for that location.
- Accord with the fundamental objective to support the vitality and viability of the retail centre and must demonstrate compliance with the sequential approach.
- Provide a detailed Retail Impact Assessment (RIA) and a Transport Impact Assessment (TIA) to accompany the application where appropriate, having regard to location, scale of development proposed and retail hierarchy.
- Be of a high quality and incorporate layouts that encourage active and engaging frontages where appropriate.
- Contribute to creating a sense of place.
- Explore opportunities to provide a mix of uses to benefit the vitality of the surrounding area.

There shall be a general presumption against large out-of-town retail centres, in particular those located adjacent or close to existing, new or planned National Roads/Motorways.

7.6.2 Casual Trading Areas

7.6.2.1 Policy Objective RET10: Casual Trading Areas

It is a Policy Objective of the Council to designate sites as Casual Trading Areas in suitable locations where deemed appropriate.

In the implementation of this policy the Council will have regard to the terms of the Casual Trading Act 1995 (or any subsequent review of, or amendment to this Act.). It is also Council policy to promote organic producers and producer-only products through the provision of its 'CoCo Markets' and to promote seasonal and craft markets, including privately operated farmers markets.

7.6.3 Non Retail Uses

7.6.3.1 Policy Objective RET11: Active Street Frontages Non-Retail Uses

It is a Policy Objective of the Council to control the provision of non-retail uses at ground floor level in the principal shopping streets of Major Town Centres and District Centres and also within the shopping parades of mixed-use Neighbourhood Centres.

All sites in areas zoned Major Town Centres, District Centres and Neighbourhood Centres may potentially be considered pivotal in creating a sense of vibrancy. The nature of the use of ground floor retail units will be required to reflect this in the design of their frontages, the use of the premises, and where feasible, their hours of opening.

For the purposes of clarity, all changes of use from retail to other uses (commercial, residential etc.) at ground floor level within designated Major Town Centres, District Centres and/or Neighbourhood Centres shall require planning permission so as to allow the Planning Authority to assess the impact on the vitality and streetscape of the designated centre.

In granting permissions, the Planning Authority may allow for some discretion having regard to situations where: the premises has been vacant for an extended period; its location in the context of the wider town, District and/or Neighbourhood Centres; and where the proposed design is of high quality, adds to the multi-functional nature of the town and where the proposal will increase the residential population.

This Policy Objective will be operated through the Development Management process.



Ballybrack Shopping Centre

7.6.4 Retail Warehousing

7.6.4.1 Policy Objective RET12: Retail Warehousing

It is a Policy Objective of the Council to strictly control and limit additional new retail warehousing/retail park floorspace in the County for the duration of the Plan.

Any limited new retail warehousing will be on lands zoned Objective 'LIW' "To improve and provide for low density warehousing/light industrial warehousing units", 'MIC' "To consolidate and complete the development of the mixed use inner core to enhance and reinforce sustainable development", 'OE' "To provide for office and enterprise development" and 'E' "To provide for economic development and employment" where the site has good access to a suitable road network and has access to integrated public transport.

Where considered appropriate, some very limited retail warehousing may be open for consideration in or near the edge of lands zoned Objective 'MTC' "To protect, provide for and/or improve Major Town Centre facilities", but only where it can be demonstrated that the proposal will add to the centre's overall attractiveness for shopping.

Any application for retail warehousing will be required to demonstrate that the proposal will not impact adversely on the vitality and viability of established retail centres in accordance with the criteria set down in the Retail Planning Guidelines for Planning Authorities (2012).

The Retail Planning Guidelines advise a retail warehousing floorspace cap of 6000 sq. m gross with locational exceptions in the five 'Gateway' cities of Dublin, Cork, Limerick/Shannon, Galway and Waterford. In these areas the Guidelines indicate that Planning Authorities may wish to consider designating potential development sites for large-scale retail warehousing.

It is noted that the RSGDA highlights a very significant increase in retail warehousing park schemes in the Greater Dublin Area since the beginning of the 2000s. At present, in terms of spatial distribution, the heaviest concentrations of retail warehousing are to be found at:

- Nutgrove;
- Sandyford Business District/Stillorgan Industrial Area;
- Carrickmines;
- Sallynoggin.

The Development Plan will give heed to the cautionary sentiment outlined in the RSGDA and will consider carefully any new proposals for additional retail warehouse floorspace in terms of potential retail impact both on existing centres in DLR as well as on established retail warehousing cores.

In addition, applications for retail warehousing will be required to demonstrate that the proposal is accessible by public transport and that there is sufficient capacity in the local road network to accommodate the development.

8

Green Infrastructure and Biodiversity



Fernhill Park, Stepaside

8.1 Introduction

The Dún Laoghaire-Rathdown County Development Plan (CDP), has adopted the principle of sustainable development within the Green Infrastructure (GI) Chapter, and identifies GI as a key strategic asset for the County, and one which can aid in the creation of a climate resilient County, as set out in the overarching vision and County Strategic Outcomes in Chapter 1.

This Chapter includes policies for the protection, creation, and management of this resource in an integrated manner by focusing on key themes within GI such as: landscape and the coast; access; biodiversity; and parks. In addition, the integration of the emerging Ecosystem Services Approach (ESA), will be promoted and encouraged. ESA is a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way. This will also be included in the forthcoming Biodiversity Plan for the County.

The strategic vision of the Plan in relation to GI, Landscape, and Biodiversity recognises the following key issues:

- Increasing awareness among all sections of the population of the importance of the County's green infrastructure, landscape, and biodiversity, which can aid the eco-systems services approach address the challenge of climate change.
- Ensure full integration of environmental considerations into other Development Plan policies.
- Ensuring that the forthcoming County's Wildlife Corridor Plan and the forthcoming Biodiversity Plan are implemented and that succession plans are put in place at the appropriate time.
- Recognising the interconnecting elements of GI and the importance of the distribution of landscape, and recreational assets (parks and open spaces) across the County, to provide an inclusive and accessible County.
- The need to update the existing 'Green Infrastructure Strategy' for the County during the lifetime of the Plan.
- Recognising the challenges of climate change and its impact on GI and, biodiversity and the availability of ESA to address this challenge.
- Ensuring full compliance with the requirements of the Habitats Directive.

8.2 National and Regional Planning Context

The policies and objectives set out in this Chapter fully align with national and regional planning policy in the form of the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Region. Both documents seek to protect and enhance the unique identity, and character of places, and to facilitate improvements to human wellbeing, and the quality of life that comes from the interaction of people and their environment.

8.2.1 National Planning Framework

The NPF highlights the relevance of open space and recreation to enhance our amenities, landscape, heritage, and healthy living. It also emphasises that open space and recreational facilities are key to the delivery of sustainable communities. The NPF includes the following National Policy Objectives (NPOs), which relate directly to the issue of green infrastructure, open space, and recreation:

- NPO26: Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, through integrating such policies, where appropriate and at the applicable scale, with planning policy.
- NPO62: Identify and strengthen the value of greenbelts and green spaces at a regional and city scale, to enable enhanced connectivity to wider strategic networks, prevent coalescence of settlements and to allow for the long-term strategic expansion of urban areas.

8.2.2 Regional Spatial and Economic Strategy

The RSES seeks to protect and enhance the unique identity and character of places and to facilitate improvements to human wellbeing and the quality of life that comes from the interaction of people and their environment. The RSES also contains a number of Regional Policy Objectives (RPOs), which could be included under the broad heading of Green Infrastructure and Biodiversity (including landscape, access, open space and recreation).

The NPF and RSES outcomes, and policy objectives, outlined above have been taken into account, and form the basis for a number of the specific Policy Objectives set out in this Chapter.

This Chapter is divided into the following Sections:

- Green Infrastructure;
- Landscape;
- The Coast;
- Access and the Mountains;
- Biodiversity.



Flowers Fernhill, Park

8.3 Green Infrastructure

Green Infrastructure (GI) can be broadly defined as a strategically planned network of high quality natural and semi-natural areas with other environmental features, which is designed and managed to deliver a wide range of ecosystem services and protect biodiversity in both rural and urban settings (consistent with Section 7.7 of the RSES).

GI serves a wide variety of important functions including but not limited to; provision of habitat, increased biodiversity, provision of ecological corridors, climate change adaptation and mitigation, water treatment, water retention, local amenity provision, air quality improvement, cultural and heritage preservation, provision of a mentally restorative environment and flood mitigation.

At the local authority scale, GI offers an opportunity to develop integrated strategies around economic development, urban placemaking and rural policy. Linking strategic natural assets with cultural and heritage assets further enhances the opportunities for GI strategies to drive recreation and tourism benefits.

8.3.1 Policy Objective GIB1: Green Infrastructure Strategy

It is a Policy Objective to continue to implement, and update, the DLR Green Infrastructure (GI) Strategy, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the development, design and management of high quality natural and semi-natural areas. This recognises the ecosystems approach and the synergies that

can be achieved with regard to sustainable transport, provision of open space, sustainable management of water, protection and enhancement of biodiversity.

The GI approach for the County, also guides and assists in developing a County-wide green infrastructure network to ensure the conservation and enhancement of biodiversity and ecosystems, including the protection of European Sites.

GI includes our stocks of natural assets and the ecosystems services they provide to us, which if planned for in the same way as other services, can provide long term benefits in a County such as DLR. For example, our parks and open space promote health and well-being, providing recreational facilities and enjoyment for our communities and for our visitors to DLR. GI is also a crucial component in building resilient communities, capable of adapting to the consequences of climate change with trees, woodlands and wetlands, providing carbon capture and slowing water flows while improving air quality. GI also enhances opportunities for tourism, and encourages new businesses to invest, helping the economy of the County.

It is the Council's intention to review and update the existing Green Infrastructure Strategy for the County in consultation with all key stakeholders and with the public during the lifetime of the County Development Plan, 2022- 2028. The Strategy will identify key green infrastructure aims, with support from the forthcoming DLR County Wildlife Corridor Plan, 2021, and objectives for the County taking account of the main Policy Objectives identified in the County Development Plan.

8.4 Landscape

The landscape, and biodiversity of DLR represent some of the most important intrinsic assets of the County. Indeed, to a great degree they actually define the County. The extensive network of public parks and open spaces in the County, provide important areas for passive and active recreation, as well as key spaces for eco-systems and enhancement of biodiversity. The County is framed by its coastal and upland landscapes, and the diverse range of landscape character areas 'Between the Mountains and the Sea', testify to the variety of landscapes in what is the smallest administrative County in Ireland.

All these assets are integral to the County's image and add greatly to the quality of life for both residents and visitors alike. They set the physical context to the daily experiences of those who live, work, and visit DLR. The landscape, cultural heritage and biodiversity of the County also represent valuable economic assets. The effective management of these assets is integral to the future successful development of the County.

By promoting greater levels of information, communication, and imaginative design, however, conflicts can be minimised, and it should be possible for DLR to continue to grow in vitality whilst retaining its very distinct characteristics.

8.4.1 Policy Objective GIB2: Landscape Character Areas

It is a Policy Objective to continue to protect, manage and plan to conserve, maintain or enhance the distinctive characteristics of the County's landscapes, townscapes and seascapes in accordance with the recommended strategies as originally outlined in the Landscape Character Assessment (2002 and since updated), in accordance with the 'Draft Guidelines for Landscape and Landscape Assessment' (2000) as issued by the Department of Environment and Local Government, in accordance with the European Landscape Convention (Florence Convention) and in accordance with 'A National Landscape Strategy for Ireland – 2015-2025'. The Council shall implement any relevant recommendations contained in the Department of Arts, Heritage, and the Gaeltacht's National Landscape Strategy for Ireland, 2015 - 2025.

The Planning and Development (Amendment) Act, 2010 defines landscape as per Article 1 of the European Landscape Convention (ELC) (2000) "*an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors*".

The ELC definition introduced the concept of landscape as a dynamic system, not just confined to the countryside; but including urban, peri-urban and rural areas, and encompassing land, inland waters, coastal and marine areas. Landscape policy deals with every-day and degraded landscapes, as well as those that are considered to be exceptional. The new definition in law recognises the importance of all landscapes, not just exceptional landscapes, as having a crucial bearing on our quality of life and as deserving attention in policy.

The Local Government (Planning and Development) Act 2000 (Part II, S10 (e) and 1st Schedule, Part IV (7) requires every planning authority to include objectives in their Development Plan for the "*preservation of the character of the landscape where, and to the extent that...the proper planning and sustainable development of the area requires it, including the preservation of views and prospects and the amenities of places and features of natural beauty or interest.*"

The Council will take a proactive approach to the landscape with policies that seek to conserve, and enhance strongly distinctive, and specific landscape elements of significance that are intrinsically important or contribute to the general amenity of the County, and that underpin the broader landscape character of areas.

The updating of the County Landscape Character Assessment, and the County Development Plan is informed by existing European, national, regional, and local planning documents and policies.

Landscape assets are non-renewable resources that the Council will seek to protect. The existing Landscape Character Assessment is included as Appendix 8 of this Development Plan.

8.4.2 Policy Objective GIB3: Seascape

It is a Policy Objective to carry out a Local Seascape Assessment in accordance with any relevant recommendations or methodologies contained in the Irish Marine Institute's National Seascape Character Assessment and the Department of Culture, Heritage and the Gaeltacht's 'National Landscape Strategy for Ireland, 2015 – 2025'.

Seascape Dún Laoghaire Coast

Seascape Character Assessment is an extension of Landscape Character Assessment and, with 17km of coastline, Seascape is a crucial element of the County's history, identity, and culture. It is recognised that a Seascape Assessment for coastal parts of the County should be carried out, as there is a need to identify and describe seascapes in order to recognise the character, and key visual attributes of different parts of the coast/sea, and to understand and manage the natural and other factors that lead to seascape character change.

8.4.3 Policy Objective GIB4: High Amenity Zones

It is Policy Objective to conserve and enhance existing High Amenity Zones and to seek to manage these and other areas to absorb further recreational uses and activity without damaging their unique character.

The County Development Plan maps indicate areas that are zoned as High Amenity areas. These areas consist of landscapes of special value where inappropriate development, would contribute to a significant diminution of the landscape setting of the County.

These areas include the Glencullen Valley, Glendoo Valley and Kilmashogue Valley. The areas immediately adjacent to the High Amenity areas are, likewise, also sensitive landscapes. Development in these areas proximate, may affect directly or indirectly the quality, and integrity of the adjoining High Amenity areas.

Within these areas, the presumption will be generally to resist any development not directly related to the area's amenity potential, or its existing use for agriculture, mountain, or hill farming.

8.4.4 Policy Objective GIB5: Historic Landscape Character Areas

In assessing development proposals and in the preparation of plans, it is a Policy Objective to have regard to the recommendations and findings of the Historic Landscape Character Assessments (HLCA), already undertaken for a number of the urban-rural fringe areas of the County most likely to come under development pressure.

A HCLA is a detailed holistic study of the historical development and environmental significance of an area. The HLCA offers a dynamic perspective of the total landscape, thereby contributing to the management, and promotion of sustainable development within that area. Five HLCAs have been carried out in the County to date:

- Barnacullia;
- Kiltiernan;
- Glencullen;
- Ballycorus – Rathmichael; and
- Old Connaught.

8.4.5 Policy Objective GIB6: Views and Prospects

It is a Policy Objective to preserve, protect and encourage the enjoyment of views and prospects of special amenity value or special interests, and to prevent development, which would block or otherwise interfere with Views and/or Prospects.

DLR contains many sites and vantage points from which scenic views over areas of great natural beauty, local landmarks, historic landscapes, adjoining Counties, and the City of Dublin may be obtained. In addition, the County also contains important prospects i.e. prominent landscapes or areas of special amenity value, or special interest which are widely visible from the surrounding area. Specific Views and Prospects for protection have been identified in the Plan and are considered when assessing planning applications.

It is also recognised that visual linkages between landmarks, landscape features and views exist. The Council will also take into account any Views and Prospects of adjoining Counties—Wicklow, Dublin City and South Dublin, when assessing planning applications for development proximate to the mutual County boundaries.

In evaluating planning applications for development in the foreground of identified Views and/or Prospects, consideration will be given to the effect such development may have on the View and/or Prospect.

Where possible, DLR will seek to improve and retain the viewing potential of existing views and/or prospects.

Roads or other public areas from which there is a View and/or Prospect worthy of protection are graphically shown on the suite of Development Plan Maps.

Table 8.1: *Prospects to be Preserved*

Prospects to be Preserved
Dublin City and Bay from Deerpark, Mount Merrion
Carrickgollogan from Ballybrack (e.g. Church Road and Churchview Road)
Carrickgollogan from Bray Road (Shankill to Bray area)
Carrickgollogan from Ballyman Road
Carrickgollogan from the Enniskerry Road (south of Kiltiernan Village)
The Scalp from Ballyman Road and part of the Enniskerry Road
Three Rock Mountain and Two Rock Mountain from the Enniskerry Road (Sandyford-Kiltiernan area) and Sandyford Village
Three Rock Mountain and Two Rock Mountain from the Ballybrack Road
Three Rock Mountain and Kilmashogue Mountain from Marlay Park
Tibradden Mountain and Kilmashogue Mountain from Kilmashogue Lane
Glencullen Mountain and Valley from the Ballybrack Road
Glendoo Mountain from the Ballybrack Road
Dalkey Hill from Ulverton Road, Station Road and the East Pier
Killiney Hill from Vico Road, Station Road and the East Pier

Additional Views and Prospects may be considered throughout the lifetime of the Plan.

8.5 The Coast

The Coast is a feature iconic of the County. It is used for a wide variety of purposes - amenity, recreational activities, commercial, sporting, and economic. It represents areas of high landscape quality, natural heritage, and amenity value.

The 17km coastline of DLR is diverse - varying from rocky headlands with a variety of inlets, long established historical harbours, and high-quality beaches. The retention of the Blue Flag status at Seapoint and Killiney Bay is an objective for the duration of the County Development Plan and beyond. The Coast is also an important economic resource - particularly for the fishing, aquaculture, leisure, and tourism industries.

The Coast is home to a variety of important habitats and species. This is reflected in the number of designated sites of National and International importance along its length, including South Dublin Bay, Booterstown Marsh, and the Dalkey Coastal Zone.

It is important that the coastal zone is managed and developed in a way which protects and enhances its natural heritage and landscape. The impacts of climate change also need to be considered.

8.5.1 Policy Objective GIB7: National Marine Planning Framework (NMPF)

It is a Policy Objective to support the policies and objectives as appropriate and relevant of the National Marine Planning Framework (NMPF), with respect to the conservation, management, and protection for a sustainable future for the marine area.

The NMPF (2021) sets out a vision, objectives, and policies to aid decision making in the marine area.

It is an important component piece of progressing requirements under EU Directive 2014/89/EU. Part V of the Planning and Development (Amendment) Act 2018 transposes the Directive into primary legislation. It is important to note that Section 68 states that Part V, “shall not apply to those parts of the nearshore areas to which a Development Plan, a Local Area Plan, the NPF, a RSES, a guidance on a directive under Part 11 of the principle Act applies”.

The NMPF also references the Marine Planning and Development Management Bill, which introduces a “single development management process for the maritime area for activities and development to be administered by An Bord Pleanála and Local Authorities, as appropriate”.

The Council supports in principle the provision of a small pier/jetty at Shankill Beach and to promote its use as a health and well being amenity for water based and recreational purposes. Proposals for such development shall be accompanied by Screening for AA and, as necessary, an AA Natura Impact Statement and EIAR Screening and Environmental Assessments as appropriate.

A general scheme of the Bill was approved by the Government in December 2019. The role of the Local Authority in this respect will crystallise as the legislation is finalised.

8.5.2 Policy Objective GIB8: Coastline Parks and Harbours

It is a Policy Objective to continue to upgrade recreational and tourism-related amenities in the public parks and harbours along the coastline, including improved accessibility by the general public.



Gulls at Dublin Bay

There are a number of public parks and smaller incidental urban spaces along the coastline including Blackrock Park, the Peoples Park, Newtownsmith, Killiney and Shanganagh. The Council will continue to develop the amenity potential of these parks, and ensure continued public access to harbour areas. It is an Objective of this Council to maintain the Coal Harbour area, and the East and West Piers of Dún Laoghaire Harbour as publicly accessible facilities. Any public realm projects at both Sandycove and Bulloch Harbours shall have regard to the concept proposals that are contained in the 2020 Masterplan for Sandycove and Bulloch Harbours.

8.5.3 Policy Objective GIB9: Beaches and Bathing Areas

It is a Policy Objective to promote the use of certain beaches and Bathing Areas for amenity and recreational use, and to continue to develop the County’s beaches and Bathing Areas in co-operation with local and environmental interest groups.

Whilst the DLR beaches team maintain a number of locations across the county, there are five (5) designated bathing areas as follows:

Table 8.2: *Bathing Areas in the County*

Name of Bathing Area
Seapoint
Sandycove Harbour and Beach
40 Foot Swimming Area
White Rock Beach
Killiney Beach

8.5.4 Policy Objective GIB10: Dublin Bay Biosphere

It is a Policy Objective to participate, support and contribute to the management of the biosphere, along with its partners and to aim to raise awareness and education to people living, working and using the biosphere, through an Education Strategy. In furtherance of this Policy Objective, DLR have contributed to the development of an Environmental Code of Practice for those working in the Biosphere, and all partners carry out conservation actions including gathering biodiversity data, and monitoring within the biosphere.

Biosphere reserves are places where nature and people connect. They are areas which are internationally recognised for their biological diversity, yet also actively managed to promote a positive relationship between people and nature.

The Dublin Bay Biosphere is a special designation awarded by the United Nations Educational, Scientific, and Cultural organisation (UNESCO). It is part of a global network of 701 biosphere reserves in 124 Countries. The biosphere designation does not add or detract from the regulatory framework already in place for the Bay, but is designed to assist stakeholders in finding sustainable solutions to the management of the Bay, which ensure good outcomes for both people and nature.

The biosphere reserve is managed by the Dublin Bay Biosphere Partnership which includes Fingal County Council, Dublin City Council, DLR County Council, Dublin Port Company and the National Parks and Wildlife Service of the Department of Housing, Local Government and Heritage.

The Partnership is working to promote the protection of habitats and species, to support education, and research within the site, and to support a sustainable economy for people living, and working in the area in accordance with the Habitats Directive. The Partnership works with local community groups and Non-Government Organisations (NGOs). A number of NGOs are valued members of the Biosphere Conservation Working Group.

8.5.5 Policy Objective GIB11: Coastal Area Feasibility Study

It is a Policy Objective to explore undertaking a comprehensive feasibility study on the recreational potential along the coastal area of the County, which comprehensively addresses recreational impact - including visitor numbers, mapping and surveying of sensitive habitats and species and identification of significant threats on European sites - and which would allow an assessment of any future proposals, alone or in combination, to assess impact on the coastal and marine zone within and adjacent to the County boundary. The Council will explore the possibility of carrying out this study with adjoining and/or coastal Local Authorities and/or other agencies.

8.6 Access and the Mountains

The County has extensive possibilities for recreational use between parks, natural routes, beaches, and the hills/mountains. Traditionally, the recreational use of the Dublin Mountains would have been primarily for activities such as walking, road cycling, dog exercising and picnicking, which capitalised upon the scenic qualities of the mountains and the panoramic vistas over Dublin. Today there is a much wider range of recreational pursuits taking place in the mountains including mountain biking, orienteering, mountain running. The Dublin mountains also play an important role as a natural, scenic and heritage amenity (see also sections 8.4 Landscape, 8.7 Biodiversity and 11.5 Countywide Heritage).

A number of policies are contained within this Section of the Chapter to protect and enhance the mountains, including their use for access and recreation.

8.6.1 Policy Objective GIB12: Access to Natural Heritage

It is a Policy Objective to promote, protect and enhance sustainable and appropriate access to the natural heritage of the County, where practicable, in a balanced way while protecting the natural heritage of the County.

8.6.2 Policy Objective GIB13: Dublin Mountains Strategic Plan

It is a Policy Objective to support the vision and objectives of the Dublin Mountains Partnership Strategic Plan (2020- 2025), including the continued sustainable management, development and enhancement of the Dublin Mountains Way and its rerouting off public roads, wherever possible.

In 2006 the Dublin Mountains Initiative (DMI) was formed - to represent the views of recreational users of the Dublin Mountains and to foster the development of a management plan for the area.

The Dublin Mountains Partnership (DMP) was established in 2008, to improve the recreation potential of the public lands in the Dublin Mountains. The DMP Partners include Coillte, the National Parks and Wildlife Service, DLR County Council, South Dublin County Council, Dublin City Council and the DMI.

The Partnership was also established to oversee the preparation of the Dublin Mountains Partnership Strategic Plan. The flagship project of the DMP is the 42.6km National Way marked trail, which crosses the mountains from Shankill to Tallaght.

In order to enhance the enjoyment and safety of walkers, the Planning Authority will facilitate, where possible, the Dublin Mountain Partnership's efforts to reroute the Dublin Mountains Way off public roads and to provide/improve access to publicly owned land in the upland area.

The Dublin Mountains Area also contains significant archaeology, particularly in the form of passage graves, portal tombs and wedge tombs among other features, which add to the overall recreational component of the Dublin Mountains Asset.

8.6.3 Policy Objective GIB14: Public Rights-of-Way

It is a Policy Objective to:

- i. Preserve, protect, promote, and improve for the common good all existing public rights-of-way which contribute to general amenity.
- ii. Extend or enhance existing rights-of-way either by agreement with landowners or using compulsory powers in the interest of ensuring access to amenities, including the coast, upland areas, riverbanks, heritage sites, geological sites and National Monuments.
- iii. Prohibit development and keep free from obstruction existing rights-of-way, and to take legal action if necessary, to prevent any attempt to close them off.
- iv. Prohibit development which would prejudice public access to existing rights-of-way, unless the level of amenity is maintained by the right of way, footpath, or bridleway being diverted by the minimum practical distance and the route continues to be segregated from vehicular traffic.
- v. Consider favourably planning applications which include proposals to improve the condition and appearance of existing rights-of-way.

The Council will continue to use its powers under the Planning Acts to preserve and maintain existing rights-of-way, and to promote their greater use in amenity areas. In addition, the Council may seek to incorporate the creation of pedestrian ways as a condition of a planning permission to link amenities, facilities, and points of interest.

Rights-of-way will be displayed on the County Development Plan Maps, where possible, and the Council is committed to ensuring that access by the public to amenity areas is retained. It is an objective of the Council to secure the retention of those established public rights-of-way as set out in Appendix 11.



Routes through Fernhill, Stepside



8.6.4 Policy Objective GIB15: Recreation Access Routes

It is a Policy Objective to preserve all Recreation Access Routes, which contribute to general amenity.

The current Plan identifies Recreation Access Routes (RARs) within the lands under the control of Coillte. Coillte Teoranta, the State Forestry Board, was established to manage the public forest built up since the commencement of State planting and is the largest provider of forest recreation in Ireland. Coillte's commitment to recreation and nature is underpinned by its membership of the Dublin Mountain Partnership, and its recent 'Coillte Nature' alternative, which is dedicated to addressing the biodiversity and climate change crises via reconfiguration with native woodlands, and restoration of biodiversity areas.

It is an objective of the Council to support the sustainable management of recreation in the Dublin Mountains. As members of the Dublin Mountains Partnership, which comprises representatives from a wide range of partner organisations, the Council will continue to support the role of the Dublin Mountain Partnership in improving the recreational experience for users of the Dublin Mountains.

8.6.5 Policy Objective GIB16: National Park

It is a Policy Objective to promote and to co-operate in the extension of the Wicklow Mountains National Park.



Walking Route through Dublin Mountains

The Wicklow Mountains National Park was established by the Government in 1991, and originally covered an area of 3,700 hectares. This area has been expanded to over 20,000 hectares, and it is envisaged that the Park will continue to grow as new lands are acquired. The primary aim of the Park is the conservation of local biodiversity and landscape. A very small portion of the Park falls within the jurisdiction of Dún Laoghaire-Rathdown.

8.6.6 Policy Objective GIB17: Trails, Hiking and Walking Routes

It is Policy Objective to promote the development of Regional and local networks of hiking and walking routes/trails. These should be waymarked/signposted and listed, where feasible and appropriate.

The Heritage Plan 2021 – 2025, informs the Council's policies regarding the protection, and management of and access to heritage in the County. The County Development Plan (CDP) will have full regard to the new County Heritage Plan, during the lifetime of the CDP, and will also continue its commitment to the development of hiking and walking trails in the County.

Implementation of this policy may involve the development of walks designed around cultural and historic personalities and events, coastal and sea-based routes, and long-distance hiking trails in the Dublin Mountains. The Council will co-operate with relevant agencies and groups, e.g. the Dublin Mountains Partnership and Biosphere Partnership, local groups, and landowners as appropriate, with a view to increasing such routes - particularly in upland areas. This will include consultation with adjoining Local Authorities with a view to promoting routes extending beyond the County administrative boundary.

Steps to encourage such routes may include public transport connectivity, safe cycling routes, secure parking, publication of maps, and the provision of other appropriate facilities for users of such routes. Where possible and appropriate established hiking and walking routes will be signposted. (Refer also to Section 5.8.11 'Policy Objective T33: Directional/Information/Wayfinding Signage). That all in use public rights of way including those over private lands be suitably signposted. Other trails in the County include routes such as mass paths, which were historic routes used to access mass in penal times. The Draft Dún Laoghaire-Rathdown Heritage Plan 2021-2025 contains an action to map historic paths including mass paths and it is an objective of the Council to preserve mass paths throughout the County where possible.



8.7 Biodiversity

8.7.1 Introduction

The natural heritage of DLR includes our flora, fauna, geology, and the landscape that surrounds us. In simple terms biodiversity includes all the variety of life on Earth. It is the diversity of nature, of our habitats, plants, and animals (including us), and their interconnections with each other. We are a part of nature and everything in nature is connected. Biodiversity forms part of the overall Green Infrastructure of the County.

The Council will aim to protect and enhance biodiversity and landscape and will strive to ensure the protection of environments and habitats (consistent with RPO 7.15 of the RSES). DLR, stretching from the coastal strip along South Dublin Bay to the uplands of the Dublin Mountains, contains a wealth of diverse natural habitats and species.

These include our marine and coastal environments, our hedgerows, rivers, streams, wetlands, woodlands and areas of upland grassland, heath, fen, and bog. Various species can be found across the County in all of these habitats, from our protected harbour porpoise, our seals and birds in our marine and coastal areas to our red squirrels in Killiney Hill, bats roosting and foraging across the County, terns, swallows and swifts that fill our summer skies, to our watercourses and wetland with otter, newts and frogs. The less shy of our

species visit our gardens such as urban foxes, badgers and hedgehogs, and not forgetting all our wonderful flora including many rare species.

The condition of these natural habitats and species, affects how they can provide ecosystem services, including providing us with resilience to climate change. It affects the quality of life of the residents and visitors to the County and is important in supporting local businesses such as tourism and recreation, highlighting the importance of protecting, and enhancing our natural habitats and species.

8.7.1.1 Policy Objective GIB18: Protection of Natural Heritage and the Environment

It is a Policy Objective to protect and conserve the environment including, in particular, the natural heritage of the County and to conserve and manage Nationally and Internationally important and EU designated sites - such as Special Protection Areas (SPAs), Special Areas of Conservation (SACs), proposed Natural Heritage Areas (pNHAs) and Ramsar sites (wetlands) - as well as non-designated areas of high nature conservation value known as 'Stepping Stones' for the purposes of Article 10 of the Habitats Directive.



Red Squirrel, Killiney Hill

Implementation of this Policy Objective will involve, inter alia:

- Protection of existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character, including those listed under Tree Protection Orders (TPOs) and ensure that proper provision is made for their protection and management.
- Designation of High Amenity zones.
- Identification of Views and Prospects of special amenity value or special interest.
- Mapping of existing public rights-of-way and other strategic access routes.
- Protection of sites of geological and geomorphological importance.
- Protection of a Special Protection Areas (SPA), Special Areas of Conservations (SACs), and proposed Natural Heritage Areas (pNHAs).
- Maintaining the ecological character and sustainable use of our wetlands that are considered of International Importance. DLRs Ramsar site is the Sandymount Strand/Tolka Estuary No. 832.
- Protection of existing access (including established rights-of-way) to such sites, where feasible, and the promotion of public access where it does not exist at present – but subject to ensuring and maintaining the highest environmental standards.
- Development and protection of the DLR Ecological Network (Refer to Appendix 9).
- Identification and protection of non-designated sites of local and high nature conservation value, and the management of features of the landscape which are of major importance for wild fauna and flora in accordance with Article 10 of the Habitats Directive.
- Maintenance and, as appropriate, achievement of ‘favourable conservation status’ of habitats and species within SACs and SPAs as per the requirements and obligations of the Habitats Directive Council Directive 92/43/EEC and the Birds Directive 2009/147/EC.
- Undertake field studies and map invasive alien species throughout the County in line with the forthcoming DLR Invasive Species Plan.
- Working with local communities, groups, landowners, National Parks and Wildlife Service (NPWS) and other relevant parties to identify, protect, manage and, where appropriate, enhance and promote understanding of sites of local biodiversity value.
- Protection of the ecological integrity of proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna and Annex 1 Habitats.
- Promotion of the Integrated Biodiversity Impact Assessment (IBIA) approach - a methodological framework for biodiversity impact assessment that integrates SEA/EIA requirements with AA.
- Continuing as partners of the UNESCO Dublin Bay Biosphere and to support the agreed plans and actions of the partnership.
- Continuing to actively support the aims and objectives of the All Ireland Pollinator Plan 2020 - 2025 by encouraging measures to protect and increase the population of bees and other pollinating insects in DLR.
- Implementing any relevant recommendations contained in the Department of Arts, Heritage, and the Gaeltacht’s National Peatland Strategy 2015.

8.7.1.2 Policy Objective GIB19: Habitats Directive

It is a Policy Objective to ensure the protection of natural heritage and biodiversity, including European Sites that form part of the Natura 2000 network, in accordance with relevant EU Environmental Directives and applicable National Legislation, Policies, Plans and Guidelines.

Implementation of the above policy will be in accordance with the following and any updated/ superseding documents:

- EU Directives, including the Habitats Directive (92/43/EEC), as amended, the Birds Directive (2009/147/EC), the Environmental Liability Directive (2004/35/EC), the Environmental Impact Assessment Directive 2011/92/EU, as amended by 2014/52/EC, as amended, the Water Framework Directive (2000/60/EC) and the Strategic Environmental Assessment Directive (2001/42/EC).
- National legislation, including the Wildlife Acts 1976 and 2010, as amended, the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, the European Union (Water Policy) Regulations 2003, as amended, the Planning and Development Act, 2000, as amended, the European Communities (Birds and Natural Habitats) Regulations 2011 (SI No. 477 of 2011), as amended, the European Communities (Environmental Liability) Regulations 2008, as amended, and the Flora Protection Order 2015.
- National policy guidelines, including the Landscape and Landscape Assessment Draft Guidelines 2000, the Environmental Impact Assessment Sub-Threshold Development Guidelines 2003, Strategic Environmental Assessment Guidelines 2004, Flood Risk Management Guidelines 2009, Guidelines

on the Information to be contained in Environmental Impact Assessment Reports 2017, and the Appropriate Assessment Guidance 2010.

- Catchment and Water Resource Management Plans, including the National River Basin District Management Plan 2018-2021.
- Biodiversity Plans and guidelines, including the forthcoming DLR County Biodiversity Action Plan 2021-2025, the National Biodiversity Action Plan 2017-2021, and the EU Biodiversity Strategy 2030.
- Ireland's Environment 2016 (EPA), and to make provision, where appropriate, to address the report's goals and challenges.

8.7.1.3 Policy Objective GIB20: Biodiversity Plan

It is a Policy Objective to support the provisions of the forthcoming DLR County Biodiversity Action Plan, 2021-2025.

The DLR County Biodiversity Action Plan has been written with the EU Biodiversity Strategy 2030, and the National Biodiversity Action Plan 2017-2021, in mind along with other plans and policies. As outlined in the National Biodiversity Action Plan, 2017-2021, Ireland's Vision for Biodiversity is *"that biodiversity and ecosystems in Ireland are conserved and restored, delivering benefits essential for all sectors of society and that Ireland contributes to efforts to halt the loss of biodiversity and the degradation of ecosystems in the EU and globally"*.

The EU Biodiversity Strategy for 2030 announced in May 2020, is a comprehensive, ambitious, long-term plan for protecting nature and reversing the degradation of ecosystems. It aims to put Europe's biodiversity on a path to recovery by 2030, with benefits for people, the climate, and the planet. A core part of the European Green Deal, the EU Biodiversity Strategy will also support a green recovery following the current pandemic.

The forthcoming DLR County Biodiversity Action Plan, 2021-2025, aims to incorporate the aims of these EU and National Biodiversity plans into objectives and actions. This will be reflected in the primary features of the forthcoming DLR County Biodiversity Action Plan, which will aim:

- To translate International, European, and Irish policies and obligations into effective local action on the ground.
- To provide a framework for the conservation of biodiversity of International, National, and local importance.

- To collect biodiversity information on the County and assess our ecosystem services.
- To raise public awareness of biodiversity, ecosystems, and ecosystem services, and to coordinate existing and new initiatives.
- To improve resilience of biodiversity to climate change and, thereby, improve human resilience to climate change.
- To provide a basis for monitoring the success of biodiversity conservation at an International, National, and local level.

The implementation of the current DLR County Biodiversity Action Plan has resulted in the completion of a number of projects/studies that have increased the overall level of knowledge, awareness and understanding of the biodiversity of the County. These projects/studies are listed in Appendix 9, and have been used to produce the DLR Ecological Network Map (Refer to Supplementary Map B1). The Ecological Network Map visually demonstrates the ecological network that currently exists across the County. The Council will undertake necessary ecological surveys, and update the habitat and species mapping for the County.

8.7.1.4 Policy Objective GIB21: Designated Sites

It is a Policy Objective to protect and preserve areas designated as proposed Natural Heritage Areas, Special Areas of Conservation, and Special Protection Areas. It is Council policy to promote the maintenance and as appropriate, delivery of 'favourable' conservation status of habitats and species within these areas.

There are a range of sites in the County that are designated under National and EU legislation. The National Parks and Wildlife Service (NPWS) designates Special Protection Areas (SPAs), and Special Areas of Conservation (SACs), under the EC Birds and Habitats Directives, respectively.

Internationally Protected Areas:

There are a number of areas designated in DLR to conserve habitats and species of European importance pursuant to the EU Habitats and Birds Directives. The National Parks and Wildlife Service (NPWS) designates Special Protection Areas (SPAs), and Special Areas of Conservation (SACs), under the EC Birds and Habitats Directives respectively.

SPAs are designated for wild birds listed on Annex I of the EC Birds Directive. SACs are designated for habitats listed on Annex I, and for species listed on Annex II, of the EC Habitats Directive. SPAs and SACs form part of a European network of designated sites called European sites.

The Council is also committed to avoiding pollution or deterioration of important bird habitats outside SPAs (as per Article 4(4) of the Birds Directive). In line with the requirements of Article 3 of the Habitats Directive, the Council will endeavour to improve the ecological coherence of European sites by maintaining, and where appropriate, developing, further features of the landscape, which are of importance for wild fauna and flora.

The Council shall endeavour to engage with the National Parks and Wildlife Service to ensure Integrated Management Plans are prepared for all European sites, and ensure that plans are fully integrated with all land use and water management plans in the County. It is the intention that such plans are practical, achievable and sustainable and have regard to all relevant ecological, cultural, social and economic considerations and with special regard to local communities.

Appropriate Assessment (AA), Article 6 of the Habitats Directive requires that the impacts of any plans or projects likely to affect European sites are assessed by the Planning Authority. In accordance with 'Appropriate Assessment of Plans and projects in Ireland, Guidance for Planning Authorities', any plan or project that has the potential to impact on European sites must undergo the Appropriate Assessment (AA) process (Refer to Section 12.1.2.2 of the Plan).

Beyond the Appropriate Assessment part of the process, if adverse impacts remain even after mitigation measures have been considered, then alternatives may be examined or in the absence of any alternatives, there is the final stage of the process, where a proponent may request permission for Imperative Reasons of Over-Riding Public Interest (IROPI), subject to the strict requirements of Article 6(4) of the Habitats Directive.

Nationally Protected Areas:

Under the Wildlife (Amendment) Act, 2000 proposed Natural Heritage Areas (pNHAs) have been designated to conserve species and habitats of national importance. This includes some of our few remaining native woodlands such as Fitzsimons Woods, and Loughlinstown Woods, along with wetland sites such as Ballybetagh Bog, and important coastal areas such as the Dalkey Coastal Zone, and Killiney Hill. There is also a Statutory Nature Reserve at Knocksink Woods, that straddles the border of DLR and Wicklow.

These areas, established under the Wildlife Act, are areas where nature conservation is the primary objective and takes precedence over all other

activities. The Council will normally only grant permission where it is clearly demonstrated that a proposal will have no significant adverse impact on the habitats, and species of interest in the designated area, and its ecological integrity.

All designated sites in the County are shown on the Development Plan Maps, and are set out in Table 8.3 below.

Table 8.3: Designated Sites in DLR

Site no	Site name	SPA	pNHA	SAC	pNHA Site ID
00210	South Dublin Bay SAC		✓	✓	
004024	South Dublin Bay and River Tolka Estuary SPA (includes Booterstown Marsh)	✓			Site 2
004172	Dalkey Islands SPA	✓			
001205	Booterstown Marsh pNHA	✓	✓		Site 1
001206	Dalkey Coastal Zone and Killiney Hill pNHA		✓		Site 3
001753	Fitzsimons Wood pNHA		✓		Site 4
001211	Loughlinstown Woods pNHA		✓		Site 6
001207	Dingle Glen pNHA		✓		Site 5
001202	Ballybetagh Bog pNHA		✓		Site 8
000713	Ballyman Glen SAC		✓	✓	Site 9
00725	Knocksink Woods SAC (also a Nature Reserve)		✓	✓	Site 7
002122	Wicklow Mountains SAC	✓		✓	
003000	Rockabill to Dalkey Islands SAC			✓	

Note: SPA -Special Protection Area (Birds), pNHA - Proposed Natural Heritage Area, SAC - Special Area of Conservation.

8.7.1.5 Policy Objective GIB22: Non-Designated Areas of Biodiversity Importance

It is a Policy Objective to protect and promote the conservation of biodiversity in areas of natural heritage importance outside Designated Areas and to ensure that notable sites, habitats and features of biodiversity importance - including species protected under the Wildlife Acts 1976 and 2000, the Birds Directive 1979, the Habitats Directive 1992, Birds and Habitats Regulations 2011, Flora (Protection) Order, 2015, Annex I habitats, local important areas, wildlife corridors and rare species - are adequately protected. Ecological assessments will be carried out for all developments in areas that support, or have potential to support, features of biodiversity importance or rare and protected species and appropriate mitigation/avoidance measures will be implemented. In implementing this policy, regard shall be had to the Ecological Network, including the forthcoming DLR Wildlife Corridor Plan, and the recommendations and objectives of the Green City Guidelines (2008) and 'Ecological Guidance Notes for Local Authorities and Developers' (Dún Laoghaire-Rathdown Version 2014).

The biodiversity of DLR is not just contained within specifically Designated Areas but is found throughout the County. Many areas that do not have formal protection under legislation still possess a level of natural heritage importance, which needs to be recognised and protected, where possible. These areas include woodlands, wetlands, semi-natural grasslands, hedgerows, trees, rivers, streams, private gardens, and other urban green spaces. Other areas of important biodiversity in DLR can include graveyards, cemeteries and the green spaces associated with institutional lands.

The Council recognise the importance of these areas as buffer zones, and 'linkages', between formally designated ecological sites. A number of surveys of non-designated sites have been carried out since 2010. Sites which have been assessed and identified as making an important contribution to the biodiversity resource of DLR at the National, County, and local level have been incorporated in the DLR Ecological Network, and are detailed in Supplementary Map B1. The wildlife corridors will be depicted in the forthcoming Dún Laoghaire-Rathdown Biodiversity Action Plan 2021-2025. It is a desirability to adhere to the wildlife corridors as set out in the Biodiversity Action Plan 2021-2025

The Council will ensure that the impact of new developments on biodiversity is minimized and will seek to include measures for the enhancement



Fernhill Park



of biodiversity in all proposals for large urban developments. The 'Green City Guidelines' prepared by UCD Urban Institute Ireland, Fingal County Council and DLR County Council provides general guidance and advice on how best to retain, and enhance biodiversity in new medium-to- high density urban developments.

In accordance with Article 4(4) of the Birds Directive, the Council will endeavour to ensure the avoidance of pollution or deterioration of important bird habitats outside formally designated SPAs.

The Council will also continue to support swift species and other important bird species through the encouragement of the provision of swift nest boxes in development(s), with advice from Swift Conservation Ireland.

The four Dublin Local Authorities have also published 'Ecological Guidance for Local Authorities and Developers', which aims to provide both developers and Local Authority staff with concise factual information on the best approach to deal with certain specific ecological issues.

8.7.1.6 Policy Objective GIB23: County-Wide Ecological Network

It is a Policy Objective to protect the Ecological Network which will be integrated into the updated Green Infrastructure Strategy and will align with the DLR County Biodiversity Action Plan. Creating this network throughout the County will also improve the ecological coherence of the Natura 2000 network in accordance with Article 10 of the Habitats Directive. The network will also include non-designated sites.

The Council supports and recognises the importance of wildlife corridors, green infrastructure, and green initiatives. The Council also recognises the important role many of the wildlife corridors and biodiversity areas play in relation to improving

resilience to climate change, both for biodiversity and for our communities, providing many immediate benefits to society and the economy.

Regard should be had to Article 10 of the Habitats Directive, which references ecological areas that link European sites. Many habitats of conservation concern - particularly designated sites - are 'linked' to the surrounding landscape by natural and man-made features, such as water courses (rivers, streams, canals, and drainage ditches), hedgerows, treelines, roads and railways. It is important that areas of conservation concern are not considered in isolation. The linkages between buffer zones around such areas must also be protected, to ensure the continued migration of species and genetic diversity throughout the wider County.

Issues related to connectivity, including maintaining and establishing connections between protected areas, play an integral role in land-use planning. The County Development Plan seeks to improve the overall ecological template in DLR, by enhancing connectivity between small fragmented areas and remedying gaps in the connectivity both within wildlife corridors, and also between important areas.

National and local studies undertaken through the implementation of the DLR Biodiversity Plan, have allowed for ongoing assessments of the current status and nature conservation value of notable sites, habitats and species in the County. The information collected to date (by way of ecological surveys) has been used to inform the development and updating of the Ecological Network for the County. The forthcoming Wildlife Corridor Plan will also inform the Ecological Network.

The specific habitats identified include treelines, hedgerows, scrub and woodland, watercourses, and semi-natural areas such as mixed broadleaved woodland, coastal habitats, which are mapped and are shown on The Ecological Network Map (Refer to Supplementary Map B1). A number of other specific



Stream in Marlay Park

Policies throughout the Plan are aimed at affording further protection of these features (refer also to Policy Objectives GIB24 and GIB25 below).

The DLR Ecological Network includes:

- Designated sites (SACs, SPAs, and pNHAs);
- Non-designated sites of high nature conservation value and locally important areas (such as non-designated sites of National/ County importance supporting Annex I habitats, Annex II species, rare and protected flora and high quality semi-natural habitats important at the County and local level);
- Non-designated sites of local conservation value (public parks, smaller local woodlands etc.);
- Forthcoming Wildlife Corridors that include our rivers and streams and associated habitats, hedgerows, pollinator areas and coastal habitats.

It is further recognised that the maintenance and development of the Ecological Network will play a future role in climate change adaptation. An Ecological Network throughout the County linked to, and with adjoining land areas, will allow for species migration which will inevitably take place over time as a climate change adaptation process.

8.7.1.7 Policy Objective GIB24: Rivers and Waterways

It is a Policy Objective to maintain and protect the natural character and ecological value of the river and stream corridors in the County and where possible to enhance existing channels and to encourage diversity of habitat and nature-based solutions that incorporate biodiversity features. It is also policy (subject to the sensitivity of the riverside habitat), to provide public access to riparian corridors, to promote improved passive recreational activities.

This objective aims to protect rivers, streams and other watercourses and maintain them in an open state capable of providing suitable habitat for fauna and flora, including fish. Existing County flood plain management policy seeks to limit development in identified floodplains, and to preserve riparian corridors. Development proposals in riparian corridors will be considered providing, where practicable, they:

- Dedicate a minimum of 10m each side of the water's edge for amenity and biodiversity and up to 30m for areas where the ecosystem functioning of the catchment requires it, (where practicable).

- Ensure no development - including clearance and storage of materials – takes place within a minimum distance of 10m measured from each top of bank of any river, stream, or watercourse, (where practical).
- Preserve the biodiversity of the site.
- Involve no land filling, diverting, culverting or re – alignment of river or stream corridors.
- Have no negative effects on the distinctive character and appearance of the waterway corridor and/or the characteristic and landscape elements of the specific site and its context.
- Do not impact on riparian corridors and wetland sites within river/stream catchments, which provide an important function in terms of regulating the flow of water in these catchments, and often support habitats and species of high nature conservation value.
- Take cognisance of any adverse impacts on the populations of protected species, including protected flora, otters, and bats.
- The Council will apply the principles set out in ‘Planning for Watercourses in the Urban Environment’ (IFI, 2020) and will ensure that any transport infrastructure near any river, stream, or watercourse will be accompanied by appropriate SUDS or Nature Based Solutions to mitigate the impact of pollution.

Rivers and Waterways are very important assets of DLR. The Council shall consult, as appropriate, with Inland Fisheries Ireland in relation to any development that could potentially impact on the aquatic ecosystems and associated riparian habitats, wildlife corridors and/or salmonid waters.

The Council will take cognisance of the Southern Regional Fisheries Board (SRFB), ‘Planning for Watercourses in the Urban Environment’. Any works which will impact on a watercourse must adhere to best practice guidelines as outlined in the Inland Fisheries ‘Guidelines on protection of fisheries during construction works in and adjacent to waters’ 2016.

The Council will provide for public understanding of and public access to rivers, waterway corridors and wetlands, where feasible and appropriate, in partnership with NPWS and other stakeholders and in line with the European Union (Water Policy) Regulations 2014, which gave effect to the co-ordination of the catchment management and public participation elements of the Water Framework Directive, while maintaining them free from inappropriate development and subject to Ecological Impact Assessment and screening for Appropriate Assessment, as appropriate.

In terms of habitat loss, bridges and bottomless culverts have the least impact on fish passage and the use of clear span structures on fisheries waters should be considered in the design of river/

stream crossing structures. Inland Fisheries Ireland (IFI) should be consulted on any such proposed developments.

8.7.1.8 Policy Objective GIB25: Hedgerows

It is a Policy Objective to retain and protect hedgerows in the County from development, which would impact adversely upon them. In addition, the Council will promote the protection of existing site boundary hedgerows and where feasible require the retention of these when considering a grant of planning permission for all developments. The Council will promote the County’s hedgerows by increasing coverage, where possible, using locally native species and to develop an appropriate code of practice for road hedgerow maintenance. The Council will promote the protection of existing hedgerows when considering a grant of planning permission for all developments.

The Council are currently reviewing and updating the previously prepared ‘Hedgerow Survey, 2007’. The 2007 Survey identified a pattern of hedgerows and tree lines with the majority of these occurring in the south of the County (south of the M50 Motorway and east of the southern end of the N11 road). Hedgerows were also identified as important heritage and biodiversity features in the County Biodiversity Plan, which identified a survey of hedgerows as a targeted action.

An updated ‘Hedgerow Survey Report’, (2020-2021), will be prepared which will identify the most important hedgerows in the County in terms of their biodiversity, and that also form part of our wildlife corridors, and ecological network of the County. The update will be mapped and recorded.

8.7.1.9 Policy Objective GIB26: Geological Sites

It is a Policy Objective to protect, promote and preserve sites of Geological and Geomorphological importance, in particular the proposed Natural Heritage Areas (NHAs), and any County Geological Sites (CGS), that become designated during the lifetime of the Plan.

The Geological Survey of Ireland (GSI) is compiling a list of geological/geomorphological sites in need of protection through NHA designation. A committee of expert geologists provides an initial list of sites, which then undergo a process of survey, reporting and review, to provide recommendations regarding NHA status or otherwise. The GSI has completed its list of karsts (i.e. exposed limestone) and early fossil sites.

However, there are currently no NHAs designated for geology/geomorphological heritage in DLR.

In furtherance of this policy the Council will endeavour where appropriate, to encourage, facilitate and support access and public Rights-of-Way to geological, and geomorphological features of heritage value.

8.7.1.10 Policy Objective GIB27: Green Belts

It is a Policy Objective to retain the individual physical character of towns and development areas by the designation of green belt areas, where appropriate.

The function of this policy is to protect the special amenity and biodiversity value of countryside, while providing a visual and spatial break between urban areas.

There is some 'green belt' zoning between Rathmichael, Shankill and Bray but in other parts of the County the green area (parks and open space and wildlife corridors) tend to be less 'buffers' between development and more integral amenities for those areas. The Metropolitan Area Strategic Plan (MASP), refers to a metropolitan green belt around the built-up area of the city and suburbs. The National Planning Framework (NPF), specifically National Policy Objective (NPO) 62 references the role of greenbelts in preventing calescence of built up areas, but also acknowledges their role in allowing long term expansion of urban areas. (see Policy Objective PHP24 Chapter 4 and Section 12.3.11).

8.7.1.11 Policy Objective GIB28: Invasive Species

It is a Policy Objective to prepare an 'Invasive Alien Species Action Plan' for the County which will include actions in relation to Invasive Alien Species (IAS) surveys, management

and treatment and to also ensure that proposals for development do not lead to the spread or introduction of invasive species. If developments are proposed on sites where invasive species are or were previously present, the applicants will be required to submit a control and management program for the particular invasive species as part of the planning process and to comply with the provisions of the European Communities Birds and Habitats Regulations 2011 (S.I. 477/2011).

The overall aim of the forthcoming DLR Invasive Alien Species Action Plan, is to provide a roadmap for management of invasive alien species (IAS) in DLR. This will also help to fulfil our obligations to the EU Regulation 1143/2014 on Invasive Alien Species and the Irish Statutory Instrument 477/2011 – European Community (Birds and Natural Habitats Regulations) 2011 - Article 49 and Article 50.

The objectives of this Action Plan are as follows:

- To develop a record of IAS within the County.
- To prevent new introductions of IAS into DLR.
- To prevent further spread of IAS within the County.
- To effectively treat IAS currently present in the County.
- To create awareness of IAS and the threats they pose, and to provide training and education for the public.
- To minimise the impacts of IAS and restore damaged ecosystems to their previous state.
- To create ties and co-operative relationships with other counties and agencies in order to effectively tackle IAS.
- To consider the impact of Climate Change in relation to IAS.

Crab apple blossom and spider - Credit Aaron Ryan



There are significant benefits to DLR if the objectives of this Action Plan are achieved.

IAS can represent a major threat to National, Regional, and local biodiversity. They can negatively impact on native species, can transform habitats, and threaten whole ecosystems causing serious problems to the environment and the economy.

8.7.1.12 Policy Objective GIB29: Nature Based Solutions

It is a Policy Objective to increase the use of Nature Based Solutions (NBS) within the County, and to promote and apply adaption and mitigation actions that favour NBS, which can have multiple benefits to the environment and communities. NBS has a role not only to meet certain infrastructure related needs (e.g. flooding management), and development needs, but also to maintain or benefit the quality of ecosystems, habitats, and species.

The International Union for the Conservation of Nature (IUCN) defines NBS as *“actions to protect, sustainably manage and restore natural or modified ecosystems, which address societal challenges [such as food security, climate change, water security, human health, disaster risk, social and economic development] effectively and adaptively, while simultaneously providing human well-being and biodiversity benefits”*.

The Council will achieve this Policy Objective through the following:

- i. The Council will protect, maintain, enhance and restore our County ecosystems and their functioning that form part of our NBS interventions, to increase resilience and multifunctionality as a core part of our green infrastructure, providing key environmental services as well as increasing resilience to climate change.
- ii. The Council recognises the importance of coastal resilience and marine protection and will provide NBS that protect and enhance our watercourses, coastal and marine ecosystems in relation to coastal development and coastal protection.
- iii. The Council will require that all NBS for flood risk management will include for adaptive management, based on long-term monitoring, indicating that the proposed sustainable NSB is performing.
- iv. The Council will require that proposed development(s) provide NBS, where relevant, in order to encourage environmentally friendly solutions to economic/social development needs and to address climate change without negatively impacting existing natural

ecosystems, habitat and species. The Council will also require the monitoring and assessment of the success of the NBS that form part of the proposed development, and over an agreed timeframe, to provide the evidence and knowledge base for nature-based solutions.

- v. The Council will designate a number of ‘decarbonising zone’ areas (as defined under Action 165 of the Government’s Climate Action Plan 2019) within the County during the lifetime of the County Development Plan 2022-2028, utilising funds from the Government’s Climate Action Fund and other funding resources where available, incorporating biodiversity measures such as consideration of moss installations to aid carbon reduction (as well as reduction of other impurities such as nitrogen dioxide) within such designated zones
- vi. Urban run-off represents a significant pollutant threat to our bathing areas and coastal habitats. The Council will strive to install Nature Based Solutions such as urban rain gardens, wetlands and tree planting to mitigate the impact of pollution from urban rain run-off.

The DLR Biodiversity Officer will provide a set of guidelines and principles for the implementation of NBS for staff and various sectors involved in NBS.

Examples of NBS solutions include landscaping, SuDs, creating permeable green areas, and providing green roofs, restoring habitats such as wetlands, woodlands, and hedgerows to absorb/sequester carbon dioxide. Creating and restoring wetlands also functions to protect against flooding; and creating green and blue spaces in urban areas can also combat urban heating and enhance human health. Some features that add manmade natural features to an urban environment such as green roofs and green walls can also be included in the NBS approach.

8.7.1.13 Policy Objective GIB30: Promoting Biodiversity by avoiding Widespread Use Of Herbicides and Pesticides

It is a Policy Objective to promote biodiversity by avoiding the widespread use of chemical weedkillers, herbicides and pesticides such as glyphosate for routine road and park maintenance.

It is acknowledged that specific circumstances such as the control of invasive species will require the use of such products. The Council will develop a set of guidelines for the exceptional circumstances in which such products should be used.

9

Open Space, Parks and Recreation

Mountain Access Route, Kilmashogue, Dublin Mountains



Fernhill

9.1 Introduction

Open spaces and parks are a vital part of Dún Laoghaire-Rathdown (DLR), and are some of the places most cherished by the residents of the County. Having safe and easy access to a network of open space and parks, means that the recreational needs of residents are met, while enhancing their health and well-being, by providing opportunities for exercise and social interaction, thereby creating inclusive liveable neighbourhoods and meeting a number of the County Strategic Outcomes as set out in Chapter 1.

Green spaces also provide for connectivity, and wellness in particular in high density employment type locations, including opportunities for walking and cycling. Moreover, they are especially important for improving green infrastructure, biodiversity, and wildlife corridors. Parks and open spaces also have a cultural role. The Council will aim to protect and enhance these strategically important open spaces and parks to provide a wider range of benefits for the County.



Marlay Park

9.2 Open Space and Parks

9.2.1.1 Policy Objective OSR1: Open Space Strategy

It is a Policy Objective of the Council to review the existing Open Space Strategy, 2012-2015 and to support the objectives of any new Open Space Strategy prepared within the lifetime of this Plan.

The existing Open Space Strategy examines open space resources in existing communities, and how the needs of communities are being met. The strategy identifies any changes needed to improve access to, and the quality of open spaces in the County.

The new Open Space Strategy will incorporate the ecosystems services approach, along with climate change considerations, and build on the existing Parks Master Plan Programme. In areas where deficiencies have been identified, it is the intention of the Council to acquire land - as opportunities arise and resources permit - to remedy such deficiencies.

9.2.1.2 Policy Objective OSR2: Hierarchy of Parks and Public Open Space

It is a Policy Objective to provide a hierarchy of attractive parks and public open spaces, which vary in size and nature, are all inclusive, by being readily accessible and at a convenient distance from people's home and/ or places of work.

Public open space shall be provided throughout DLR on a hierarchical basis, ranging in descending order from Regional Parks with Countywide importance, to small incidental spaces. This hierarchy is underpinned by the Greenways Network, which seeks to encompass and connect the parks and open spaces and other green infrastructure, to enable enhanced connectivity to wider strategic networks, across the County.

A public open space hierarchy, and associated definition has been formulated by the Council, and is shown in Table 9.1.

Table 9.1: *Hierarchy of Public Open Spaces*

Type of Public Open Space	Definition
Greenways Network	<p>These are the collective networks of parks and open spaces, green modes of movement, walking and cycling, that are unique features of the County. They provide corridors for pedestrian and cycle routes throughout the County, and help link the parks, and open spaces into a Greenways network that helps define the County.</p> <p>The Greenways also provide nature-based solutions, by several factors including the urban tree canopy, and sustainable urban drainage. These are critical in climate change mitigation, and adaptation, and perform many important functions. For example, they help mitigate flooding and erosion, regulate temperatures, absorb carbon, and filter pollutants from the air (DLR Climate Change Action Plan 2019-2024).</p>
Regional Parks	<p>These are the premier parks in the County, which provide for a wide range of uses and attractions, and include opportunities for both high quality active and passive recreation. They include facilities such as playing pitches, changing rooms, toilets, and Regional playgrounds, for children of differing age groups. They may also accommodate food and craft markets and cafes/tea rooms, where appropriate. They play an important role in terms of promoting and enhancing biodiversity, due to their overall size and the ecosystems they sustain.</p> <p>Regional Parks are usually provided by the Local Authority, or in some instances by the developer, reflecting the scale of development proposed.</p>
District Parks	<p>District Parks provide for a range of needs for several neighbourhoods. They offer a wide variety of uses and facilities, and they provide for both active and passive recreation. The active recreational facilities in these parks usually include playing pitches, courts and multi-use games or playground areas. They play a key role in our network of wildlife corridors as set out in the Green Infrastructure (GI) Strategy (to be updated during the lifetime of the Plan).</p> <p>District Parks are usually provided by the Local Authority, or in some instances by the developer, reflecting scale of development proposed.</p>
Local Parks	<p>These parks lie within easy reach of most dwellings and businesses in a locality. They provide for the needs of a local neighbourhood. They can provide for kickabout areas, exercise equipment, and seating areas.</p> <p>Local Parks are usually provided by the developer to meet the needs of future residents.</p>
Amenity Open Spaces	<p>These spaces are commonly located within residential areas/housing estates and are also found in commercial areas/business estates. They facilitate mainly passive recreation, casual play areas, pocket parks, and visual amenity for both residents and workers.</p> <p>Amenity Open Spaces are usually provided by the developer to meet the needs of future residents.</p>
Civic Spaces	<p>These are located in the urban centres close to civic, institutional and commercial buildings. They generally feature a mixture of hard landscaping with planting and seating areas. They allow individuals to interact in a social way, as they are generally located close to cafés and restaurants or civic buildings.</p> <p>Civic Spaces are provided by the developer, or in some instances by the Local Authority, in urban settings to assist in place making.</p>

9.2.1.3 Policy Objective OSR3: Future Improvements

It is a Policy Objective to continue to improve, plant and develop more intensive recreational and leisure facilities within parks and public open spaces insofar, as resources will permit, while ensuring that the development of appropriate complementary facilities does not detract from the overall amenity of the spaces.

There are over 800 hectares of parks and public open spaces of varying landscape types throughout the County. A Parks Master Plan Programme, aimed at upgrading and developing the parks and open spaces throughout DLR, is being implemented on a phased basis as resources permit.

Since 2015, the Council has committed to supporting the roll out of Changing Places standard bathrooms across the County. Since then, a facility has been installed in Marlay Park. This plan seeks to include further Changing Places facilities in all regional parks where significant improvements are being undertaken.

9.2.1.4 Policy Objective OSR4: Public Open Space Standards

It is a Policy Objective to promote public open space standards generally in accordance with overarching Government guidance documents 'Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities', (2009), the accompanying 'Urban Design Manual - A Best Practice Guide', and the 'Sustainable Urban Housing: Design Standards for new Apartments', (2020).

The aforementioned documents provide detailed guidance on the provision of open space in new development areas, and for apartment schemes. The Guidelines advocate that, in new development nodes, Local Area Plans should identify preferred locations for larger open spaces that would allow playing pitches and larger recreational facilities to be concentrated away from the housing areas, but still easily accessible from them.

The Guidelines emphasise the need for quality in public open spaces in terms of design, robustness, accessibility, biodiversity and passive supervision/overlooking. There should also be a clear definition between public, communal, and private spaces, to allow for the proper allocation and access to open space in development areas, and for the proper management of same.

The Guidelines indicate specific requirements with respect to Open Space and Recreation, which are referenced in the Development Management Section of the Plan (see Chapter 12, Section 12.8). Section 12.8.2 and Section 12.8.3.3, sets out very clear requirements pertaining to public, communal, and private open space. It is a policy objective of the Plan, that the various categories of open space for both residential and mixed use and commercial be provided in accordance with the standards set out in the tables in Section 12.8.3 and Section 12.8.4.

In the event that these standards of public open space provision are not met, an additional contribution in lieu may be attached to any permission, by way of planning condition, in accordance with Section 48 of the Planning and Development Act 2000, as amended. In certain instances, a development contribution will also be sought for communal open space provision.

9.3 Open Space and Recreation

9.3.1.1 Policy Objective OSR5: Public Health, Open Space and Healthy Placemaking

It is a Policy Objective to support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan (NPAP) 2016, to increase physical activity levels across the whole population thus creating a society, which facilitates people whether at home, at work or at play to lead a more active way of life (consistent with RPO 9.16).

Open Space and Healthy Placemaking seeks to protect and enhance the unique identity and character of places and to facilitate improvements to human wellbeing and the quality of life that comes from the interaction of people, their environment and in particular the interaction between people and their open spaces, greenways, and overall Green Infrastructure (GI) in their community.

In strategic terms, the overall objectives of DLR County Council in relation to open space, healthy placemaking and recreation, in line with the provisions RSES, are:

- Provision of open space should consider types of recreation and amenity uses required.

- Public open spaces to have good connectivity and be accessible by safe, secure walking and cycling routes.
- Open space to be planned for on a multi-functional basis incorporating ecosystem services, climate change measures, GI, and key landscape features in their design.
- Open spaces should be inclusive and cater for all users (consistent with RPOs 9.12, 9.13, 9.14 of the RSES).
- Where open space cannot be facilitated within developments, and where open space is below the requirements of the Plan, an additional contribution in lieu may be provided that would benefit that specific development area or other public realm improvements.

9.3.1.2 Policy Objective OSR6: Allotments and Community Gardens

It is a Policy Objective to support the provision of additional public allotments and community gardens to improve their provision and distribution across the County.

Public allotments and community gardens can have several benefits including the promotion of healthy lifestyles, biodiversity, allow for active participation in the growing of food, and includes other sustainable activities such as composting and beekeeping. Community gardens are located



Fernhill

at Shanganagh Community Garden, and Fernhill Community Garden. The Council has also established allotments at Goatstown and Shankill.

9.3.1.3 Policy Objective OSR7: Trees, Woodland and Forestry

It is a Policy Objective to implement the objectives and policies of the Tree Policy and the forthcoming Tree Strategy for the County, to ensure that the tree cover in the County is managed, and developed to optimise the environmental, climatic and educational benefits, which derive from an 'urban forest', and include a holistic 'urban forestry' approach.

The Council is updating the 'DLR Tree Strategy 2011 – 2015'. The forthcoming DLR Trees Strategy will include a broader, holistic Urban Forestry approach, with ambitious goals and targets for conserving and managing the County's existing, diverse tree population. The Strategy will apply an ecosystems and canopy-focused approach, particularly in respect of urban trees and urban forestry and will be strongly aligned to the role of trees in Climate Mitigation and Climate Adaptation, with related benefits to public health, biodiversity, heritage, and amenity value.

The most significant (in terms of contributions to Landscape Character, Cultural Heritage, Biodiversity

and Ecosystems Services) trees in the County, will also be mapped.

In mapping the County's trees, The Council will utilise its own collected survey data, as well as using internationally recognised tree inventory management and climate measurement tools such as iTree. This will provide scientifically based species, and specific information on how the trees mitigate the effects of Climate Change.

The Council will also seek to preserve trees, groups of trees and/or woodlands that form significant features in the landscape, and/or are important in setting the character, amenity, or ecology of an area. As part of this Plan, the Council Parks Department carried out a comprehensive review of the tree symbols on the 14 County Development Plan Maps (see also Section 12.8.11 Existing Trees and Hedgerows).

The Council will prioritise the making of Tree Preservation Orders (TPOs) based on the judicious selection of trees that meet objective criteria, in accordance with best landscape and arboricultural practices. Criteria will include a significant contribution to local amenity and to the environment (e.g. by providing Ecosystem Services). The Council Parks Department will, subject to resources develop a TPO procedure that sets out a clear rationale and robust decision-making process with the allocation of adequate and appropriate resources necessary to prepare, administer and sustainably manage TPOs in the County.



Fernhill



9.3.1.4 Policy Objective OSR8: Greenways and Blueways Network

It is a Policy Objective to develop a comprehensive network of County Greenways linking parks and public open spaces and to liaise with adjoining local authorities and other stakeholders to achieve and improve wider external linkages and corridors, to enable enhanced connectivity to wider strategic networks, and to allow for the long-term strategic expansion of urban areas (consistent with NPO 62 of the NPF).

Greenways are a term for the collective networks of parks and open spaces which facilitate green modes of movement, (walkers, cyclists, roller skaters, horse riders) for pleasure, recreation, tourism and daily journeys, that are a unique feature of the County. Greenways often coincide with wildlife corridors which highlights the need for careful planning and design to ensure that they will be assessed for potential impacts on biodiversity, including sensitive habitats and species and also utilising their potential in terms of their ecosystem services to provide multifaceted nature based solutions (Refer to Section 8.7.6 Policy Objective GIB22: Non-Designated Areas of Biodiversity Importance).

The development of greenways requires careful consideration in terms of their ecological impacts and to ensure that their development does not significantly impact on biodiversity or cause biodiversity net loss. It also offers an opportunity to provide biodiversity gains and enhancements which will assist in contributing to the DLR ecosystem services approach outlined in this Plan.

Several greenway routes have been identified and a phased programme of works is being initiated, as resources allow, to bring the Greenway network to fruition. Some significant sections are already in place, for example, through Clonkeen Park and Kilbogget Park, and are functioning extremely well.

In order to ensure careful planning, design and management of greenways at a County level, the Council will:

- Avoid impacts on the integrity of European Conservation Sites (SACs and SPAs), and nationally designated sites (NHAs), which includes taking account of protected species or qualifying interests that may occur/use areas outside designated sites.
- Support the objectives of the National Biodiversity Action Plan, 2017 – 2023 and the forthcoming DLR County Biodiversity Action Plan, 2020- 2025.
- Avoid and/or minimise impacts on locally important biodiversity in DLR.
- Ensure suitable buffer zones of at least 5m are in place on any proposed routes (including associated infrastructure) that may be likely to have a potential impact on habitats or species along rivers, riparian areas, coastal areas, or mountain paths.
- Protect existing hedgerows, important treelines, and individual trees against unnecessary damage during planning, design, and the development of each greenway route.
- Avoid the accidental introduction and the spread of Invasive Alien Species (IAS) such as Japanese Knotweed and Giant Hogweed during the development and maintenance of the greenway route.
- Carry out IAS surveys, and where necessary, develop an IAS Management Plan for proposed greenway routes.

The Greenway projects will comply with the requirements and objectives of the Habitats Directive and are in line with the Strategic Environment Assessment (SEA) Objectives of the Greater Dublin Area Cycle Network Plan (and subsequent revisions).

9.4 Sports and Play

9.4.1.1 Policy Objective OSR9 – Sports and Recreational Facilities

It is a Policy Objective to promote the provision, and management of high quality sporting, and recreational infrastructure throughout the County, in accordance with the National Sports Policy 2018-2027, and dlr Space to Play: a new approach to Sports Facilities Strategy', 2017-2022, to ensure that the particular needs of different groups are incorporated into the planning and design of new facilities.

The benefits accruing from participation in sport and recreational activities are well documented. Sports facilities and grounds in DLR include a variety of both indoor and outdoor recreational facilities, which provide for the active recreational needs of the community. It is important that facilities are located where they are of most value and accessible to the community being served. Accessibility should be promoted primarily through public transport links and by walking/cycling.

In accordance with the 'dlr Space to Play Strategy', 2017-2022, the Council will strive to provide facilities for sport and physical activity that are well maintained, sufficient in number and accessible to as many local people as possible, across a diverse range of sports. The Council will do this through relationships and interactions with local sporting clubs, regional and national sporting organisations, schools, community groups and DLR Leisure.

The dual use of school facilities will be addressed through the development management process and in conjunction with the Department of Education.

The Council will promote the provision of regional scale open space and recreational facilities including the regional parks and facilities, particularly those close to developing areas, such as Samuel Beckett, Phase 2.

9.4.1.2 Policy Objective OSR10: Protection of Sports Grounds/Facilities

It is a Policy Objective:

- To ensure that adequate playing fields for formal active recreation are provided for in new development areas.
- That existing sports facilities and grounds within the established urban area are protected, retained, and enhanced.
- To increase the number of playing pitches in the County.
- To maximise the use of playing pitches in the County and for playing pitches to be utilised seven days a week, subject to protecting adjoining residential amenity.

Guidance in relation to the provision of open space associated with new developments and new development areas is provided through the 'Sustainable Residential Development in Urban Areas- Guidelines for Planning Authorities', (2009).

Within the established urban areas of the County, however, the lack of available sites means that new opportunities for recreational facilities (i.e. large playing pitches) are extremely limited. It is therefore necessary to seek to retain facilities in their current locations where they are of most value and accessible to the community being served. There will be a general presumption against proposals involving development of playing fields unless:

- The proposed development is ancillary to the use of the site as a playing field (e.g. new changing rooms) or caretakers' accommodation and does not adversely affect the quantity or quality of pitches and their use.
- The proposed development only affects land which is incapable of forming a playing pitch (or part of one).



Colaiste Eoin Iosagain, Stillorgan



Paths on Killiney Hill



Dalkey Island Kayaking

- The playing fields that would be lost, as a result of the proposed development, would be replaced by a playing field or fields of equivalent or better quantity and quality and in a suitable location.
- The proposed development is for an outdoor or indoor sports facility of sufficient benefit to the development of sport to outweigh the loss of the playing field(s).

Given the Council's objective to ensure that existing sports facilities and grounds within the established urban area are protected, retained and enhanced, it is recognised that development in the immediate environs of these facilities, and grounds, may have adverse implications for the achievement of this objective.

Where development is proposed within ten metres of such a facility/grounds, there will be an obligation on the developer to demonstrate the ameliorative measures proposed will ensure that the subject development will not interfere with the operational capacity or recreational/amenity function of the sports facility/sports grounds.

9.4.1.3 Policy Objective OSR11: Water-Based Sports

It is a Policy Objective to support and encourage water-based sports and maritime leisure activities along the coast subject to Council Bye-Laws, and the Habitats and Birds Directives. The County features seventeen kilometres of coastline, which is a valuable asset. If utilised to its full potential it can contribute to the health and well-being of the residents of, and workers, in the County and will increase sport and physical activity participation levels locally. These activities can also offer significant potential for tourism growth.

It is recognised that the development of improved facilities for sailing and other water-based sports are important for the revitalisation of Dún Laoghaire Harbour and the other harbours along the coast of the County. The Council will support such water-based uses and activities in the harbours and along the coastline, with an emphasis on those that cater for a broader spectrum of the population.



9.4.1.4 Policy Objective OSR12: Dún Laoghaire Recreational Harbour

It is a Policy Objective to protect and enhance the water based recreational and sporting amenity of national significance of Dún Laoghaire Harbour, and its ability to host National and International competitions.

Any proposals within Dún Laoghaire Harbour, should ensure that there is no material detrimental impact upon the water based recreational amenity and tourism facilities of the Harbour.

9.4.1.5 Policy Objective OSR13: Play Facilities and Nature Based Play

It is a Policy Objective to support the provision of structured, and unstructured play areas with appropriate equipment and facilities, incorporating and facilitating Nature-based Play with respect to the provision of Play Opportunities throughout the County, and to support the aspirations of the forthcoming Play Policy prepared within the lifetime of the Plan. These play facilities will also seek to maximise inclusivity and accessibility, to ensure that the needs of all age groups and abilities - children, teenagers, adults and older people – are facilitated in the public parks, open spaces and the public realm of Dún Laoghaire-Rathdown.

‘Ready Steady Play! A National Play Policy’ was published by the Department of Children and Youth Affairs in 2019. The principal aim of the National Play Policy is to provide a framework for future development to create better play opportunities for children. Its overall objective is to plan for an increase in public play facilities and, thereby, improve the quality of life of children living in Ireland by providing them with more play opportunities. It is an objective of this Plan to support the Parks and Landscape Section in their endeavour to provide a playground within a 1.2 kilometre radius of most residents within the urban area, thus recognising the importance of play facilities for the wellbeing of children and their families.

The Council is moving towards a more Nature-based Play philosophy and approach with respect to the provision of Play Opportunities in the County. This involves shifting the emphasis from merely equipment-based provision to using and leveraging the genus loci and landscape character of outdoor sites in combination with natural elements (e.g. earth sculpting, mounding, ponds, tree stumps). This Nature-based approach provides more rewarding experiences and improves health and well-being.

10

Environmental Infrastructure and Flood Risk





Construction at
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10.1 Introduction

The availability of high-quality infrastructure networks and environmental services is critical in delivering on the Development Plan Vision of creating sustainable and attractive places, in ensuring health and well-being, attracting an innovative economy and protecting the environment.

Overall policy in relation to environmental infrastructure and flood risk in this Plan is to:

- Support Irish Water in their role in relation to water supply and wastewater treatment.
- Manage surface water in a sustainable manner.
- Minimise waste in accordance with the principles of the circular economy approach.
- Provide flood protection measures and reduce flood risk as far as possible.

Delivering on the policy approach above will contribute towards mitigating and adapting to the impacts of climate change. The synergies between having strong policies on management of water, waste, flooding and delivering on climate action are multiple – for example policies that reduce the risk of flooding and/or provide for coastal protection benefit communities and are climate action measures.

Sustainable management of water, waste and other environmental resources is supported in both National Strategic Outcome 9 of the National Planning Framework (NPF) and Regional Strategic Outcome 7 of the Regional Spatial and Economic Strategy (RSES). National Policy Objectives 5 of the NPF also advocates enhanced water quality and resource management by way of flood risk management, consideration of River Basin Management Plan objectives and use of Sustainable Drainage Systems (SuDS).

It is acknowledged that water services, energy supply and telecommunications all fall outside the direct remit of DLR but yet have implications for sustainable planning in the County.

The following Chapter sets out the Policy Objectives of the Council in relation to a range of infrastructure, pollution, flood risk and coastal protection as follows:

- Water and Wastewater
- Waste
- Pollution
- Telecommunications
- Flood Risk
- Coastal Protection



10.2 Water and Wastewater

10.2.1 National and Regional Context

DLR need water and wastewater infrastructure in the right locations to support climate resilient growth in accordance with the regional settlement strategy and also to protect the environment. Provision of waste and wastewater infrastructure in the south of the County has been a challenge over the last three Development Plan cycles. The NPF and the National Development Plan 2018-2027 (NDP) has addressed this challenge by phasing the delivery of critical enabling infrastructure. The NDP has earmarked €10.5 billion in water and wastewater infrastructure over the ten years from 2018 – 2028.

From the 1st January 2014, Irish Water became responsible for all public water services, involving the supply of drinking water and the collection, treatment and disposal of wastewater. All capital investment decisions and implementation of the capital programme delivery is carried out by Irish Water.

The Water Framework Directive (2000/60/EC) provides the overarching set of arrangements governing the management of water quality across Europe. In addition to the Water Framework Directive, relevant policy on water services includes the Urban Waste Water Treatment Directive, the Drinking Water Directive, the Birds and Habitats Directives, obligations under the Aarhus Convention, the EU Action Plan for the Circular Economy, and the United Nations Sustainable Action Plan, Sustainable Development Goals. National legislation includes the Water Service Acts 2008 – 2018, Water

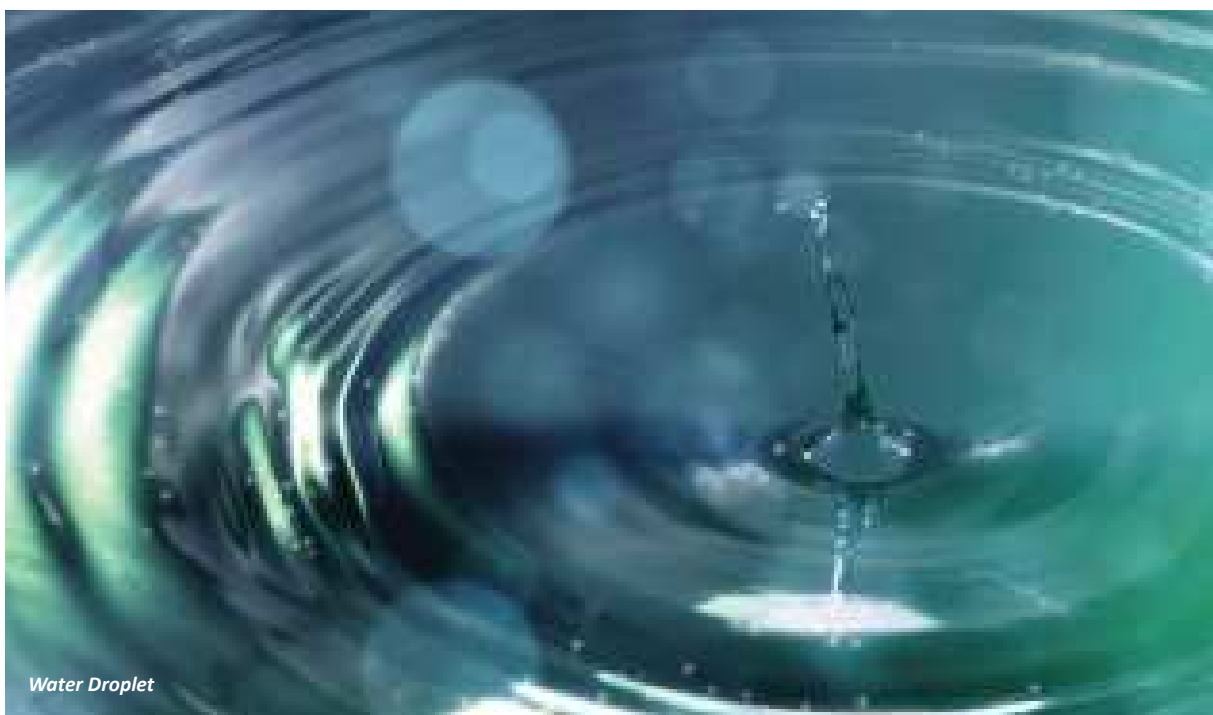
supplies Act 1942, the Planning and Development Act 2000 (as amended), European Union (Drinking Water) Regulations 2014, Waste Water Discharge (Authorisation) Regulations 2008 and the Climate Action and Low Carbon Development Act 2015. Reports by the Environmental Protection Agency (EPA) on drinking water and wastewater also feed into policy.

10.2.1.1 Water Services Policy Statement 2018 – 2025

National policy for the delivery and development of water and wastewater services is set out in the ‘Water Services Policy Statement 2018 – 2025’ (2018). This high-level policy statement identifies key policy objectives for the delivery of water and wastewater services up to 2025. Three themes are identified: quality; conservation; and, future proofing.

10.2.1.2 Water Service Strategic Plan (2020)

Irish Water’s ‘Water Services Strategic Plan’ (2020) (WSSP) sets out strategic objectives for the delivery of water services up to 2040. Objectives include ensuring a safe and reliable water supply and providing effective management of wastewater. Specific priorities include delivery of improved services, remediation of drinking water quality problems, complying with the Urban Waste Water Treatment Directive, reducing leakage and catering for growth. One important target of the WSSP is to increase the number of treatment plants that meet target capacity headroom so as to meet “core strategy” requirements in Development Plans.



Water Droplet

Protection of the environment is also a key objective of the WSSP.

The WSSP sets out some key regional water and wastewater projects including the Vartry Water Supply Scheme, the Eastern Midland Region Water Supply Project, Irish Water's programme of Investment in leakage, the Greater Dublin Drainage Study and the Ringsend Waste Treatment Plant upgrade.

10.2.1.3 National Water Resources Plan

Work is currently ongoing on Irish Water's National Water Resources Plan which will be a 25-year strategy to ensure a secure and reliable drinking water supply.

10.2.1.4 River Basin Management Plan for Ireland 2018 – 2021

Under the Water Framework Directive there is a legal obligation to protect and improve the status of water bodies. The Directive is implemented via the 'National River Basin Management Plan for Ireland 2018 – 2021' (RBMP) which is the second cycle of plans produced under the Directive. The RBMP sets out and seeks supporting measures to improve water quality in water bodies. DLR is the competent authority for the purposes of implementation of the RBMP within the functional area of the County. Consultation is currently ongoing for the third cycle of the RBMP which will run from 2022 – 2028. The Council will have cognisance of, where relevant, the EU's Common Implementation Strategy Guidance Document No. 20 and 36 which provide guidance on exemptions to the environmental objectives of the Water Framework Directive.

10.2.1.5 Irish Water Capital Investment Plan 2020 – 2024

Sitting below the WSSP is Irish Water's Investment Plan 2020 – 2024, which is aligned with the strategic objectives of the WSSP. The funding for this programme, which has been approved by the Commission for Regulation of Utilities in 2020, includes a number of projects critical for the Region and also a number of projects specific to DLR (see Appendix 1 for projects in DLR).

10.2.1.6 Challenges

The key challenge is ensuring continuing build out of enabling infrastructure to allow compact growth.

In the wider Dublin area, water supply is at a critical level and provision of investment in a secure regional water supply is necessary in order to allow compact urban employment and residential growth in line with the NPF and RSES. Project Ireland 2040 includes Irish Water projects, the major one in relation to water supply being the Water Supply Project of the Eastern and Midland Region which is required for long term growth up to 2050.

10.2.2 Water and Wastewater - Policy Objectives

10.2.2.1 Policy Objective EI1: Sustainable Management of Water

It is a Policy Objective to work with Irish Water:

- To ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water in a manner that supports climate action, the circular economy, a healthy society and protection of the environment. (Consistent with NSO 9 of the NPF, RSO 7, RPO 10.1 of the RSES)
- To continue the development and improvement of the water supply and wastewater systems throughout Dún Laoghaire-Rathdown in order to meet the anticipated water and wastewater requirements of the County.
- To ensure facilities comply with the Water Framework Directive and the River Basin Management Plan or any updated version of the document, 'Water Quality in Ireland 2013-2018'(2019) or any updated version of the document, Pollution Reduction Programmes for Designated Shellfish Areas, the Urban Waste Water Treatment Directive and the Habitats Directive.

The Council - with Irish Water – will ensure conformity with the objectives set out in the Water Services Strategic Plan and the forthcoming National Water Resources Plan. The Core Strategy which aligns growth areas with infrastructure accords with the Irish Water Capital Investment Plan 2020 – 2024.

The Council will work with Irish Water in undertaking any improvement works required by the EPA's Remedial Action List. Existing and new populations proposed in the County Development Plan shall be served with clean drinking water. The Council will support Irish Water to ensure that compliance is achieved, as a minimum, with regard to the parameters set out under the European Union (Drinking Water) Regulations 2014. Protocols are in place to manage any incident of non-compliance and ensure a return to compliance as soon as possible.

It is Council policy to encourage the advancement of rain water harvesting systems, grey water re-use systems and other water conservation measures in the County, in accordance with best practice and subject to compliance with Ministerial Guidelines/Regulations.

10.2.2.2 Policy Objective EI2: Irish Water Enabling Policies

Irish Water's Plans and Programmes

It is a Policy Objective - in conjunction with the Eastern and Midland Regional Authority, where appropriate - to work with and support Irish Water in the delivery of the strategic objectives and strategic water and wastewater projects and infrastructure as set out in the 'Water Services Strategic Plan' (2015), any subsequent plan, Irish Water's Capital Investment Plan 2020 – 2024, any subsequent Capital Investment Plans and the forthcoming National Water Resources Plan, so as to ensure provision of infrastructure to service settlements in accordance with the Core Strategy of this Plan, and the settlement strategy of the RSES. (Consistent with RPO 10.2, 10.3, 10.11, 10.16 of the RSES)

Reducing Leakage

It is a Policy Objective to work with Irish Water to reduce leakage in accordance with any forthcoming Irish Water Regional Water Conservation Strategy. (Consistent with RPO 10.4 of the RSES)

Water and Wastewater Network Design and Construction

It is a Policy Objective to support the provision of integrated and sustainable water services through consultation with Irish Water on the layout and design of water services in relation to the selection and planning of development areas and the preparation of plans.

Promote Water Conservation

It is a Policy Objective in conjunction with Irish Water to promote and support water conservation and demand management measures among all water users in existing and new developments. (Consistent with NSO 9 of the NPF, RSO 7 and RPO 10.1 of the RSES)

10.2.2.3 Policy Objective EI3: Wastewater Treatment Systems

It is a Policy Objective that all new developments in areas served by a public foul sewerage network connect to the public sewerage system, either directly or indirectly.

It is a Policy Objective to promote the changeover from septic tanks to collection networks where this is feasible and to strongly discourage the provision of individual septic tanks and domestic wastewater treatment systems in order to minimise the risk of groundwater and surface water pollution.

It is a Policy Objective to prohibit multiple dwelling units discharging to communal wastewater treatment systems.

Consideration of single dwelling domestic wastewater treatment systems in those areas not served by a public foul sewerage system will be subject to full compliance with the EPA Code of Practice Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (March 2021), as may be amended or updated.

Consideration of non-domestic wastewater treatment systems in those areas not served by a public foul sewerage system will be subject to full compliance with EPA Wastewater Treatment Manuals ('Treatment Systems for Small Communities, Business, Leisure Centres and Hotels').

Wastewater treatment systems shall be located entirely within the site boundary.

The Council will liaise with Irish Water to ensure compliance with existing licenses, the Urban Waste water Directive and the EU Habitats Directive. See section 12.10.3 Waste Water Treatment Systems for detailed requirements.

10.2.2.4 Policy Objective EI4: Water Drainage Systems

It is a Policy Objective to require all development proposals to provide a separate foul and surface water drainage system – where practicable. (Consistent with RPO 10.12)

10.2.2.5 Policy Objective EI5: River Basin Management Plans (RMBPs)

It is a Policy Objective:

- To ensure the delivery of the relevant policies and objectives of the River Basin Management Plan for Ireland 2018 – 2021 and any subsequent plan, including those relating to protection of water status, improvement of water status, prevention of deterioration and meeting objectives for designated protected sites.
- To support Irish Water in its implementation of Water Quality Management Plans for ground, surface, coastal and estuarine waters as part of the implementation of the EU Water Framework Directive.
- To support Irish Water in the development of Drinking Water Protection Plans.

The 2nd Cycle 'River Basin Management Plan for Ireland 2018-2021' was published in April 2018. Ireland is now defined as a single River Basin District covering over 1000 water bodies. The previous Eastern River Basin Management Plan has therefore been replaced with a single national Plan. The Plan sets out the actions that Ireland will take to improve water quality and achieve 'good' ecological status in water bodies (rivers, lakes, estuaries and coastal waters) by 2028. The Plan identified two priority areas for action within DLR: the Carrickmines River Catchment which has moderate ecological status and the Dodder Catchment which also has moderate ecological status. The Dargle river Catchment which include the Glencullen River was also identified. The process to produce the 3rd Cycle River Basin Management Plan for 2021 -2028 has already begun and further requirements for the improvement of water quality will be made in this Plan. The Council will have regard, where relevant, to the EU's Common Implementation Strategy Guidance Document No. 20 and 36 which provide guidance on exemptions to the environmental objectives of the Water Framework Directive.

The governance structures have also altered with the establishment of the Local Authorities Water and Communities Office who work with Local Authorities and other stakeholders to deliver on the objectives of the RBMP. The core focus of their work is to protect and improve water quality in rivers, lakes, groundwater, estuaries and coastal waters.

The national RMPB acknowledges the need for alignment and integration with the planning system so as to ensure effective water management

and compatibility between planned growth and environmental sustainability. The planning system can make a significant contribution to achieving the water objectives of the RBMP. Guidelines are to be prepared by the Department of Housing, Planning and Local Government to assist Planners in taking into account risks to RBMP objectives in decision making on planning applications. The Planning Authority shall have regard to any such forthcoming Section 28 Guidelines as appropriate.

The Council shall work alongside the relevant stakeholders, including Irish Water, to ensure the implementation of Water Quality Management Plans as required by the EU Water Framework Directive, as well as relevant recommendations contained within 'Water Quality in Ireland 2013-2018' (2019) and the six-volume Local Catchment Assessment Guidance (developed by the EPA) for the investigative assessment of catchments that have failed, or are at risk of failing, to meet the environmental objectives of the Water Framework Directive.

In the interests of protection of water abstraction sources development within 200m of any part of Glencullen River and Brockey tributary and a horizontal setback of 100m from any part of its tributaries at Boranaraltry and The Alleys up stream of the water intake locations for the Enniskerry Potable Water Supply shall not be permitted.

10.2.2.6 Policy Objective EI6: Sustainable Drainage Systems

It is a Policy Objective to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS).

Development will only be permitted where the Council is satisfied that suitable measures have been proposed that mitigate the impact of drainage through the achievement of control of run-off quantity and quality while enhancing amenity and habitat. In particular the requirements of the 'SUDS Manual' by the UK's Construction Industry Research and Information Association (CIRIA) shall be followed unless specifically exempted by the Council. (See also Section 12.8.6.2 SuDS (Sustainable Drainage Systems) and Appendix 7 Sustainable Drainage System Measures)

Any site-specific solutions to surface water drainage systems shall meet the requirements of the Water Framework Directive and the River Basin Management Plan 2018 – 2021 any subsequent RBMP and 'Water Quality in Ireland 2013 - 2018' (2019), or any updated version of the document.

10.2.2.7 Policy Objective EI7: Water Supply and Wastewater treatment and Appropriate Assessment

It is a Policy Objective to require that all developments relating to water supply and wastewater treatment are subject to screening for Appropriate Assessment to ensure there are no likely significant effects on the integrity, defined by the structure and function, of any European sites¹ and that the requirements of Article 6 of the EU Habitats Directive are met. (Consistent with RPO 10.7 of the RSES).

10.2.2.8 Policy Objective EI8: Groundwater Protection and Appropriate Assessment

It is a Policy Objective to ensure the protection of the groundwater resources in and around the County and associated habitats and species in accordance with the Groundwater Directive 2006/118/EC and the European Communities Environmental Objectives (Groundwater) Regulations, 2010. In this regard, the Council will support the implementation of Irish Water's Water Safety Plans to protect sources of public water supply and their contributing catchment.

In the Glencullen area, new development will not be permitted which could damage groundwater resources or prevent use of this resource. Regard should be had to the dlr commissioned "Groundwater Strategy for the Glencullen Aquifer" (2018).

10.2.2.9 Policy Objective EI9: Drainage Impact Assessment

It is a Policy Objective to ensure that all new development proposals include a Drainage Impact Assessment that meets the requirements of the Council's Development Management Thresholds Information Document (see Appendix 3) and the Stormwater Management Policy (See Appendix 7.1).

2.2.10 Policy Objective EI10: Storm Overflows of Sewage to Watercourses

It is a Policy Objective to work alongside Irish Water to minimise the number and frequency of storm overflows of sewage to watercourses and to establish, in co-operation with the adjoining Local Authorities and Irish Water, a consistent approach to the design, improvement and management of these intermittent discharges to ensure that the needs of the Region's receiving waters are met in a cost effective manner.

Stormwater overflows can have significant negative impacts on receiving waters in terms of both water quality and flooding. The Council, in conjunction with Irish Water, will endeavor to ensure Best Management Practices are utilised to protect receiving waters.



¹ Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be: a) no alternative solution available, b) imperative reasons of overriding public interest for the project to proceed; and c) Adequate compensatory measures in place.

10.3 Waste

10.3.1 Introduction, National and Regional Context

Waste management is an integral requirement essential in the promotion of sustainable development, enhancing good public health and the protection of environment. The County Development Plan must include objectives for waste recovery and disposal facilities (regard being had to the Waste Management Plan for the area).

The Government's 'Waste Action Plan for a Circular Economy 2020 – 2025' outlines the new focus which goes beyond simple management of waste and moves towards how we look at resources more broadly, thereby capturing the maximum value of all materials. The focus is on the circular economy approach.

The 'Eastern–Midlands Region Waste Management Plan 2015 –2021' sets out the strategic vision for the Region which is to rethink our approach to waste by viewing our waste streams as a valuable material resource. Management of these valuable

resources is integral to the promotion of sustainable development, the enhancement of good public health and the protection of the environment. It also seeks to further reduce the role of landfilling as an option for waste management in favour of recovery options e.g. the generation of energy from waste.

Evaluation of the Eastern - Midlands Region Waste Management Plan 2015–2021 will commence in 2020, culminating with the publication of a new Plan in 2022.

10.3.1.1 Circular Economy

The Regional Waste Plan, along with the NPF, the RSES, the national 'Climate Action Plan 2019' and the Government's 'A Waste Action Plan for a Circular Economy 2020 –2025' endorses a transition towards the principles of a circular economy, facilitating the use of materials at their highest value for as long as possible and then recycling or reusing them at the end of their service life with the end result being the generation of minimal waste.

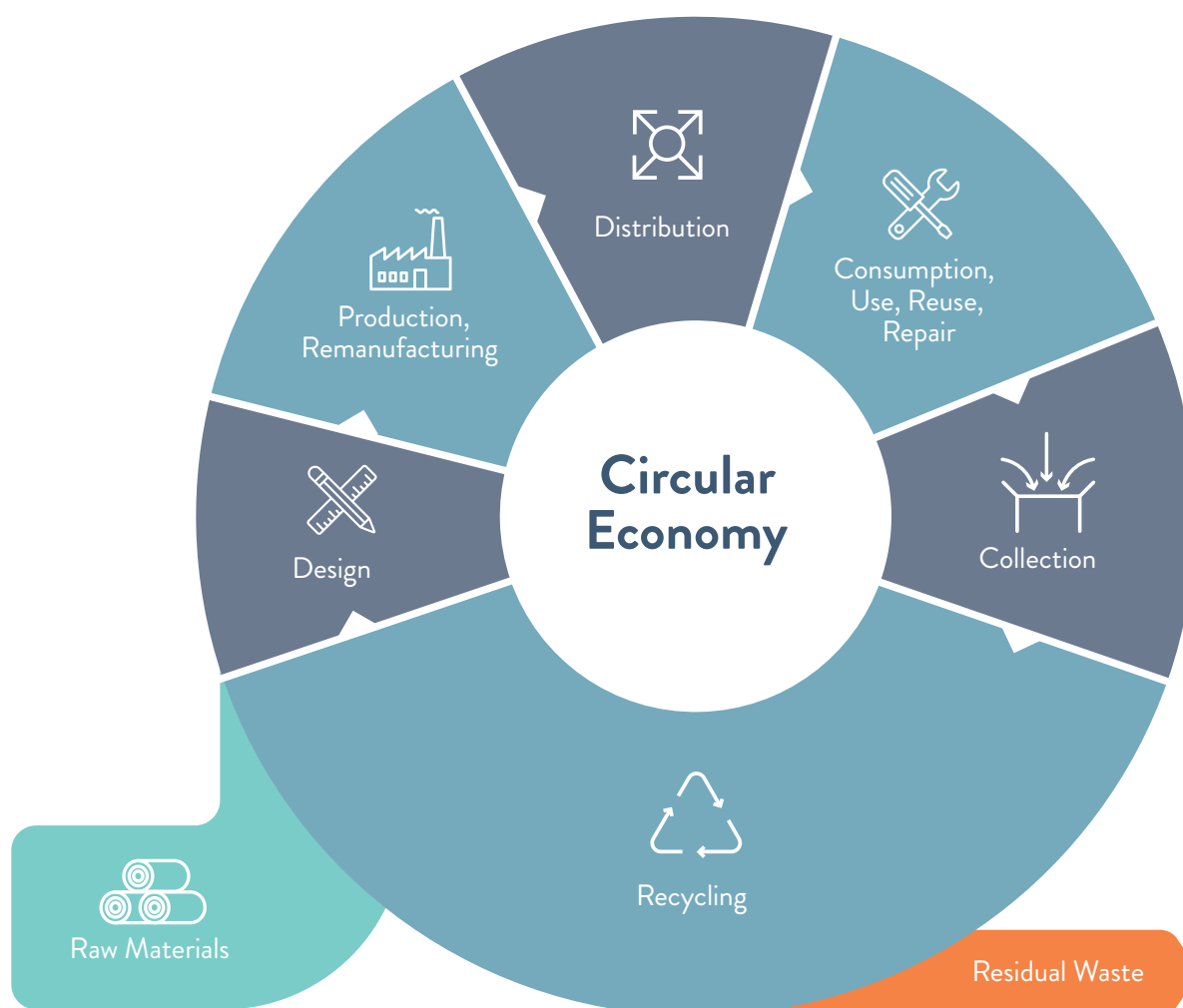


Figure 10.1 Circular Economy Approach (Source: National Waste Prevention Programme)

The waste management policy objectives contained within this Chapter are predicated on the Government’s ‘A Waste Action Plan for a Circular Economy 2020 –2025’ and the EU Waste Hierarchy of prevention, preparing for re-use, recycling, energy recovery and sustainable disposal. The policy objectives are reflective of the over-arching higher level documents and legislation which are outlined in Appendix 12. At the heart of these statutory documents is the overarching requirement to be fully consistent with the EU Waste Hierarchy.

10.3.2 Waste - Policy Objectives

10.3.2.1 Policy Objective EI11: Resource Management

It is a Policy Objective to implement the Eastern-Midlands Region Waste Management Plan 2015-2021 and subsequent plans, in supporting the transition from a waste management economy towards a circular economy, to enhance employment and increase the value recovery and recirculation of resources. Underpinning this objective is the requirement to conform to the European Union and National Waste Management Hierarchy of the most favoured options for waste as illustrated below subject to economic and technical feasibility and Environmental Assessment. (Consistent with RPO 10.25 of the RSES)

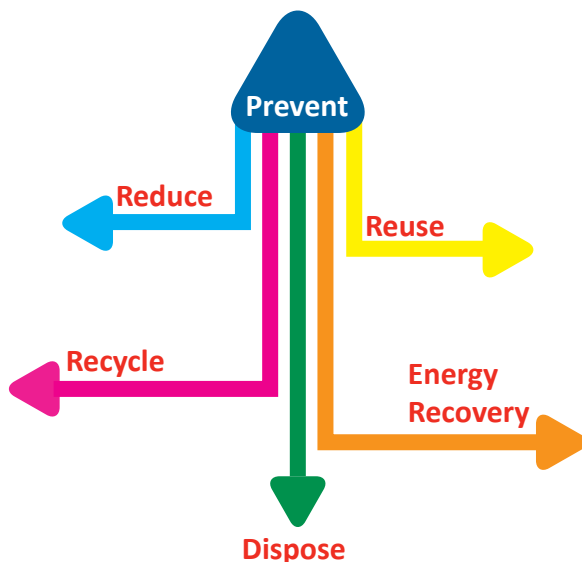


Figure 10.2: Waste Hierarchy (Source: EPA)

The Eastern-Midlands Region Waste Management Plan 2015–2021 also looks forward to 2030, with the following future goals:

- Absolute decoupling of household waste from economic growth and disposable income (this means that the economy continues to grow while waste reduces).

- Preparing for re-use and recycling rate of 60-100% of municipal waste by the end of 2030.
- Reduce and where possible, eliminate the landfilling of all major waste streams including municipal, industrial and construction and demolition wastes in favour of the recovery of residual wastes.

10.3.2.2 Policy Objective EI12: Waste Management Infrastructure, Prevention, Reduction, Reuse and Recycling (Circular Economy approach)

It is a Policy Objective:

- To support the principles of the circular economy, good waste management and the implementation of best international practice in relation to waste management in order for the County and the Region to become self-sufficient in terms of resource and waste management and to provide a waste management infrastructure that supports this objective.
- To aim to provide a supporting waste management infrastructure in the County for the processing and recovery of waste streams such as mixed municipal waste in accordance with the proximity principle.
- To provide for civic amenity facilities and bring centres as part of an integrated waste collection system in accessible locations throughout the County and promote the importance of kerbside source segregated collection of household and commercial waste as the best method to ensure the quality of waste presented for recycling is preserved.
- To ensure any waste amenity facilities adhere to the Waste Regional Offices Waste Management Infrastructure siting guidelines.
- To develop a County wide network of multi material recycling centres, bring centres and a re-use centre and to require the provision of adequately-sized recycling facilities in new commercial and large-scale residential developments, where appropriate.
- To require the inclusion of such centres in all large retail developments to maximise access by the public.
- To ensure new developments are designed and constructed in line with the Council’s Guidelines for Waste Storage Facilities (an excerpt of which is contained in Appendix 6).

The Council will support the development of indigenous capacity for the treatment of non-hazardous and hazardous wastes where technically, economically and environmentally practicable subject to the relevant environmental protection criteria for the planning and development of such activities being applied. Potential activities could include, but not be limited to, recycling/reuse waste enterprises, reprocessing or preparing for reuse, temporary storage of waste and materials and contingency capacity for crisis events such as risks to the environment and to the health of humans and livestock.

10.3.2.3 Policy Objective EI13: Hazardous Waste

It is a Policy Objective to adhere to the recommendations of the 'National Hazardous Waste Management Plan 2014-2020' and any subsequent plan, and to co-operate with other agencies, to plan, organise, authorise and supervise the disposal of hazardous waste streams, including hazardous waste identified during construction and demolition projects.

The Council will have regard to the recommendations made by the Environmental Protection Agency, as appropriate, in relation to the effective management by the Council of hazardous waste, including the recommendations of the 'National Hazardous Waste Management Plan 2014-2020'.



10.4 Pollution

Clean air and water are important in ensuring a high quality environment in the County. Managing both is critical as they play a role in both climate action and achieving a healthy County. Set out below are the higher level strategic policies in relation to air, water, noise and light. More detailed standards are set out in Section 12.9 of Chapter 12 'Development Management'.

10.4.1 Policy Objective EI14: Air and Noise Pollution

It is a Policy Objective:

- To implement the provisions of national and EU Directives on air and noise pollution and other relevant legislative requirements in conjunction with other agencies as appropriate. (Consistent with RPO 10.10 of the RSES)
- To maintain and manage a Dublin County ambient air quality monitoring network in conjunction with the EPA and TII and to make available to the public the resulting air quality measurements via the EPA website www.epa.ie/air/quality.
- To support the implementation of objectives of the 'Dublin Agglomeration Environmental Noise Action Plan 2018-2023'.

Air

DLR County Council has adopted the 'Dublin Regional Air Quality Management Plan 2009-2012' under the provisions of the Air Pollution Act 1987.

The Council has an established Primary Air Quality Station as part of the regional network of stations to monitor the extent of air pollution caused by Nitrogen Dioxide (NO₂) and Particulate Matter under the direction of the Environmental Protection Agency, in accordance with EU policy directives. This network will be extended as required.

Up-to-date information – related to monitoring results - including the Air Quality Index for Health is available at www.epa.ie/air/quality. DLR which is located within the Dublin City Air Quality Index for Health Region currently has a 'Good' air status.

Additional air quality monitoring stations throughout the County monitoring all five determinants of the Air Quality Index for Health (AQIH) shall be encouraged, with a special goal to improve air quality monitoring and resulting air pollution alleviation consideration adjacent to the M50 and N11.

Noise

DLR County Council adopted the 'Dublin Agglomeration Environmental Noise Action Plan 2018-2023' in December 2018.

The Action Plan was developed jointly by the four Local Authorities in the Dublin Region in their role as designated Action Planning Authorities under Article 10 of the Environmental Noise Regulations 2006. The Directive applies to environmental noise (road, rail, aircraft) to which humans are exposed but excludes noise that is caused by the exposed person himself/herself, noise from domestic activities, noise created by neighbours, noise at work places or noise inside means of transport. (See Chapter 12 'Development Management Section 12.9.3 for further details in relation to uses which may cause noise, vibrations and air emissions - for example, gyms, public houses, leisure facilities and food outlets).

Noise can be characterised as unwanted sound or sound that is loud, unpleasant or unexpected and that can eventually cause disturbance, impairment or damage to health that can impact on the quality of life enjoyed by individuals and communities. The dominant source of noise in the County is traffic noise. Along major transport corridors, the



Cherrywood

effect of traffic noise on new development must be considered and appropriate measures undertaken to mitigate same.

The key objective of the Noise Action Plan is to avoid, prevent and reduce, where necessary, on a prioritised basis the harmful effects including annoyance, due to long-term exposure to environmental noise.

10.4.2 Policy Objective EI15: Light Pollution

It is a Policy Objective to ensure that the design of external lighting schemes minimise the incidence of light spillage or pollution in the immediate surrounding environment and has due regard to the residential amenity of surrounding areas.

While adequate lighting is essential in the promotion of a safe and secure environment, light spillage from excessive or poorly designed lighting infrastructure is increasingly recognised as a potential nuisance to surrounding properties, a threat to wildlife and can reduce the visibility of the night sky.

Lighting columns and other fixtures can have a significant effect on the appearance of buildings and the environment and where proposals for new lighting require planning permission, the Council will ensure that they are carefully and sensitively designed. Lighting fixtures should provide only the amount of light necessary for the task/use/activity proposed and should shield light given out in order to avoid creating glare or emitting light above a horizontal plane (refer also to Sections 12.9.10).

10.4.3 Policy Objective EI16: Water Pollution

It is a Policy Objective to implement the provisions of water pollution abatement measures in accordance with national and EU Directives and other legislative requirements in conjunction with other agencies as appropriate.

In implementing this policy DLR County Council will endeavour to:

- Maintain the quality of seawater adjoining the County to the necessary standards, with particular reference to areas of the coastline where bathing takes place. Special emphasis will be devoted to beaches designated under the Quality of Bathing Water Regulations.
- Improve the water quality in rivers and other watercourses in the County, including ground waters (see also Policy Objective EI5 on the RBMP).

- Minimise the impact on ground water of discharges from septic tanks and other potentially polluting sources. The Council will comply with the Environmental Protection Agency's 'Code of Practice: Wastewater Treatment and Disposal Systems Serving Single Houses' (2009).

10.4.4 Policy Objective EI17: Major Accidents

It is a Policy Objective to have regard to the provisions of the Major Accidents Directive (European Council Directive 2012/110/EU). This Directive relates to the control of major accident hazards involving dangerous substances and its objectives are to prevent major accidents and limit the consequences of such accidents.

This policy will be implemented through the Development Management process through controls on the siting of new establishments, on modifications to existing establishments and on development in the vicinity of an establishment which, by virtue of its type or siting, is likely to increase the risk or consequences of a major accident. At present, however, there are no 'Seveso' sites (defined within the Control of Major Accident Hazards Regulations as "locations where significant quantities of dangerous substances are stored") within DLR.



Construction at UCD

10.5 Energy Policies

10.5.1 Policy Objective EI18: Energy Facilities

It is a Policy Objective to encourage the provision of energy facilities in association with the appropriate service providers and in accordance with 'Government Policy Statement on the Strategic Importance of Transmission and Other Energy Infrastructure' (2012). In addition, the Council will facilitate, subject to the proper planning and sustainable development of the area, the expansion of the services and infrastructure of existing service providers, notably Bord Gáis, Eirgrid, the Electricity Supply Board (ESB), other strategic electricity infrastructure developers and statutory undertakers, in order to ensure satisfactory levels of supply and to minimise constraints for development.

The provision of a wide range of energy facilities will ensure that the needs of all sectoral interests in the County can be provided for in a sustainable fashion. The Council will be open to the future requirements of the major service providers, such as Bord Gáis, Eirgrid and the ESB, where it is proposed to enhance or upgrade existing facilities or networks.

It is a general objective, where strategic route corridors have been identified, to support the statutory providers of national grid infrastructure by safeguarding such strategic corridors from encroachment by other developments that might compromise the provision of energy networks.

10.5.2 Policy Objective EI19: Overhead Cables

It is a Policy Objective to seek the undergrounding of all electricity, telephone and television cables wherever possible, in the interests of visual amenity and public health.

Overhead cables detract from visual amenity and therefore it is Council policy to seek the placing underground of cables. It is the intention of the Council to co-operate with other agencies as appropriate, and to use its development management powers in the implementation of this policy.

Where undergrounding of cables is being pursued, proposals should demonstrate that environmental impacts including the following are minimised:

- Habitat loss as a result of removal of field boundaries and hedgerows (right of way preparation) followed by topsoil stripping (to ensure machinery does not destroy soil structure and drainage properties);
- Short to medium term impacts on the landscape where, for example, hedgerows are encountered;
- Impacts on underground archaeology;
- Impacts on soil structure and drainage; and
- Impacts on surface waters as a result of sedimentation.



10.6 Telecommunications

10.6.1 Policy Objective EI20: Telecommunications Infrastructure

It is a Policy Objective to promote and facilitate the provision of an appropriate telecommunications infrastructure, including broadband, fibre optic connectivity and other technologies, within the County.

The widespread availability of a high-quality telecommunications network throughout DLR is critical to the development of a knowledge economy, will help attract inward investment

in hi-tech knowledge-based industries and will engender the image of the County as the premier entrepreneurial County in the State. It will also assist home working thereby reducing commuting.

The advantages of a high-quality telecommunications network must, however, be balanced against the need to safeguard the rural and urban environment, particularly in sensitive areas where the impacts on residential amenity and visual amenity of areas needs to be adequately assessed.

Masts at Three Rock

10.7 Flood Risk

Whilst not solely caused by climate change, one of the effects of climate change that can be anticipated, and a key adaptation issue, is the management of water and the maintenance of quality standards as the global temperature increases and rainfall patterns change. Flood risk needs to be considered at all stages of the land use planning process and managed in an environmentally sensitive way. The Strategic Flood Risk Assessment which forms Appendix 15 of this Plan and was reviewed and updated having regard to the Section 28 Government publication 'Flood Risk Management Guidelines' (2009), will ensure a rigorous and systematic approach to integrating flood risk management into the determination of individual planning applications.

10.7.1 Policy Objective EI21: Catchment Flood Risk Assessment and Management (CFRAM)

It is a Policy Objective to assist the Office of Public Works (OPW) in the design and construction of flood relief schemes approved in the ten-year Programme of Investment in Flood Relief Measures following from the recommendations and outputs of the CFRAM for the Eastern District that are relevant for DLR.

The CFRAM programme commenced in Ireland in 2011. The programme delivered on core components of the National Flood Policy and on

Flooding at Bullock Harbour



requirements of the EU Flood Directive. The CFRAM programme involves 3 phases: (i) Preliminary Flood Risk Assessment, (ii) CFRAM Studies and (iii) Implementation and Review. Stages (i) and (ii) have been completed.

10.7.2 Policy Objective EI22: Flood Risk Management

It is a Policy Objective to support, in cooperation with the OPW, the implementation of the EU Flood Risk Directive (20010/60/EC) on the assessment and management of flood risks, the Flood Risk Regulations (SI No 122 of 2010) and the Department of the Environment, Heritage and Local Government and the Office of Public Works Guidelines on 'The Planning System and Flood Risk Management' (2009) and relevant outputs of the Eastern District Catchment and Flood Risk Assessment and Management Study (ECFRAMS Study). Implementation of the above shall be via the policies and objectives, and all measures to mitigate identified flood risk, including those recommended under part 3 (flood risk considerations) of the Justification Tests, in the Strategic Flood Risk Assessment set out in Appendix 15 of this Plan.

The Council will ensure the implementation of the Guidelines 'The Planning System and Flood Risk Management' (2009) and Circular PL 2/2014 (or any updated/superseded document) in relation to flood risk management within the County. The existing Strategic Flood Risk Assessment of the County has been reviewed and updated as part of this County Development Plan process (refer to Appendix 15).

Implementation of the Guidelines will include the following:

- Through the policies and objectives set out in Appendix 15 (Strategic Flood Risk Assessment) in accordance with the over-arching sequential approach of Avoid, Substitute, Justify, and Mitigate. As set out in Section 5.1 of Appendix 15 all applications for development must be accompanied by an appropriately detailed SSFRA.
- Any other flood risk areas that may be identified during the period of the Plan or in relation to a planning application (refer to Section 6 of Appendix 15 Strategic Flood Risk Assessment).
- Support for mitigation measures as set out in Appendix 15 SFRA.
- Where certain measures proposed to mitigate or manage the risk of flooding associated

with new developments are likely to result in significant effects to the environment or European sites downstream, such measures will undergo environmental assessment and Habitats Directive Assessment, as appropriate.

- Flood Risk Management and Strategic Flood Risk Assessment shall be incorporated into the preparation of all statutory plans.
- Regard shall be had to any future flood hazard maps, flood risk maps and flood risk management plans prepared as part of the Eastern District Catchment Flood Risk Assessment and Management Study and future iterations of other similar studies of impacts of climate change.
- Where flood protection or alleviation works take place the Council will ensure that the natural and cultural heritage and rivers, streams and watercourses are protected and enhanced.
- Existing wetland Habitats within the County which serve as flood protection/management measures shall be managed and enhanced.
- The Council will also require that all proposed flood protection or alleviation works will be subject to Appropriate Assessment to ensure there are no likely significant effects on the integrity, defined by the structure and function, of any European Sites and that the requirements of Article 6 of the EU Habitats Directive are met¹.

10.7.3 Policy Objective EI23: Cross Boundary Flood Management

It is a Policy Objective to work with neighbouring Local Authorities when developing cross boundary flood management work programmes and when considering cross boundary development.



Flooding

¹ Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be: a) no alternative solution available, b) imperative reasons of overriding public interest for the project to proceed; and c) Adequate compensatory measures in place.

10.8 Coastal Protection

10.8.1 Policy Objective EI24: Coastal Defence

It is a Policy Objective to implement and have regard to the recommendations of the Coastal Defence Strategy (2010) for the County where feasible. The Council will endeavour to (i) obtain funding from the OPW in order to undertake defence measures for specific areas as prioritised in the Strategy (ii) become part of any future national OPW Coastal Monitoring Survey Programme. Where feasible and appropriate the Council will endeavor to incorporate leisure and transport objectives with coastal protection.

A Coastal Defence Strategy Study was prepared for the County by specialist Consulting Engineers in 2010. The Study details a coastal protection strategy identifying specific coastal protection measures on a priority basis and undertakes a risk assessment of the vulnerability of the Study area and hinterland to both erosion and coastal flooding. During the course of the Study, areas were identified where it was considered that the risks relating to coastal defence issues were likely to be highest. Measures to be applied to these specific areas were prioritised.

Not all of these areas are in the ownership of the Council.

The OPW have initiated a Pilot Coastal Monitoring Survey Programme at a number of selected locations around the country and DLR will be liaising as appropriate with the OPW and Climate Action Regional Office on progressing with this pilot programme. The long-term aim of the pilot programme is to assist in the assessment of coastal erosion and other changes in the coastline and to help inform decisions on providing new coastal protection infrastructure and to assess the performance of existing coastal protection infrastructure. It is the intention that DLR will become a part of a wider national programme once the pilot survey has been completed, and this will inform future decisions on coastal management and defence measures in DLR.

It is considered appropriate that any coastal protection works should examine the feasibility of incorporating pedestrian and cycle routes. Policy Objective T13 Coastal Cycling Infrastructure Objective and SLO 17 should be referred to in the preparation of coastal protection works.



Surfers at Whiterock

11

Heritage and Conservation





Ballycorus Lead Mines Chimney

11.1 Introduction

The County Development Plan plays a key role in identifying, valuing and safeguarding our shared past. The Plan guides decision-making on what we choose to hand on to the next generation through protection, management, sensitive enhancement or appropriate repurposing.

It is recognised that the conservation and enhancement of, and access to, the County's heritage has the potential to contribute to individual well-being, shared community identities and social cohesion and the liveability of our towns and villages. It is also recognised that the County's heritage is one of the main attractions for domestic and international visitors and its conservation underpins our visitor economy. Heritage is a social, cultural and economic asset for the development of places, and tangible and intangible heritage is a driver of creativity, innovation and urban regeneration.

Under the Heritage Act 1995, heritage is defined in a comprehensive manner as including monuments, archaeological objects, heritage objects such as art and industrial works, documents and genealogical records, architectural heritage, flora, fauna, wildlife habitats, landscapes, seascapes, wrecks, geology, heritage parks and gardens and inland waterways.

In DLR, this encompasses a wide range of specific features and elements such as portal tombs, rock art, harbours, piers, boat slips, bridges, quarries, Martello Towers, Victorian terraces, Georgian,

Victorian and Edwardian buildings, historic parks, public buildings, street furniture, churches, crosses, graveyards, castles, schools, yacht clubs and a range of domestic architecture, including some good quality twentieth century social housing stock.

It also includes landscapes, townscapes and seascapes whose character is defined not only by the physical and visible aspects of history but also the associations, art, stories, characters and activities associated with any particular place.

The County also includes fine examples of the stone cleaving, quarrying and masonry traditions which have added to the quality of the County's, and indeed other places' built environment over the centuries.

The overall policy thrust in relation to the protection of our shared heritage is not about preventing change - rather it is about providing the appropriate tools and mechanisms through the County Development Plan to manage change in a positive way, so that it enhances rather than diminishes the evolving character of the County.

This Chapter includes specific objectives and guidance relating to the protection of the County's heritage under the headings of archaeological heritage, architectural heritage and countywide heritage (which includes the DLR Heritage Plan), and important overarching themes which require specific, additional consideration.



Coastal Heritage, Dalkey

11.2 National and Regional Planning Context

The policies and objectives set out in this Chapter fully align with national and regional planning policy in the form of the National Planning Framework and the Regional Spatial and Economic Strategy for the Eastern and Midlands Region. Both of these documents recognise the important role played by heritage in the everyday lives of people in Ireland.

11.2.1 National Planning Framework

The National Planning Framework (NPF) highlights how our built, cultural and natural heritage has intrinsic value in defining the character of urban and rural areas and adding to their liveability, attractiveness and sense of place. It also emphasises how Ireland's built heritage assets are a non-renewable resource that merit being nurtured in a manner appropriate to their significance as an aid to understanding the past, contributing to community well-being and quality of life as well as regional economic development. The NPF includes the following National Policy Objectives (NPOs) which relate directly to the issue of heritage:

- NPO 17: Enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive use now and for future generations.

- NPO 60: Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.

11.2.2 Regional Spatial and Economic Strategy

The Regional Spatial and Economic Strategy (RSES) states that cultural heritage is the fabric of our lives and societies, that it surrounds us in the buildings of our towns and cities, our landscapes, natural sites, monuments and archaeological sites and that it brings communities together and builds shared understandings of the places we live.

Regional Strategic Outcome (RSO) 5 of the RSES relates to the role of heritage in fostering creative places that meet local needs and aspirations. The RSES also contains a number of Regional Policy Objectives (RPOs) which could be included under the broad heading of heritage (including arts, culture and language).

The NPF and RSES outcomes and policy objectives outlined above have been taken into account and form the basis for a number of the specific policies set out in the following sections of this Chapter.



Cabinteely Library

11.3 Archaeological Heritage

Dún Laoghaire-Rathdown has a rich archaeological heritage, which has left its traces in the landscape. This heritage includes structures, constructions, groups of buildings, moveable objects, developed sites and all recorded monuments (as well as their contexts) whether situated on land or underwater. The Council fully recognises its role in protecting this resource for future generations to enjoy.

The European Convention on the Protection of Archaeological Heritage (1992) was ratified by Ireland in 1997. The archaeological heritage of the County is protected by the National Monuments Acts 1930 -2004 and is comprised of:

- Recorded sites and features of historical and archaeological importance included in the Record of Monuments and Places
- Registered sites and features of historical and archaeological importance included in the Register of Historic Monuments, as established under Section 5 of the National Monuments Act, 1987
- National Monuments in State ownership or guardianship
- National Monuments, which are the subject of Preservation Orders
- All previously unknown archaeology that becomes known (e.g. through ground disturbance, fieldwork or the discovery of sites underwater).

The document 'Framework and Principles for the Protection of the Archaeological Heritage' (1999) emphasises the importance of ensuring that full account is taken of archaeological considerations in the wider planning and development process.

11.3.1 Record of Monuments and Places

The Record of Monuments and Places (RMP) was established under Section 12 of the National Monuments (Amendment) Act, 1994. Structures, features, objects or sites listed in this Record are known as Recorded Monuments. The RMP is accompanied by a set of maps on which monuments are designated by a relevant reference number and denoted by a circle defining a Zone of Archaeological Potential.

The Record of Monuments and Places for DLR is listed in Appendix 4.

The qualities of archaeological and architectural interest are not mutually exclusive and certain structures may appear on both the Record of Monuments and Places and the Record of Protected Structures.

Applicants with development proposals proximate to sites listed within the RMP are encouraged to consult with The National Monuments Service at an early stage in order to ascertain any specific requirements that may be required to protect the site in question.

11.3.1.1 Policy Objective HER1: Protection of Archaeological Heritage

It is a Policy Objective to protect archaeological sites, National Monuments (and their settings), which have been identified in the Record of Monuments and Places and, where feasible, appropriate and applicable to promote access to and signposting of such sites and monuments.

In the implementation of this policy, the Council will endeavour to review and assess the feasibility of improving public accessibility to sites and monuments under the direct ownership or control of the Council or of the State.

11.3.1.2 Policy Objective HER2: Protection of Archaeological Material in Situ

It is a Policy Objective to seek the preservation in situ (or where this is not possible or appropriate, as a minimum, preservation by record) of all archaeological monuments included in the Record of Monuments and Places, and of previously unknown sites, features and objects of archaeological interest that become revealed through development activity. In respect of decision making on development proposals affecting sites listed in the Record of Monuments and Places, the Council will have regard to the advice and/or recommendations of the Department of Culture, Heritage and the Gaeltacht (DCHG).

The Council will strictly control development proposals that could have a negative impact on the significance of archaeological sites and monuments, their settings and/or interpretation. Land uses shall not give rise to significant losses of the integrity, quality or context of archaeological material – except as may be conditioned or directed by the appropriate heritage agencies. This shall be achieved by the application of appropriate design standards and criteria.



11.3.2 Protection of Archaeological Heritage

11.3.2.1 Policy Objective HER3: Protection of Historic Towns

It is a Policy Objective to promote and protect the Historic Town of Dalkey as identified by the Department of Culture, Heritage and the Gaeltacht (DCHG) (consistent with RPO 9.27 of the RSES).

Dalkey, a Historic Town, has been designated by the DCHG as a zone of Archaeological Potential, and is an area where intense archaeology is present.

The redevelopment of the Historic Town of Dalkey will include as far as is practical the retention of the existing street layout, historic building lines and traditional plot widths where these derive from medieval or earlier origins.

The historic core of Dalkey is also an Architectural Conservation Area, with specific policy recommendations formulated to protect its special character and guide its future development.

11.3.2.2 Policy Objective HER4: Carrickmines Castle Site

It is a Policy Objective to support the implementation of the (Archaeological) Conservation Plan for the Carrickmines Castle Site.

The Carrickmines Castle (Archaeological) Conservation Plan will guide the management and conservation of the archaeological site through specific policies and actions for its care and conservation based on an understanding of the site.

11.3.2.3 Policy Objective HER5: Historic Burial Grounds

It is a Policy Objective to protect historical and/or closed burial grounds within the County and encourage their maintenance in accordance with good conservation practice and to promote access to such sites where possible.

There are numerous ecclesiastical sites throughout the County which are of significant archaeological interest, many of which are listed in the Record of Monuments and Places.

For the purposes of this policy, a historical burial ground is generally one which is no longer active and/or one that is included within the Record of Monuments and Places.

11.3.2.4 Policy Objective HER6: Underwater Archaeology

It is a Policy Objective for all developments, which have potential to impact on riverine, intertidal and sub-tidal environments to require an archaeological assessment prior to works being carried out.

Under the National Monuments Act, all shipwrecks over one hundred years old, and other underwater archaeological structures, features and objects are protected.

11.4 Architectural Heritage

Dún Laoghaire-Rathdown has a diverse architectural heritage that is reflected in the significant number of areas of special character - which are defined as Architectural Conservation Areas - and the very high number of Protected Structures.

The Convention for the Protection of the Architectural Heritage of Europe (The Granada Convention), drawn up by the Council of Europe, was ratified by Ireland in 1997. The national legislative provision for the protection of architectural heritage was subsequently introduced and implemented in the form of the Planning and Development Act, 2000.

Part IV of the Act provides the legislative basis for the protection of architectural heritage. To complement this, the Department of Arts, Heritage and the Gaeltacht issued 'Architectural Heritage Protection Guidelines for Planning Authorities' (2011). These offer assistance and advice to owners and occupiers of Protected Structures and buildings within Architectural Conservation Areas in addition to offering guidance to Planning Authorities.

The historic built environment makes a significant contribution to the economic prosperity of an area by attracting investment, providing direct and indirect employment, as well as sustaining a traditional skills base. It is recognised that the County's built heritage is one of the main attractions for visitors to Ireland and its conservation reinforces and promotes our tourism industry.

11.4.1 Record of Protected Structures

11.4.1.1 Policy Objective HER7: Record of Protected Structures

It is a Policy Objective to include those structures that are considered in the opinion of the Planning Authority to be of special architectural, historical, archaeological, artistic, cultural, scientific, technical or social interest in the Record of Protected Structures.

The Planning and Development Act 2000 (as amended) requires each Planning Authority to include in their Development Plan objectives for the protection of structures, or parts of structures, which are of, special architectural, historical, archaeological, artistic, cultural, scientific, technical or social interest.

These buildings and structures are compiled on a register referred to as the Record of Protected Structures (RPS). The RPS for DLR currently includes close to 2,100 structures, as listed in Appendix 4 and shown on the County Development Plan Maps.

A Protected Structure, unless otherwise stated, includes the interior of the structure, the land lying within the curtilage of the structure, any other structures lying within that curtilage and their interior and all fixtures and features which form part of the interior or exterior of that structure.

The protection also extends to any features specified as being in the attendant grounds including boundary treatments. It is a policy objective to review and update the RPS on foot of any Ministerial recommendations following the completion of the National Inventory of Architectural Heritage (NIAH).

Cabinteely House



11.4.1.2 Policy Objective HER8: Work to Protected Structures

It is a Policy Objective to:

- i. Protect structures included on the RPS from any works that would negatively impact their special character and appearance.
- ii. Ensure that any development proposals to Protected Structures, their curtilage and setting shall have regard to the 'Architectural Heritage Protection Guidelines for Planning Authorities' published by the Department of the Arts, Heritage and the Gaeltacht.
- iii. Ensure that all works are carried out under supervision of a qualified professional with specialised conservation expertise.
- iv. Ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout, and materials.
- v. Ensure that the form and structural integrity of the Protected Structure is retained in any redevelopment and that the relationship between the Protected Structure and any complex of adjoining buildings, designed landscape features, or views and vistas from within the grounds of the structure are respected.
- vi. Respect the special interest of the interior, including its plan form, hierarchy of spaces, architectural detail, fixtures and fittings and materials.
- vii. Ensure that new and adapted uses are compatible with the character and special interest of the Protected Structure.
- viii. Protect the curtilage of protected structures and to refuse planning permission for inappropriate development within the curtilage and attendant grounds that would adversely impact on the special character of the Protected Structure.
- ix. Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features.
- x. Ensure historic landscapes and gardens associated with Protected Structures are protected from inappropriate development (consistent with NPO 17 of the NPF and RPO 9.30 of the RSES).

All works are to be carried out to the highest standards in accordance with the guidelines and specific guidance set out in Section 12.11 of Chapter 12 'Development Management'.

The curtilage of a Protected Structure is often an essential part of the structure's special interest. In certain circumstances, the curtilage may comprise a clearly defined garden or grounds, which may have been laid out to complement the design or function. However, the curtilage of a structure can also be expansive. The traditional proportionate relationship in scale between buildings, returns, gardens and mews structures should be retained. A garden size appropriate to that of the structure should be also be retained.

Historic landscapes and gardens are also an important amenity and contribute to the setting and character of Protected Structures. These can include both built and natural features such as walled gardens, views/vistas, tree-lined avenues, decorative tree-clumps, woodlands, or plant collections.

11.4.1.3 Policy Objective HER9: Protected Structures Applications and Documentation

It is a Policy Objective to require all planning applications relating to Protected Structures to contain the appropriate level of documentation in accordance with Article 23 (2) of the Planning Regulations and Chapter 6 and Appendix B of the 'Architectural Heritage Protection Guidelines for Planning Authorities', or any variation thereof.

Adherence to this policy will enable the proper assessment of the proposed works and encourage best practice and the use of skilled specialist practitioners in the conservation of Protected Structures.

11.4.1.4 Policy Objective HER10: Protected Structures and Building Regulations

It is a Policy Objective to protect the character and special interest of Protected Structures when considering or carrying out interventions to comply with the requirements of the Building Regulations - with particular reference to Part B and Part M.

Regard will be had to the Department of Arts, Heritage and the Gaeltacht publication 'Access: Improving the Accessibility of Historic Buildings and Places' (2011).

11.4.1.5 Policy Objective HER11: Energy Efficiency of Protected Structures

It is a Policy Objective to have regard to the Department of Environment, Heritage and Local Government's publication on 'Energy Efficiency in Traditional Buildings' (2010) and the Irish Standard IS EN 16883:2017 'Conservation of Cultural Heritage - Guidelines for Improving the Energy Performance of Historic Buildings' (2017) and any future advisory documents in assessing proposed works on Protected Structures.

The enhanced thermal performance requirements (Part L) of the Building Regulations do not apply to buildings included on the Record of Protected Structures.

Notwithstanding such exemptions, and in the overall interest of promoting sustainability, the Council recognises the need to improve energy efficiency, provided that the retrofitting of energy efficiency measures does not harm or compromise the special interest of the Protected Structure. The Irish Standard publication prepared by CEN

Technical Committee on Conservation of Cultural Heritage, sets out a systematic procedure to assist decision-making in the context of upgrading the energy efficiency of the historic building stock.

11.4.1.6 Policy Objective HER12: National Inventory of Architectural Heritage (NIAH)

It is a Policy Objective to review and update the RPS on foot of any Ministerial recommendations. The 'Ministerial Recommendations', made under Section 53 of the Planning Acts, will be taken into account when the Planning Authority is considering proposals for development that would affect the historic or architectural interest of these structures.

The Department of Culture, Heritage and the Gaeltacht is responsible for carrying out surveys of the architectural heritage on a county-by-county basis. Following the publication of the NIAH of the County, and any subsequent Ministerial recommendations, the Council will consider further amendments to the Record of Protected Structures. The NIAH survey may be consulted online at <https://www.buildingsofireland.ie/>.



Neptune House, Blackrock

11.4.2 Architectural Conservation Areas

11.4.2.1 Policy Objective HER13: Architectural Conservation Areas

It is a Policy Objective to:

- i. Protect the character and special interest of an area which has been designated as an Architectural Conservation Area (ACA). Please refer to Appendix 4 for a full list of ACAs.
- ii. Ensure that all development proposals within an ACA be appropriate to the character of the area having regard to the Character Appraisals for each area.
- iii. Ensure that any new development or alteration of a building within an ACA or immediately adjoining an ACA is appropriate in terms of the proposed design, including scale, height, mass, density, building lines and materials.
- iv. Seek a high quality, sensitive design for any new development(s) that are complementary and/or sympathetic to their context and scale whilst simultaneously encouraging contemporary design which is in harmony with the area. Direction can also be taken from using traditional forms that are then expressed in a contemporary manner rather than a replica of a historic building style.
- v. Ensure street furniture is kept to a minimum, is of good design and any redundant street furniture removed.
- vi. Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture.

Many of the towns and villages of DLR contain areas which exhibit a distinct character and intrinsic qualities based on their historic built form and layout. This character is often derived from the cumulative impact of the area's buildings, their setting, landscape and other locally important features which developed gradually over time.

The Planning and Development Act 2000 (as amended) provides the legislative basis for the protection of such areas, known as Architectural Conservation Areas (ACAs). Under the Act, an ACA is defined as a place, area, group of structures or townscape, that is of special architectural, historical, archaeological, artistic, cultural, scientific, technical, social interest or value, or contributes to the appreciation of Protected Structures.

An ACA may consist of groupings of buildings and streetscapes and associated open spaces. The protected status afforded by inclusion in an ACA only applies to the exteriors of structures and features of the streetscape. It does not prevent internal changes or rearrangements provided that these changes do not impact on the external appearance of the structure.

While the purpose of ACA designation is to protect and enhance the special character of an area, it should not be viewed as a means of preventing new development but rather to help guide and manage change to ensure developments are sympathetic to the special character of the ACA.

DLR has 23 designated ACAs which range from groups of artisan and estate workers cottages, planned residential Victorian squares to large areas of residential suburbs and villages.

The boundary of each designated ACA is delineated and accompanied by a detailed description of the architectural character and special interest of the area supported by policies and objectives to assist in the future management of the area. ACA appraisals and boundaries can be viewed online at: <https://www.dlrcoco.ie/en/conservation/architectural-conservation-areas>

11.4.2.2 Policy Objective HER14: Demolition within an ACA

It is a Policy Objective to prohibit the demolition of a structure(s) that positively contributes to the character of the ACA.

Any such proposals will be required to demonstrate that the existing building is incapable of viable repair and reuse and should be accompanied by an Architectural Heritage Impact Assessment, photographic survey and condition report. (Refer also to Chapter 12, Section 12.11.2).

11.4.2.3 Policy Objective HER15: Shopfronts within an ACA

It is a Policy Objective to:

- i. Ensure that all original and traditional shopfronts which contribute positively to the appearance and character of a streetscape within an ACA are retained and restored.
- ii. Ensure that new shopfronts are well-designed, through the sympathetic use of scale, proportion and materials (Refer also to Chapter 12, Section 12.6.8).

Well-designed and high quality shopfronts make a positive contribution to the appearance of an ACA. Conversely, insensitive and poorly crafted shopfronts detract from the character of the streetscape.

11.4.2.4 Policy Objective HER16: Public Realm and Public Utility works within an ACA

It is a Policy Objective to:

- i. Retain or sensitively reintegrate any surviving items of historic street furniture and finishes such as granite kerbing and paving that contribute to the character of an ACA.
- ii. Ensure that works to the public realm - such as the provision of traffic control measures, street furniture, materials and finishes - have regard to the distinctive character of the area.
- iii. Encourage the undergrounding of overhead services and the removal of redundant wiring/cables within an ACA.

Proposed infrastructural and public utility works within an ACA can have an impact upon the character of the public realm. The Council recognises the need for care in the undertaking of works by private developers, property owners, statutory undertakers and by the Council itself within an ACA.

11.4.2.5 Policy Objective HER17: Candidate Architectural Conservation Areas

It is a Policy Objective to assess candidate Architectural Conservation Areas to determine if they meet the requirements and criteria for re-designation as Architectural Conservation Areas.

DLR has a number of candidate Architectural Conservation Areas and these are listed in Appendix 4. They will be assessed in accordance with the assessment criteria are set out in Part IV of the Planning and Development Act, 2000 (as amended) and Chapter 3 of 'Architectural Heritage Protection Guidelines for Planning Authorities'.

11.4.2.6 Policy Objective HER18: Development within a Candidate Architectural Conservation Area

It is a Policy Objective that development proposals within a candidate Architectural Conservation Area will be assessed having regard to the impact on the character of the area in which it is to be placed.

All proposals for new development should preserve or enhance the established character of the buildings and streetscape.



Marlay Park

11.4.3 Protection of Other Elements of Built Heritage

11.4.3.1 Policy Objective HER19: Protection of Buildings in Council Ownership

It is a Policy Objective to:

- i. Continue to demonstrate best practice with regard to Protected Structures, Recorded Monuments and other elements of architectural heritage in the ownership and care of the Council.
- ii. Ensure any works are undertaken having regard to the Department of Culture, Heritage and the Gaeltacht 'Advice Series' publications on how best to carry out repairs and maintain historic buildings and ensure the use of specialist practitioners in the field of conservation.

The Council has responsibility for a wide variety of structures of heritage significance, many of which are included on the RPS and/or RMP.

11.4.3.2 Policy Objective HER20: Buildings of Vernacular and Heritage Interest

It is a Policy Objective to:

- i. Retain, where appropriate, and encourage the rehabilitation and suitable reuse of existing older buildings/structures/features which make a positive contribution to the character and appearance of the area and streetscape in preference to their demolition and redevelopment and to preserve surviving shop and pub fronts of special historical or architectural interest including signage and associated features.
- ii. Encourage the retention and/or reinstatement of original fabric of our historic building stock such as windows, doors, roof coverings, shopfronts, pub fronts and other significant features.
- iii. Ensure that appropriate materials be used to carry out any repairs to the historic fabric.

Many of the older buildings and structures in the County, whilst not strictly meeting the criteria for inclusion in the Record of Protected Structures, are often modest buildings which make a positive contribution to the historic built environment of DLR. Vernacular architecture is generally classified as structures built by local people using local materials.

These buildings tended to be constructed using traditional materials such as lime, stone, mud, thatch, slate and timber. The retention and reuse of these buildings adds to the streetscape, rural landscape and sense of place and has a role in the sustainable development of the County.

11.4.3.3 Policy Objective HER21: Nineteenth and Twentieth Century Buildings, Estates and Features:

It is a Policy Objective to:

- i. Encourage the appropriate development of exemplar nineteenth and twentieth century buildings, and estates to ensure their character is not compromised.
- ii. Encourage the retention and reinstatement of features that contribute to the character of exemplar nineteenth and twentieth century buildings, and estates such as roofscapes, boundary treatments and other features considered worthy of retention.
- iii. Ensure the design of developments on lands located immediately adjacent to such groupings of buildings addresses the visual impact on any established setting.

Some urban and suburban areas within the County contain groupings of nineteenth and twentieth century buildings that are recognised for their distinctive planned layout and collective interest, as determined by the Planning Authority.

11.4.3.4 Policy Objective HER22: Protection of Historic Street Furniture and Public Realm

It is a Policy Objective to:

- i. Preserve the retention of historic items of street furniture where these contribute to the character of the area, including items of a vernacular or local significance.
- ii. Promote high standards for design, materials and workmanship in public realm improvements within areas of historic character.

Items of historic street furniture can be important elements in establishing the character of our streetscapes and sense of place. Such items could include bollards, railings, street signs, post boxes, telephone kiosks, horse troughs, water pumps, jostle stones, milestones, cobbles and setts, coal hole covers, weighbridges, plaques and granite kerbing. These elements can be vulnerable to needless loss as well as poor reconstruction due to carelessness and a lack of awareness.

11.4.3.5 Policy Objective HER23: Industrial Heritage

It is a Policy Objective to:

- i. Have regard to those items identified in the Industrial Heritage Survey (included in Appendix 4) when assessing any development proposals.
- ii. Identify further sites of industrial heritage significance with a view to assessing them for inclusion in the Record of Protected Structures.

The sites, structures, machinery, artefacts and plant associated with manufacturing, transportation, communications, construction, public utilities, raw material extraction and production form our industrial heritage. An Industrial Heritage Survey has identified and mapped the key industrial heritage features in the County.

DLR County Council will promote the Dublin Principles adopted jointly by The International Committee for the Conservation of Industrial Heritage and the 17th ICOMOS General Assembly on 28 November 2011 as guiding principles to assist in the documentation, protection, conservation and appreciation of industrial heritage as part of the heritage of Dublin and Ireland.

The industrial heritage of DLR includes a number of sites of national and international importance. These include Dún Laoghaire Harbour, the Dublin and Kingstown Railway and the Atmospheric Railway which was the first of its kind. The chimney flue at Ballycorus lead mines is also notable due to its pioneering design. The County's industrial heritage also includes engineering structures such as bridges and viaducts and smaller features such as post-boxes and fountains.

11.4.3.6 Policy Objective HER24: Protection of Coastline Heritage

It is a Policy Objective to:

- i. Encourage and promote the retention of features of the County's coastal heritage where these contribute to the character of the area.
- ii. Have regard to those items identified in the Coastal Architecture Heritage Survey when assessing any development proposals.

The 17km coastline of DLR is central to the historical development and identity of the County. In recognition of the wealth of coastal heritage

contained within the County, a Coastal Architectural Heritage survey was undertaken as part of the previous County Heritage Plan.

A wide range of coastal buildings and structures are currently on the Record of Protected Structures. These include Dún Laoghaire Harbour, the smaller harbours at Coliemore and Bullock, the Martello Towers and associated gun batteries, as well as private residences. There are many other generally smaller features and structures such as slipways, bathing structures, steps and informal or small landing jetties, seawalls and follies that are also part of the coastal built heritage, including Dún Laoghaire Baths. While many of these are not afforded statutory protection, they do add to the overall visual richness of the County's coastal landscape.



11.5 Countywide Heritage

11.5.1 Policy Objective HER25: Heritage Plan

It is a Policy Objective to support the preparation and implementation of the third DLR County Heritage Plan 2021 – 2025.

Being able to access and feel connected to heritage, to celebrate and engage with our shared inheritance, forms a key part of individual and community identities and is a constantly evolving and dynamic process. The preparation of a County Heritage Plan enables a collaborative approach to identifying projects and programmes to be implemented over a five-year time span.

Under the DLR Heritage Plan, new projects will be implemented in the areas of heritage education and research, improving heritage management and access and raising awareness amongst a broad audience. The plan will promote collaborative working within the Council and externally with state agencies, academic institutions, community groups, professional institutes, campaigners, and other local authorities

To date, the implementation of the first and second Heritage Plans has resulted in the completion of a number of projects that increased the level of knowledge, awareness and understanding of the heritage of the County. The third DLR Heritage Plan will build on the two previous plans and focus in on a number of key action areas.

The DLR Heritage Plan will complement the policies of the County Development Plan.

11.5.2 Policy Objective HER26: Historic Demesnes and Gardens

It is a Policy Objective that historic demesnes and gardens should be identified and protected to reflect and acknowledge their significance as part of our National Heritage. The following houses and gardens are listed: Cabinteely House, Marlay House, Fernhill and Old Conna.

DLR contains a wealth of historic houses and their former demesnes which contribute to the identity and heritage of the County. The houses (including their contents and archives) and historic designed landscapes in Council ownership have a key role to play in education, research, interpretation and providing public access to our multi-layered heritage.

11.5.3 Policy Objective HER27: Civic Memorials

It is a Policy Objective that the Council will, at appropriate times and having due regard to resources and suitable subject matter, erect civic memorials in accordance with Part 1 of the Council's Memorials Policy adopted in 2011 in order to raise awareness of the County's history and heritage.

The Memorial Policy details how the precise type of civic memorial may differ with each commemoration, but it is likely that the standard Memorial will be a plaque at an appropriate location. Civic memorials may take the form of permanent and fixed plaques, a civic event, a statue, a suitable piece of public art and/or the naming of a building/road/open space.

Civic memorials erected by the Council (or erected by other bodies with Council support or approval) should, where possible, be retained in position. This may not always be possible where a memorial is on private property.

Proposals for the erection of any civic memorial plaques on Protected Structures requires inputs from the Conservation Division of the Council.

11.5.4 Policy Objective HER28: The Metals

It is a Policy Objective to manage and enhance The Metals from the People's Park to Dalkey giving due regard to its historic importance while continuing to facilitate and encourage its use as a walking and cycling route between Dún Laoghaire and Dalkey.

The Metals is a historic industrial pathway which was originally created to transport stone from the quarry at Dalkey to the harbour works in Dun Laoghaire. Today the pathway is an important recreational, walking and cycling route.

12

Development Management





Dublin Mountain Way

12.1 Introduction

In order to ensure the proper planning and sustainable development of the County it is important that development conform to the specific requirements set out in this Chapter. This Section should be read in conjunction with Section 4.4 which sets out Policy Objectives relating to quality design and place making and other relevant individual topic Sections incorporated in this Development Plan (together with its Appendices and Supplementary Documents).

In all development proposals, particularly high density residential development, it is the aim of the Planning Authority to promote a high level of amenity and quality design, and to protect and complement existing amenities and character, in the interests of sustainable and orderly development. Unless otherwise stated, recommended residential and other development standards included in this Chapter are informed by a series of Section 28 Guideline documents. These guideline documents are detailed in Appendix 12.

In some Sections below differing standards are set out for new residential communities and the existing built up area. The new residential communities are as set out in Figure 2.9 Core Strategy Map, Chapter 2. Where a question arises as to whether a site falls within the built-up area or within a new residential community area as set out in the Core Strategy and Figure 2.9, the decision shall be solely at the discretion of the Planning Authority. In making that decision regard shall be had to any Local Area Plans for these areas.

12.1.1 Planning Process

Part 4 of the Planning and Development Regulations, 2001, as amended, sets out the statutory requirements with regard to submitting a planning application. Under the provisions of Article 22A, the Planning Authority may require an applicant to submit further information with any application to ensure that an informed decision can be made. To assist applicants in preparing a planning application, a 'Thresholds Information Document' is provided in Appendix 3. Some of the requirements are set out below. Applicants are advised to consult with Development Plan maps together with the policies and guidance provided herein, in order to ascertain if there may be additional reports / details required. A pre-planning consultation may help identify specific requirements for a site.

12.1.1.1 Pre-Application Consultation

It is of benefit to applicants, and the Council, for consultation to be had regarding proposed development prior to their lodgement as planning applications.

Under the provisions of Section 247 of the Planning Act, 2000, as amended, a prospective applicant shall have consulted with the Planning Authority in respect of the development that comprises:

- Residential development of more than 10 housing units.
- Non-residential development of more than 1,000 square metres gross floor space.
- Other development as may be prescribed in legislation.

Details with regard to applying for a pre-application consultation can be found at <https://www.dlrcoco.ie/en/planning/>.

12.1.1.2 Design Statements

A Design Statement which is an outline of the proposal's context and aims, and how it responds to Development Plan objectives and surroundings, should be submitted for all applications of 1000+sq.m. commercial development or applications of 30+ residential units (refer also to Policy Objective PHP44 and Section 12.3.1 below).

12.1.1.3 Landscape Plans

Planning applications for 1000+sq.m. commercial development, 10+ residential units, or smaller developments (as deemed appropriate by the Planning Department), should submit a landscape design rationale prepared by a qualified Landscape Architect or other suitably competent landscape professional (as deemed appropriate by the Planning Authority).

12.1.2 Impacts on the Environment

12.1.2.1 Environmental Impact Assessment

Environmental Impact Assessment (EIA) is a key instrument of EU environmental policy. The primary purpose of the EIA Directive (Directive 2011/92/EU as amended by 2014/52/EU) is to ensure that public and private projects, which are likely to have significant effects on the environment are granted permission only after an assessment of the likely significant environmental effects of those projects has been carried.

Environmental Impact Assessment is a process to be undertaken in respect of applications for specified classes of development listed in the Directive before a decision in respect of development consent is made. The process involves the preparation of an Environmental Impact Assessment Report (EIAR) by the applicant, consultations with the public, relevant prescribed bodies and any other affected Member States, and an examination and analysis of the EIAR and other relevant information leading to a reasoned conclusion by the competent authority,

on the likely significant effects of the proposed development on the environment.

The Local Authority, (or An Bord Pleanála) may require an EIAR to be prepared if a proposal is likely to have a significant effect on the environment, even if the development is below the threshold. The Planning and Development Regulations 2001, as amended, specify mandatory thresholds above which Environmental Impact Statements (EIAR) are required in relation to types and scale of development proposals). All Planning applications undergo EIAR screening or preliminary assessment.

12.1.2.2 Appropriate Assessment

Under Article 6 of the Habitats Directive there is a requirement to establish whether, in relation to Plans and Projects, Appropriate Assessment (AA) is required. If, following screening, it is considered that AA is required, then the proponent of the Plan or Project must prepare a Natura Impact Statement. A Plan or Project will only be authorised after the competent authority has ascertained, based on scientific evidence, Screening for Appropriate Assessment, and a Stage 2 Appropriate Assessment where necessary, that:

- The Plan or Project will not give rise to significant adverse direct, indirect, or secondary effects on the integrity of any European site (either individually or in combination with other plans or projects); or
- The Plan or Project will have significant adverse effects on the integrity of any European (that does not host a priority natural habitat type and/or a priority species) but there are no alternative solutions and the Plan or Project must nevertheless be carried out for imperative reasons of overriding public interest – including those of a social or economic nature. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of European; or
- The Plan or Project will have a significant adverse effect on the integrity of any European site (that hosts a natural habitat type and/or a priority species) but there are no alternative solutions and the Plan or Project must nevertheless be carried out for imperative reasons for overriding public interest - restricted to reasons of human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of European.

12.1.2.3 Ecological Impact Assessment

An Ecological Impact Assessment may be required to be submitted with any proposed development should the Planning Authority consider that there is potential to impact upon an environmentally sensitive area such as a wildlife corridor, a site adjoining or adjacent to a proposed National Heritage Area, along the coastline or a river. The requirement for an ecological impact assessment will be determined on a case by case basis.



Dandelion

12.2 Climate Action

12.2.1 Built Environment

The Planning Authority will encourage and promote the repair, retrofitting and reuse of buildings in preference to their demolition and reconstruction where possible (Refer also Section 12.3.9 Demolition and Replacement Dwellings). Where this cannot be achieved, the Planning Authority will support the use of sustainably sourced building materials and the reuse of demolition and excavated materials. See also Criteria 5 of the Department of the Environment Heritage and Local Government 'Urban Design Manual' (2009) and Policy Objectives CA6 and CA7.

The Planning Authority will support the use of structural materials that have low to zero embodied energy and CO2 emissions.

Buildings should be adaptable in design (see Criteria 9 of the 'Urban Design Manual' 2009 in the case of residential developments, Policy Objective CA8: Sustainability in Adaptable Design and Policy Objective PHP19: Existing Housing Stock - Adaptation. Innovative design and layout which provides natural ventilation incorporating design elements such as brise-soleil, green roofs, green walls and soft landscaping. Landscaping and tree planting will be promoted where feasible to reduce the urban heat island.

An Energy Statement should be included for all applications of 1000+ sq.m. commercial development or applications of 30+ residential units to demonstrate what energy efficiency and carbon reduction design measures are being considered.

The planning Authority will support and encourage buildings of innovative design which seek to achieve Passive or Net Zero Carbon design standards.

12.2.2 Renewable Energy

The Planning Authority notes that under current planning legislation (the Planning and Development Regulations 2001, as amended), the inclusion of certain renewable technology is considered exempt development. For all other development, the Planning Authority will assess planning applications for renewable energy developments on a case-by-case basis with regard to requirements set out below. They will be considered in the context of current Government policy on the subject but will take into account other, often competing, Council policies on land usage relating to sectors such as agriculture, tourism and outdoor recreational activities, the protection of the scenic areas of the County, sensitive ecological sites, and any relevant guidelines issued from time-to-time by the Department of Housing, Local Government and Heritage.

12.2.3 Wind Energy

When assessing planning applications for wind energy developments the Planning Authority will have regard to the 'Wind Energy Development Guidelines for Planning Authorities' (2006), published by the DoEHLG, and the Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change (2017). The Planning Authority will also have regard to the Wind Energy Strategy in Appendix 10 of this Plan.

This Strategy has analysed suitable area for wind energy in the County and it concludes by recommending there are no areas in the County where large-scale commercial wind energy infrastructure should be either 'acceptable in principle' or 'open to consideration'.

However, the Council remains supportive of off-shore wind energy development and small-scale wind energy developments within urban and industrial areas.

12.2.4 Solar

In the assessment of any applications for solar farms, the Council will consider these renewable energy developments having regard to:

- Any future Section 28 Guidance.
- Landscape Character Areas of the County.
- Visual impact, zones of influence including cumulative visual impact/zones of influence of existing solar farms from the solar arrays and associated infrastructure such as road access.
- Geometric Glint and Glare impacts on roads, dwellings, national monuments, protected structures and other sensitive receptors.
- Archaeological Impact Assessment and Heritage Impact Assessment.
- Ecological Impact Assessment.
- Landscaping plans to mitigate the visual and landscape impacts.
- Security requirements such as CCTV, security lights, fencing etc.
- Impacts from lighting.
- Construction impacts.
- Impacts on drainage patterns and water tables.
- Suitability of and access to the electricity grid.
- Decommissioning Statement for a site and its associated technologies.

12.2.5 District Heating

Pending the issuing of a National Policy Framework for District Heating, the Planning Authority, will support and encourage larger scale developments to consider future proofing to facilitate the future development of potential district heating and waste heat recovery and utilisation. Future-proofing may include the safeguarding of space for future pipework/pipe-run, energy centres or other infrastructure.

12.2.6 Urban Greening

Applicants should explore the potential for urban greening in developments including:

- High quality landscaping (including tree planting), that make use of a diverse range of species of plants – consistent with the National

Pollinator Plan, site appropriate and irrigated by rainwater.

- Incorporating Nature-Based Solutions (NBS) into the design of buildings and layout – living/green walls, living/green and or blue roofs including in the design of small buildings and shelters, other soft Sustainable urban Drainage Systems (SUDS) measures such as swales, rain gardens, using trees for urban cooling and the reduction of wind tunnel effect (Refer also Section 12.8.6). The Council is investigating developing a green factor method through a multi-disciplinary approach as set out in Section 3.4.4 Urban Greening. Data on all surface cover types is required. All applications that submit a stormwater audit shall submit the surface cover types as part of the storm water audit process (see 7.1.5 Storm Water Audit Procedure Appendix 7: Sustainable Drainage Systems).



Mature Tree

12.3 Neighbourhood - People, Homes and Place

This Section sets out guidance on qualitative, quantitative, and development management criteria for sustainable neighbourhood infrastructure and residential developments. These requirements will form the basis for evaluating planning applications for residential development and their respective supporting neighbourhood infrastructure with a view to improving the quality of life in Dún Laoghaire-Rathdown. Key references informing the standards are set out in Appendix 12.

12.3.1 Quality Design

It is a Policy Objective to promote high quality design and layout in all new development. Whilst this Section refers more specifically to design relative to residential development, the principles detailed can be applied to any form of development.

A core aim of land-use planning is to ensure that new residential developments offer a high quality living environment for residents, both in terms of the standard of individual dwelling units and in terms of the overall layout and appearance of streets and outdoor spaces. In considering applications for new developments the Planning Authority will refer to Government guidelines that offer specific guidance in relation to design, including those listed in Appendix 12.

12.3.1.1 Design Criteria

The objective of DLR County Council is to achieve high standards of design and layout to create liveable neighbourhoods. The following criteria will be taken into account when assessing applications:

- Land use zoning and specific objectives contained in this Plan and any Strategic Development Zone / Local Area Plan / Urban Framework Plan / non-statutory planning guidance adopted by the Council.
- Compliance with other policy requirements contained within the Plan.
- Consistency with any/all relevant National and Regional policy objectives.
- Synergies with adjoining complementary uses and land use zoning objectives.
- Density - Higher densities should be provided in appropriate locations. Site configuration, open space requirements and the characteristics of the area will have an impact on the density levels achievable.
- Quality of the proposed layout and elevations, the quality of the residential environment will be of primary significance in determining the acceptability of planning applications. Layouts, elevations, and plan form must be designed to

emphasise a 'sense of place' and community, utilising existing site features, tree coverage and an appropriate landscape structure.

- Levels of privacy and amenity, the relationship of buildings to one another, including consideration of overlooking, sunlight/daylight standards and the appropriate use of screening devices.
- Quality of linkage and walking and cycling permeability – to adjacent neighbourhoods and facilities and the nature of the public realm/streets and spaces. Walking and cycling permeability shall be maximised at every opportunity.
- Accessibility and traffic safety - proximity to centres and to public transport corridors, existing and proposed.
- Quantitative standards - set out in this Chapter and/or referenced in Government guidelines.
- Safety and positive edges to the public realm - opportunities for crime should be minimised by ensuring that public open spaces are passively overlooked by housing and appropriate boundary treatments applied.
- Quality of proposed public, private, and communal open spaces and recreational facilities and the relationship of proposed open spaces with any existing public or communal open space.
- Quality of the pre-existing environmental sound environment.
- Context - having regard to the setting of the site, the surrounding character, streetscape, and the impact of any proposed development on the development potential of adjoining sites.
- Variety of house types and unit size.
- Variety in layout through providing different lengths and types of residential roads, mixes of 'cul-de-sac', loop roads, set-back road sections, loose grid layouts and similar.
- Inter-relationship of buildings / dwellings, roads, pedestrian ways, neighbourhood centre facilities and local parks and green areas – active frontages and passive surveillance will be encouraged.
- Roofscape, plant and green roofs.

12.3.2 Sustainable Neighbourhood Infrastructure

Existing sustainable neighbourhood uses, such as schools, community facilities, health, and recreation, places of worship etc. support and sustain surrounding residential neighbourhoods. These uses and their associated facilities are



Stained glass window by Katherine Lamb, 2014
Photo: Ros Kavanagh Photography

identified either by the land use zoning objective 'SNI' – *“To protect, improve and encourage the provision of sustainable neighbourhood infrastructure”* or Specific Local Objectives 10 and 22. The retention and/or improvement of existing facilities and services will be required insofar as possible in accordance with Policy Objective PHP2, Chapter 4.

12.3.2.1 Development within Sustainable Neighbourhood Infrastructure Lands

Sustainable neighbourhood infrastructure includes land or buildings that serve the needs of the local and wider community for social, educational, health, religious, recreational and leisure, cultural, and civic needs. These facilities and uses may be provided by public sector bodies, the community themselves or by the private sector. Facilities and uses include, but are not limited to – schools, third level education, places of worship, hospitals, health centres/GP's, community centres, leisure centres, family resource centres, libraries, church/parish

halls, meeting rooms, scout dens, men's sheds, theatres and civic offices.

It should incorporate measures to improve public use of the site and/or facilities as appropriate and be required to maximise improvements to walking and cycling permeability and accessibility both within and through the site and linkages to adjoining lands especially related to access to active travel and public transport stops.

All proposed development on lands with a 'Sustainable Neighbourhood Infrastructure' (SNI) zoning objective or Specific Local Objective (SLO) 10 or 22:

- Shall be required to identify all existing and any permitted uses/structures within the overall SNI zoning objective lands of which the proposal is a part and demonstrate how the proposed development will protect and/or improve existing SNI facilities and uses including their

associated amenity / recreational facilities and uses.

- Without prejudice to the above, shall maintain the recreational value of the overall SNI zoning objective lands of which the proposal is a part by retaining 20% or more usable open space in development proposals. A derogation may only apply where an existing facility is located within a more urban, mixed use setting. Such facilities and uses will typically be as identified by SLO 10 and SLO 22.
- Should incorporate measures to improve public use of the site and/or facilities as appropriate and be required to maximise improvements to walking and cycling permeability and accessibility both within and through the site and linkages to adjoining lands especially related to access to active travel and public transport stops.
- Shall be well designed having regard to the site context, landscape features and any heritage within or adjoining the site.
- Should be compatible with or complement the existing SNI facilities and uses.
- Shall ensure that the amenities currently enjoyed by the existing SNI use / facilities are adequately protected in terms of noise, daylight / sunlight and, overlooking as appropriate.
- Should seek to share facilities as appropriate. Such facilities might include car parking, pitches, sports halls, etc.
- Shall submit a detailed justification for any non-SNI uses (SNI uses are defined above) demonstrating how the proposed development will protect and/or enhance the existing SNI use and function of the overall SNI zoning objective lands of which the proposal is a part.
- All proposals within the Sandford Urban Framework Plan area shall also refer to the objectives set out in Appendix 16 SUFF with respect to the SNI zoning (including section 2.3.6 of the SUFF).

For the avoidance of any doubt, all development proposals shall demonstrate that there is sufficient spatial capacity to accommodate the future needs of the existing and/or any proposed SNI facilities within the overall SNI zoning objective lands of which the proposal is a part. In this regard, a Masterplan may be required.

When assessing any proposal, the Planning Authority will consult with any relevant authority.

12.3.2.2 Sustainable Neighbourhood Infrastructure – Future Provision

(i) New Residential Communities

Planning applications for residential development on sites greater than 1ha or more than 50

residential units located in new residential communities (as set out in Figure 2.9, Chapter 2) will be required to facilitate sustainable neighbourhood infrastructure (SNI) (see Policy Objective PHP2 for a definition of SNI) through one or more of the following ways:

- Reserve an area of not less than 5% of the site area for a future SNI facility. The site reservation may be part of the 15% public open space requirement (see Section 12.8.3.1) and may be subject to a Section 47 agreement with the Planning Authority. The area to be reserved shall be located in a manner that can be readily amalgamated with similar reservations within adjoining lands.
- Provide an appropriate SNI facility (see definition in Policy Objective PHP2) with a floor area of 130 sq.m. per 1,000 population equivalent. The type of facility must have regard to the demographic of the emerging area and any existing and planned facilities and services within a 1km distance / 10 minute walk of the site. It should be noted that a commercial childcare facility shall not be considered to be an SNI facility for the purposes of this Section.
- Provide a development contribution under Section 48 of the Planning and Development Act 2000 towards the provision and/or improvement of a community, cultural or civic facility that the residents of the proposed development will benefit from.

For sites less than 1ha or less than 50 residential units, the Council may consider attaching a development contribution under Section 48 of the Planning and Development Act 2000 for the provision and/or improvement of community, cultural or civic facility that the residents of the proposed development will benefit from.

(ii) Existing Built Up Area

For residential schemes within the existing built up area, the Council will consider a development contribution under the Council Section 48 Levy Scheme for the provision and/or improvement of community, cultural or civic facility that the residents of the proposed development will benefit from.

Where the Community Audit (See Section 4.2.1.4 Policy Objective PHP5: Community Facilities) has identified a deficit in an area the Council may require the applicant to accommodate an SNI facility to address this deficit.

In both new residential community areas, and the existing built up area where a future school has been identified within or immediately adjoining the subject site, the applicant shall engage with the Department of Education (DoE) in order to ascertain

their requirements in relation to site provision.

Where a question arises as to whether a site falls within the built up area or within a new residential community area as set out in the Core Strategy and Figure 2.9 the decision shall be solely at the discretion of the Planning Authority.

12.3.2.3 Community Facilities

As a general principle the location and provision of community facilities is a pre-requisite to the creation and enhancement of viable, enjoyable, sustainable, and attractive local communities.

In assessing planning applications for leisure facilities, sports grounds, playing fields, play areas, community halls, organisational meeting facilities, medical facilities, childcare facilities, new school provision and other community orientated developments, regard will be had to the following:

- Overall need in terms of necessity, deficiency, and opportunity to enhance or develop local or County facilities. Regard shall be had to the findings of a forthcoming Community Audit in this assessment (see Section 4.2.1.4 Policy Objective PHP5: Community Facilities).
- Practicalities of site in terms of site location relating to uses, impact on local amenities, desirability, and accessibility.
- Conformity with the requirements of appropriate legislative guidelines.
- Conformity with land use zoning objectives.

12.3.2.4 Childcare Facilities

With the growing demand for childcare, there is equal recognition that childcare must be of suitably high quality. Childcare provision has also been recognised as one measure to address poverty and social exclusion. The Planning Authority will seek to facilitate the provision of childcare facilities in appropriate locations throughout the County and may require their provision in large residential, public community, commercial and retail developments in accordance with the provisions of the DEHLG 'Childcare Facilities Guidelines for Planning Authorities' (2001) and the Child Care (Pre-School Services) (No. 2) Regulations (2006) and Child Care (Pre-School Services) (No 2) (Amendment) Regulations (2006) (Department of Health and Children).

Where it is proposed or required to provide a new childcare facility as part of a new residential or commercial development, the facility shall be constructed in tandem with the overall scheme. To address the need for childcare and make childcare more accessible to everybody in the County, the developer shall seek to secure an operator and open the facility at an early stage preferably prior

to the occupation of the residential units. In this regard, the developer shall submit phasing details for the development, including the childcare facility and include details of the intended operation of the facility, including details of the intended operator (where feasible) relative to the completion and occupation of dwellings / commercial buildings.

In assessing individual planning applications for childcare facilities, the Planning Authority will have regard to the following:

- Suitability of the site for the type and size of facility proposed.
- Adequate sleeping/rest facilities.
- Adequate availability of indoor and outdoor play space.
- Convenience to public transport nodes.
- Safe access and convenient off-street car parking and/or suitable drop-off and collection points for customers and staff.
- Local traffic conditions.
- Number of such facilities in the area. In this regard, the applicant shall submit a map showing locations of childcare facilities within the vicinity of the subject site and demonstrate the need for an additional facility at that location.
- Intended hours of operation.
- Applications for childcare facilities in existing residential areas will be treated on their merits, having regard to the likely effect on the amenities of adjoining properties, and compliance with the above criteria.
- Detached houses or substantial semi-detached properties are most suitable for the provision of full day care facilities. Properties with childcare should include a residential component within the dwelling, and preferably should be occupied by the operator or a staff member of the childcare facility.
- For new residential developments, the most suitable facility for the provision of full day care should be a purpose built, ground floor, standalone property.
- In considering applications for new Childcare Facilities the Planning Authority will refer to Section 4.7 of the Design Standards for New Apartments Guidelines for Planning Authorities, (2020), specifically the provision of one childcare facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, as detailed in Section 4.7, with the exception for one-bedroom or studio type units, which should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms.

In assessing applications for new childcare facilities, the Planning Authority will consult with the DLR County Childcare Committee to assess the need for the type of facility proposed at the intended location.

(Refer to Section 12.4.10 in relation to car parking standards for childcare facilities).

12.3.2.5 School Development

The Planning Authority will consider school developments having regard to specific requirements of the Department of Education (DoE) and guidance set out within 'The Provision of Schools and the Planning System, A Code of Practice for Planning Authorities' (2008).

In general, new schools shall be developed in areas where new/additional schools are required as identified by the DoE and/or within existing school/education sites.

In assessing individual planning applications for new schools and/or redevelopment/extensions of existing schools, the Planning Authority will have regard to the following:

- Overall need in terms of necessity, deficiency, and opportunity to enhance or develop schools.



- Site location, proximity of school to catchment area, size of site relative to outdoor space requirements and the future needs of the school (i.e. sufficient space provided for future expansion).
- Design – In certain instances urban typologies will be encouraged to maximise efficient use of land and to maximise space for outdoor recreational facilities.
- Traffic and transport impact on the surrounding road network.
- Good, safe accessible pedestrian and cyclist routes to and from the school from nearby residential and commercial areas.
- Adequate cycle facilities in accordance with the requirements in the Council Cycle Policy Guidelines and Standards. In all cases it is a requirement to provide showers, changing facilities, lockers and clothes drying facilities, for use by staff and/or students that walk or cycle to work/place of education.
- Safe access and adequate car parking layout to facilitate drop off/pick up.
- Adequate signage, lighting, and boundary treatments.
- Impact on local amenities and out of school hours uses/dual functioning of school facilities.
- Conformity with the requirements of appropriate legislative guidelines.
- Conformity with land use zoning objectives.
- In all cases, a School Travel Plan shall be submitted with an application for any school development, requirements of which should be ascertained at pre-planning stage.
- Temporary classrooms will be assessed on a case-by-case basis and will generally be accepted for a period not exceeding five years and such classrooms should not interfere with onsite car/ cycle parking spaces or unduly impact the usability of outdoor play/sports facilities.
- Extensions to schools will generally be accepted where they will replace existing temporary classroom structures on site. School extensions should be located having regard to adjoining amenities and amenities within the school site.
- Dual function of sports facilities/halls etc. outside of school hours will be encouraged where the use of such facilities will be of a benefit to the wider community, however any outside hours usage of the school should not be to the detriment of adjoining residential amenities. Full details of all anticipated uses outside of school hours should be provided with the planning application.

12.3.2.6 Health Care Facilities

The Planning Authority will distinguish between small-scale medical practices involving one to two principals (i.e. doctor/dentist/physiotherapist owning the business) with a maximum of one to two employees, and larger medical practices accommodating two or more medical practitioners and two or more support staff.

The Planning Authority will consider on their own merits, any applications for the establishment of small-scale medical practices, or the extension/refurbishment of existing small-scale medical practices, in residential areas. Applications should involve professional medical (commercial) activities carried out by the resident of the building or, the premises should incorporate an otherwise occupied living unit. The living accommodation should comprise a minimum of circa 45% of the overall building floor area. The operation of these premises shall not have negative impacts on the residential amenities of the surrounding area. Parking and access arrangements shall be as per the Transportation Section's requirements, while parking areas shall not dominate the front curtilage of the property in contrast to adjoining dwellings and shall be similarly landscaped.

Medical practices in residential areas should normally be additions to the existing residential use of a dwelling and be subordinate to it in most cases. Similar to childcare facilities in residential areas – small-scale medical practices should ideally be in larger, and detached houses on their own grounds and with suitable and convenient access for those arriving by car, foot or public transport.

Larger scale and group medical practices should normally only be located in Neighbourhood, District and Major Town Centre zonings. They should not have negative impacts in terms of generating overspill of car parking, traffic hazard, negative impact on adjoining residential uses, and should complement the existing uses and buildings and should have only modest signage.

In the case of veterinary surgeries, full details of all services provided on site shall be submitted including details of overnight facilities (including kennels/staff accommodation) and out of hours services shall be submitted together with noise mitigation measures were appropriate.

12.3.3 Quantitative Standards for All Residential Development

Applications for residential schemes shall comply with all relevant requirements set out in PHP20: Protection of Existing Residential Amenity (see Section 4.3.1.3).

12.3.3.1 Residential Size and Mix

The finding of the Housing Strategy and HNDA have informed policy PHP27 in relation to mix (refer to Appendix 2 Housing Strategy and HNDA 2022 – 2028).

In order to demonstrate compliance with Policy Objective PHP27 and based on the findings of the Housing Strategy and HNDA, planning applications received for 50+ residential units either individually or cumulatively with lands located within the neighbourhood (10-minute walk) will be required to incorporate a variety and choice of housing units by type and size so as to meet the differing household need in the County. Council Part 8 or Part 10 residential schemes, may propose a different mix having regard to the specific needs of the Council Housing Department.

The proposed provision of residential units (both houses and apartments), shall provide a mix that reflects existing, and emerging household formation, housing demand patterns and housing demand patterns and trends identified locally and/or within the County. New residential communities (as set out in the Core Strategy and Figure 2.9 of the Core Strategy Map) shall ensure an appropriate mix including a proportion of larger units. Applications received in both new residential communities and within the residual built up area shall include:

- Details of existing and permitted unit types within a 10-minute walk of the proposed development.
- A detailed breakdown of the proposed unit type and size including a percentage split between 1/2/3+ bed units which in the case of apartments (and duplexes) shall generally be in accordance with Table 12.1.
- A site and/or floor plans that clearly identify proposed units that:
 - Are designed and located having regard to the needs of older people and/or persons with a disability.
 - Are designed having regard to the concept of lifetime adaptable and/or multi-generational homes.
- A statement outlining how the scheme has been designed for the needs of older people and / or persons with a disability and / or lifetime homes.
- No more than 10% of the total number of units in any private residential development may comprise of two-bedroom three-person apartment types.

Table 12.1 sets out the mix requirements for apartment developments. Duplexes are considered to be apartments for the purposes of mix.

Table 12.1 Apartment Mix Requirements

Area	Threshold	Mix Studio/1/2 bed Requirement (Apartments and duplexes)	3+ bed Requirement (Apartments)
New Residential Community (See figure 2.9 Core Strategy Map)	Schemes of 50+ units	Apartment Developments may include up to 60% studio, one and two bed units and with no more than 30% of the overall development as a combination of one bed and studios and no more than 20% of the overall development as studios	Minimum 40% 3+ bedroom units
Lands within SUFP	Schemes of 50+ units	Apartment Developments may include up to 60% studio, one and two bed units with no more than 30% of the overall development as a combination of one bed and studios and no more than 20% of the overall development as studios	Minimum 40% 3+ bedroom units
Existing Built up area.	Schemes of 50+ units	Apartment Developments may include up to 80% studio, one and two bed units with no more than 30% of the overall development as a combination of one bed and studios and no more than 20% of the overall development as studios	Minimum 20% 3+ bedroom units

To avoid ambiguity and provide clarity a worked example is given below.

Table 12.2 Worked example of DLR Apartment Mix requirements

Location	Proposed Development	Studio/1/2 bed Mix (Apartments and Duplexes) Requirement	Minimum 3+ bed Requirement (Apartments)
New Residential Community/SUFP	100 apartments	Up to 60 studio, 1 or 2 bed which can include \geq 30 2 beds and can include up to 30 studio and 1 bed units with no more than 20 studios in that 30 units.	Minimum 40 no. 3 bed plus units.
Existing Built Up Area	100 apartments	Up to 80 studio, 1 or 2 bed units which can include \geq 50 2 bed units and can include up to 30 studio and 1 bed units with no more than 20 studios in that 30 units.	Minimum 20 no. 3 bed plus units.

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In schemes of 50+ units, where a mixture of housing and apartments or a scheme comprising solely of houses is being provided on a site the housing offering must ensure a mixture that includes a proportion of housing units that are 3 beds or less. In new residential community areas, it is appropriate that schemes generally include houses in addition to apartment/duplexes. In deciding on the mix of house and apartments in these areas regard shall be had to the details of existing and permitted unit types within a 10-minute walk of the proposed development (see bullet point above). The apartment element, if in excess of 50 units, shall comply with the table above. Where a question arises as to whether a site falls within the built up area or within a new residential community area, as set out in the Core Strategy and Figure 2.9, the decision shall be solely at the discretion of the Planning Authority.

12.3.3.2 Residential Density

In general, the number of dwellings (houses or apartments) to be provided on a site should be determined with reference to the Government Guidelines document:

- 'Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities' (2009).
- Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2020).

As a general principle, and on the grounds of sustainability, the objective is to optimise the

density of development in response to type of site, location, and accessibility to public transport. (See policy PHP18, Chapter 4).

12.3.4 Residential Development – General Requirements

The following general requirements relate to all housing developments including both housing and apartment developments and should be considered when designing housing developments to ensure general requirements as outlined below (see also Section 12.3.1.1 for overall design criteria).

12.3.4.1 Road and Footpath Requirements

The requirements set down in the Council's 'Taking in Charge Policy Document', and 'The Design Manual for Urban Roads and Streets', (DMURS), 2019, will generally apply.

Where an innovative layout is accepted by the Planning Authority variations to these requirements may be accepted. In allowing any deviation in the general requirements, the primary considerations will be the safety and convenience of pedestrians, cyclists and access for emergency vehicles.

Continuous footpaths shall be provided at junctions, and vehicular entrances, to facilitate people with ease of movement. At any such junctions where continuous footpaths are neither feasible nor appropriate, dished kerbs with tactile paving shall be provided to facilitate people with ease of movement.



Cherrywood

12.3.4.2 Habitable Rooms

The minimum size of habitable rooms for houses/apartments/and flats shall conform with appropriate National guidelines/ standards in operation at the date of application for planning permission, including the minimum dimensions as set out in 'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities' (2020), and 'Quality Housing for Sustainable Communities: Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007).

All habitable rooms within new residential units shall have access to appropriate levels of natural /daylight and ventilation. Development shall be guided by the principles of Site Layout Planning for Daylight and Sunlight, A guide to good practice (Building Research Establishment Report, 2011) and/or any updated, or subsequent guidance, in this regard. A daylight analysis will be required for all proposed developments of 50+ units, or as otherwise required by the Planning Authority. The impact of any development on existing habitable rooms should also be considered.

12.3.4.3 Naming of Residential Estates

Dún Laoghaire-Rathdown place names are an important part of the County's cultural heritage, and reflect local history from ancient times to the present. It is a Policy Objective, therefore, that the naming of streets and residential estates shall reflect local place names or local people of note, heritage, language or topographical features as appropriate, and shall incorporate old place names from the locality as much as possible. Bi-lingual and Irish-language signs will be mandatory. The applicant/developer should ensure that the chosen place name for a new residential development is appropriate relative to its location, and is not already in use within the County.

12.3.4.4 Phased Development

No large developments over 100 residential units shall be permitted unless it can be demonstrated that adequate provisions for specified physical and social infrastructural requirements, including: roads, sewers, water mains, community, recreational and sporting facilities (indoor and outdoor), public transport, first and second level schools and shops are available at completion to support development.

In addition, when considering proposals for development within the curtilage of Protected Structures a proposed phasing agreement should be provided (refer to Section 12.11.2.3).

A phasing schedule for any such development shall be submitted with a planning application.

12.3.4.5 Management Companies and Taking in Charge

In residential developments, which are not proposed to be Taken in Charge by the Council, evidence will be required that private Management Companies are to be set up by time of completion of the estate, and of which membership shall be compulsory for all purchasers of property.

If a development (or part thereof) is to be Taken in Charge by the Council the applicant shall agree, which areas are to be Taken in Charge, and this shall be clearly indicated on a site layout plan. All areas not to be Taken in Charge by the Council, shall also be clearly indicated on a site layout plan, and shall be maintained and the responsibility of a properly constituted Private Management Company. These details shall be submitted with the planning application.

All roads, footpaths, sewers, drains, lighting columns, mini-pillars, watermains, services and open spaces within the privately managed areas, irrespective of the management and maintenance regime to be put in place for these areas, shall be satisfactorily completed to the standard for development works as set out in the Council's 'Development Works Guidance Document'.

In this regard, the applicant shall have regard to the Department of the Environment, Community and Local Governments document 'Taking in Charge of Residential Developments Circular Letter PD 1/08', and 'Circular Letter PL 5/2014', the Departments 'National Taking in Charge Initiative Report', 2018, and the Council's 'Taking in Charge Policy Document', 'Development Works Guidance Document', and any successor guidance with respect to taking-in-charge.

12.3.4.6 Bonds

To ensure the satisfactory completion of development works, such as roads, surface water drainage, public lighting and open space, including the protection of trees, on a site which has been the subject of a grant of permission, a bond or cash lodgement may be required until the development has been satisfactorily completed. The bond or cash lodgement may be sequestered in part or in its entirety at the discretion of the Planning Authority where the development has not been satisfactorily completed. The amount of such bond or cash lodgement will be determined by the Planning Authority.

12.3.4.7 Refuse Storage and Services

Adequate refuse storage, recycling and composting areas, and future expansion of separated waste disposal for residential developments shall be adequately catered for. In the case of communal refuse storage provision, the collection point for

refuse should be accessible both to the external collector and to the resident and be secured against illegal dumping by non-residents.

In the case of individual houses, the applicant shall clearly show within a planning application the proposed location and design of bin storage to serve each dwelling and having regard to the number of individual bins required to serve each dwelling at the time of the application and any possible future requirements for refuse storage/collection. (See also Appendix 6).

12.3.5 Apartment Development

See Section 12.4.5 and Section 12.8 for Car Parking and Open Space Requirements pertaining to apartment developments.

12.3.5.1 Dual Aspect in Apartments

A dual aspect apartment is designed with openable windows on two or more walls, allowing for views in more than just one direction. The windows may be opposite one another, or adjacent around a corner. The use of windows, indents or kinks on single external elevations, in apartment units which are otherwise single aspect apartments, is not considered acceptable and/or sufficient to be considered dual aspect and these units, will be assessed as single aspect units.

Specific Planning Policy Requirement (SPPR) 4 of the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities' (2020), provides guidance with respect to the minimum number of dual aspect apartments that may be provided in any single apartment schemes. In accordance with this guidance, DLR as a County is classified as a suburban or intermediate location and therefore:

- There shall generally be a minimum of 50% dual aspect apartments in a single scheme.
- For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, DLR may exercise discretion to consider dual aspect unit provision at a level lower than the 50% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.

12.3.5.2 Separation Between Blocks

All proposals for residential development, particularly apartment developments and those over three storeys high, shall provide for acceptable separation distances between blocks to avoid negative effects such as excessive overlooking, overbearing and overshadowing effects and provide sustainable residential amenity conditions and open spaces.

A minimum clearance distance of circa 22 metres, in general, is required, between opposing windows

in the case of apartments up to three storeys in height. In taller blocks, a greater separation distance may be prescribed having regard to the layout, size, and design. In certain instances, depending on orientation and location in built-up areas, reduced separation distances may be acceptable. In all instances where the minimum separation distances are not met, the applicant shall submit a daylight availability analysis for the proposed development.

12.3.5.3 Internal Storage and External Storage

Internal storage standards for apartments shall accord with, or exceed the levels outlined in Table 12.3 below:

Table 12.3: Minimum Storage Space Requirements

Minimum Requirements
One Bedroom 3 sq.m.
Two Bedroom (3 person) 5 sq. m.
Two Bedroom (4 person) 6 sq. m.
Three Bedroom 9 sq.m.

- Storage should be additional to kitchen presses and bedroom furniture.
- Hot press/boiler space will not count as general storage.
- No individual storage room should exceed 3.5sq.m. and shall be provided within the apartment unit.

Apartment schemes should provide external storage for bulky items outside individual units (i.e. at ground or basement level), in addition to the minimum apartment storage requirements. These storage units should be secure, at ground floor level, in close proximity to the entrance to the apartment block and allocated to each individual apartment unit.

12.3.5.4 Penthouse Development

The addition of a penthouse level – which typically consists of high quality roof level living accommodation in an apartment development – may be acceptable where living space constitutes the equivalent of one storey and is set back from the edge of the building. A penthouse level should have regard to the overall design of an apartment block and should be finished with high quality materials and not have a negative visual impact on the skyline and/or streetscape (refer also to the Building Height Strategy set out in Appendix 5).

12.3.5.5 Minimum Apartment Floor Areas

All apartment developments shall accord with or exceed the minimum floor areas indicated in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning

Authorities', (2020), as set out in the Table 12.4 below.

In this regard, the areas listed are minimum standards and should not be taken as the norm for all developments; higher floor areas will be encouraged throughout the County.

Table 12.4: Minimum Overall Apartment Floor Areas

Minimum Overall Floor Areas	
Studio	37 sq. m.
One bedroom	45 sq. m.
Two bedroom (3 persons)	63 sq. m.
Two bedroom (4 persons)	73 sq. m.
Three bedrooms	90 sq. m.

In order to safeguard standards, the majority of apartments in any proposed scheme of 10 or more shall exceed the minimum floor area standard for any combination of 1, 2 or 3 bed, by a minimum of 10%* (excluding studios).

12.3.5.6 Additional Apartment Design Requirements

Ground level apartment floor to ceiling heights shall be a minimum of 2.7 metres and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, Planning Authorities may exercise discretion on a case-by-case basis, subject to overall design quality.

A maximum of 12 apartments per floor per core may be provided in apartment schemes.* This

maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality, and compliance with building regulations.

12.3.6 Build-to-Rent Accommodation

Built-to-Rent (BTR) accommodation consists of purpose-built, long-term rental apartment accommodation that incorporates dedicated residential amenities and facilities. BTR accommodation will only be permitted in suitable locations in accordance with Policy Objective PHP28.

All proposed BTR accommodation must comply with SPPR 7 and SPPR 8 as set out within the Design Standards for New Apartments, 2020 (and any amending SPPR as appropriate). In this regard applications for proposed BTR must clearly demonstrate compliance with the guidelines and include details in relation to:

- The proposed ownership and operation by an institutional entity for a minimum period of not less than 15 years and no individual residential unit can be sold or rented separately for that period. A covenant or legal agreement shall be submitted and entered into in this regard.
- Proposed residential support facilities such as laundry facilities, concierge and management facilities, maintenance/repair services, waste management facilities, etc.
- Proposed resident services and amenities for communal recreational and other activities by residents.

The quantum and scale of the proposed residential support facilities, services and amenities must



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* Not applicable to BTR development in accordance with SPPR 8.



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have regard to and adequately support the number of future residents within the BTR scheme. BTR accommodation must comply with all apartment standards set out in Section 12.3.5.

A derogation with regard to in-unit storage may be considered where alternative, secure storage area can be provided on-site. All proposed units must provide for private open space in the form of a balcony, terrace, winter garden or roof garden. A reduction in the area of private open space serving each unit will only be considered in instances where at least an additional 10% high quality, useable, communal and/or additional compensatory communal support facilities are provided. On-site car parking must comply with the requirements set out in Section 12.4.5.

In all instances, the applicant shall clearly demonstrate that the BTR development is located within a 10 minute walking time from high frequency public transport routes.

Where any derogations in standards including standards relating to unit mix, open space, car parking and storage are availed of, a condition should be attached to any grant of permission to state that planning permission must be sought for a change of tenure to another tenure model following the period specified in the covenant.

12.3.7 Additional Accommodation in Existing Built-up Areas

12.3.7.1 Extensions to Dwellings

The following Section provides guidance with respect to porches, front extensions, side extensions, rear extensions, roof alterations, attic conversions and dormer extension.

(i) Extensions to the Front:

Porch extensions, other than those deemed to be exempted development, should be of appropriate design and scale relative to the design of the original house. The scale, height, and projection from the front building line of the dwelling should not be excessive so as to dominate the front elevation of the dwelling. The porch should complement the existing dwelling, and a more contemporary design approach can be considered.

Front extensions, at both ground and first level will be considered acceptable in principle subject to scale, design, and impact on visual and residential amenities. A break in the front building line will be acceptable, over two floors to the front elevation, subject to scale and design however a significant break in the building line should be resisted unless the design can demonstrate to the Planning Authority that the proposal will not impact on the visual or residential amenities of directly adjoining

dwellings. Excessive scale should be avoided. Front extensions, particularly at first floor level, should reflect the roof shape and slope of the main dwelling. A minimum driveway length of 6 metres should be maintained.

(ii) Extensions to the Rear:

Ground floor rear extensions will be considered in terms of their length, height, proximity to mutual boundaries and quantum of usable rear private open space remaining. The extension should match or complement the main house.

First floor rear extensions will be considered on their merits, noting that they can have potential for negative impacts on the amenities of adjacent properties, and will only be permitted where the Planning Authority is satisfied that there will be no significant negative impacts on surrounding residential or visual amenities. In determining applications for first floor extensions the following factors will be considered:

- Overshadowing, overbearing, and overlooking - along with proximity, height, and length along mutual boundaries.
- Remaining rear private open space, its orientation and usability.
- Degree of set-back from mutual side boundaries.
- External finishes and design, which shall generally be in harmony with existing.

(iii) Extensions to the Side:

Ground floor side extensions will be evaluated against proximity to boundaries, size, and visual harmony with existing (especially front elevation) and impacts on adjoining residential amenity.

First floor side extensions built over existing structures and matching existing dwelling design and height will generally be acceptable. However, in certain cases a set-back of an extension's front façade and its roof profile and ridge may be sought to protect amenities, integrate into the streetscape, and avoid a 'terracing' effect. External finishes shall normally be in harmony with existing.

Any planning application submitted in relation to extensions, basements or new first/upper floor level within the envelope of the existing building, shall clearly indicate on all drawings the extent of demolition/wall removal required to facilitate the proposed development and a structural report, prepared by a competent and suitably qualified engineer, may be required to determine the integrity of walls/structures to be retained and outline potential impacts on adjoining properties. This requirement should be ascertained at pre-planning stage.

Side gable, protruding parapet walls at eaves/gutter level of hip-roofs are not encouraged.

The proposed construction of new building structures directly onto the boundary with the public realm (including footpaths/open space/roads etc), is not acceptable and it will be required that the development is set within the existing boundary on site and shall not form the boundary wall. The provision of windows (particularly at first floor level) within the side elevation of extensions adjacent to public open space will be encouraged in order to promote passive surveillance, and to break up the bulk/extent of the side gable as viewed from the public realm.

(iv) Alterations at Roof/Attic Level:

Roof alterations/expansions to main roof profiles - changing the hip-end roof of a semi-detached house to a gable/ 'A' frame end or 'half-hip' for example - will be assessed against a number of criteria including:

- Careful consideration and special regard to the character and size of the structure, its position on the streetscape and proximity to adjacent structures.
- Existing roof variations on the streetscape.
- Distance/contrast/visibility of proposed roof end.
- Harmony with the rest of the structure, adjacent structures, and prominence.

Dormer extensions to roofs, i.e. to the front, side, and rear, will be considered with regard to impacts on existing character and form, and the privacy of adjacent properties. The design, dimensions, and bulk of any roof proposal relative to the overall size of the dwelling and gardens will be the overriding considerations. Dormer extensions shall be set back from the eaves, gables and/or party boundaries. Dormer extensions should be set down from the existing ridge level so as to not read as a third storey extension at roof level to the rear.

The proposed quality of materials/finishes for dormer extensions will be considered carefully as this can greatly improve their appearance. The level and type of glazing within a dormer extension should have regard to existing window treatments and fenestration of the dwelling. However, regard should also be had to size of fenestration proposed at attic level relative to adjoining residential amenities.

Particular care will be taken in evaluating large, visually dominant dormer window structures, with a balance sought between quality residential amenity and the privacy of adjacent properties. Excessive overlooking of adjacent properties should be avoided.

12.3.7.2 Sub-Division of Dwellings

In accordance with Policy Objective PHP19: Existing Housing Stock - Densification and Adaptation, the sub-division of existing dwellings into two or more dwelling units will be encouraged in circumstances where it would contribute to maintaining a viable community in an area, will allow for the opportunity of downsizing, is in a location well served with amenities, and where the existing dwelling is of an appropriate size.

The maximum number of units in any proposed subdivision will depend upon the characteristics of the area, the suitability of the dwelling for sub-division, availability of services, parking, private amenity space, privacy, and other factors.

Permission to sub-divide into apartments will not normally be granted unless the average unit size for a one-bedroom unit is at least 45sq.m. gross floor area. Conversions must not detract from adjoining/existing residential amenity (in terms of overlooking, significant loss of landscaping, high site coverage) or result in a negative visual impact on the streetscape or on neighbouring properties.

Sub-division will not usually be a feasible proposition in modern suburban estates of two storey houses but may be appropriate in larger than average family sized dwellings in old houses or larger apartments. Appropriate cycle parking will be provided in accordance with Cycle Parking Guidelines set-out in Section 12.4.6. New car parking provision, or non-provision (in certain instances at the discretion of the Planning Authority and as set out in Section 12.4.5.2) shall be in accordance with the Council's car parking standards in Section 12.4.5.

Design and landscaping shall be of a high standard for a quality visual environment with adequate open space arrangements required and considered at the discretion of the Planning Authority.

Any proposed external structures, such as fire escapes, should be clearly indicated in the planning application, to ensure any such structures would not have a negative impact on visual and adjoining residential amenities. This is of particular relevance when the proposal relates to a Protected Structures or dwelling located within an Architectural Conservation Area (ACA) so as to not detract from the historic value of structure. In the event that external fire escapes may be required, the applicant should discuss specifications with the Fire Officer (and the Conservation Officer with respect to Protected Structures or ACAs), prior to lodging a planning application, only the possible visual / residential amenity impacts will be assessed through the Planning process.

12.3.7.3 'Family Member/Granny' Flat Extension

A 'family' or 'granny' flat refers to a temporary subdivision of a single dwelling - often by adding an extension to the dwelling or converting an attached garage which is linked to the main dwelling - for a subsidiary element, for use by a member of the immediate family (e.g. elderly parent), but not as a fully independent dwelling. These will be assessed against the criteria applied to 'normal' domestic extensions. The Planning Authority will generally consider such sub-division and/or extension favourably subject to ensuring no negative impacts on the integrity of the primary dwelling. Applications for granny / family flats within the rural area will be assessed under the provisions of Section 12.3.10.6.

Proposals should be:

- Interlinked with the primary dwelling and capable of being readily subsumed back into same.
- Any such extension to the main dwelling shall be subsidiary in scale relative to the main dwelling.
- Such that the Planning Authority is satisfied that there is a valid justification for the proposal in use terms.

Permission will normally be on condition that:

- The flat can be subsumed back into the main dwelling when it is no longer required.
- It shall not be let or sold, other than as an intrinsic part of the overall property.
- Where the owner wishes it to remain subdivided on a permanent basis, an application shall be made for sub-division which will be assessed on the more demanding criteria as would be applied to a separate dwelling house.

12.3.7.4 Detached Habitable Room

This can provide useful ancillary accommodation such as a playroom, gym, or study/home office for the main residence. It should be modest in floor area and scale, relative to the main house and remaining rear garden area. The applicant will be required to demonstrate that neither the design nor the use of the proposed structure will detract from the residential amenity of adjoining property or the main house. Any such structure shall not be to provide residential accommodation for a family member/ granny flat nor shall the structure be let or sold independently from the main dwelling.

12.3.7.5 Corner/Side Garden Sites

Corner site development refers to sub-division of an existing house curtilage and/or an appropriately zoned brownfield site, to provide an additional dwelling(s) in existing built up areas. In these cases, the Planning Authority will have regard to the following parameters (Refer also to Section 12.3.7.7):

- Size, design, layout, relationship with existing dwelling and immediately adjacent properties.
- Impact on the amenities of neighbouring residents.
- Accommodation standards for occupiers.
- Development Plan standards for existing and proposed dwellings.
- Building lines followed, where appropriate.
- Car parking for existing and proposed dwellings provided on site.
- Side/gable and rear access/maintenance space.
- Adequate usable private open space for existing and proposed dwellings provided.
- Level of visual harmony, including external finishes and colours.
- Larger corner sites may allow more variation in design, but more compact detached proposals should more closely relate to adjacent dwellings. A modern design response may, however, be deemed more appropriate in



Corner/Side garden development Merville Road with solar panels.

certain areas where it may not be appropriate to match the existing design.

- Side gable walls as side boundaries facing corners in estate roads are not considered acceptable and should be avoided.
- Appropriate boundary treatments should be provided both around the site and between the existing and proposed dwellings. Existing boundary treatments should be retained/reinstated where possible.
- Use of first floor/apex windows on gables close to boundaries overlooking footpaths, roads and open spaces for visual amenity and passive surveillance.

It is also recognised that these sites may offer the potential for the development of elderly persons accommodation of more than one unit, and this will be encouraged by way of corner/side and infill development. This would allow the elderly to remain in their community in secure and safe accommodation. At the discretion of the Planning Authority, subject to design and level of accommodation provided, there may be some relaxation in private open space and car parking standards for this type of proposal.

12.3.7.6 Backland Development

Backland residential development usually involves the establishment of a new single dwelling, and a building line to the rear of an existing line of houses. Residential development within the boundary of larger detached houses does not constitute backland development and will not be assessed as such.

Where the Planning Authority accepts the general principle of backland residential development to the rear of smaller, more confined sites, within the existing built-up area, the following standards will apply:

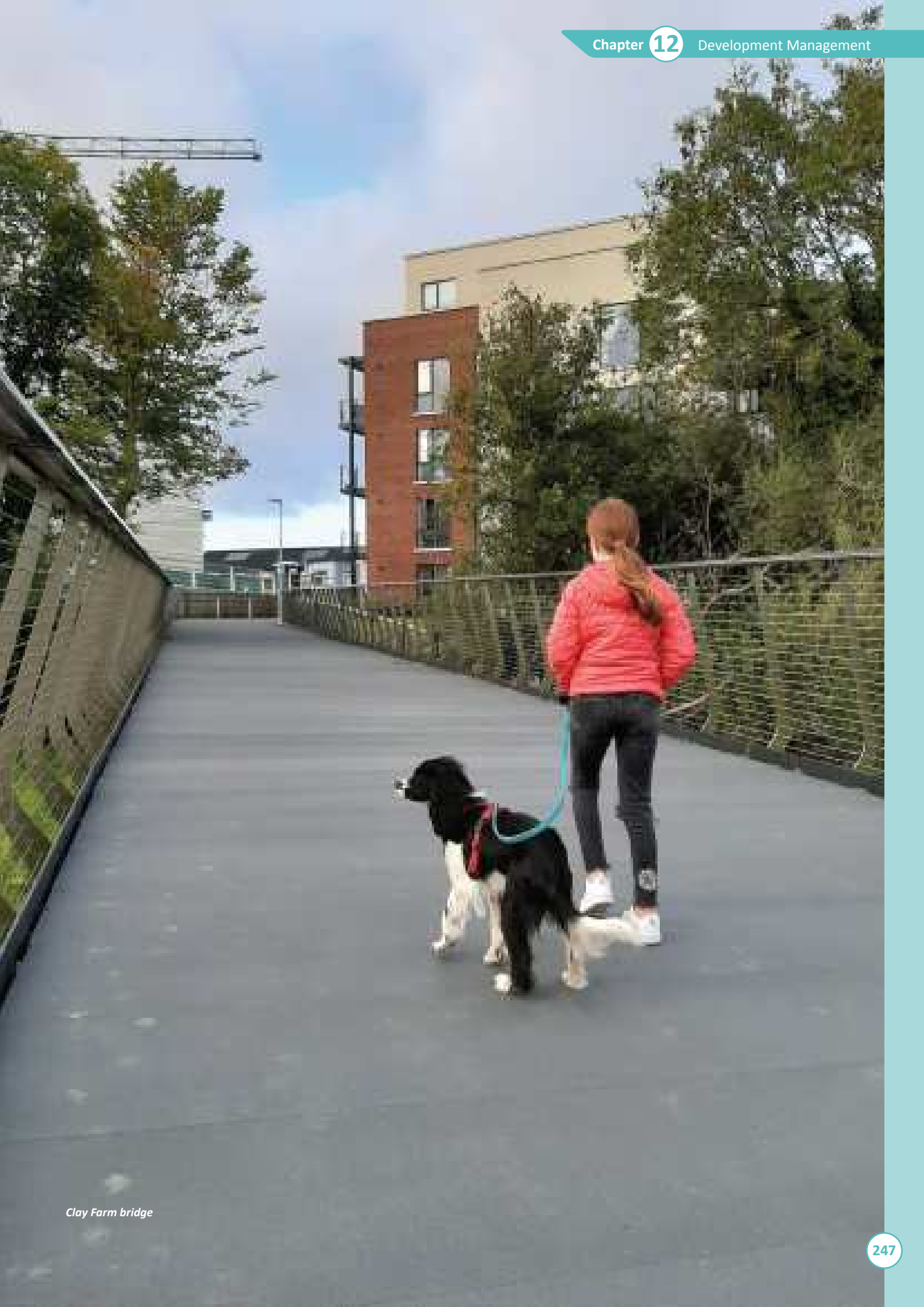
- Generally, be single storey in height to avoid overlooking.
- Appropriate scale relative to the existing dwelling and of high quality of design.
- Adequate vehicular access of a lane width of 3.7 metres must be provided to the proposed dwelling (3.1 metres at pinch points) to allow easy passage of large vehicles such as fire tenders or refuse collection vehicles.
- A wider entrance may be required to a backland development to or from a narrow laneway.

- Existing dwelling and proposed dwellings shall have minimum individual private open spaces - exclusive of parking - of 48 sq.m. each for one/two bedroom units, or 60 sq.m. plus for three/four or more bedroom units.
- Proposed single storey backland dwelling shall be located not less than 15 metres from the rear façade of the existing dwelling, and with a minimum rear garden depth of 7 metres.
- Proposed two storey backland dwellings shall be located not less than 22 metres from the rear façade of the existing dwelling where windows of habitable first floor rooms directly face each other. Proposed two-storey backland dwellings should have a minimum rear garden depth for the proposed dwelling of 11 metres.
- A relaxation in rear garden length, may be acceptable, once sufficient open space provided to serve the proposed dwelling and the applicant can demonstrate that the proposed backland dwelling will not impact negatively on adjoining residential amenity.

Where there is potential to provide backland development at more than one site/property in a particular area, the Planning Authority will seek to encourage the amalgamation of adjoining sites/properties in order to provide for a more comprehensive backland development, this should be discussed at pre-planning stage. Piecemeal backland development with multiple vehicular access points will not be encouraged.

12.3.7.7 Infill

In accordance with Policy Objective PHP19: Existing Housing Stock – Adaptation, infill development will be encouraged within the County. New infill development shall respect the height and massing of existing residential units. Infill development shall retain the physical character of the area including features such as boundary walls, pillars, gates/gateways, trees, landscaping, and fencing or railings. This shall particularly apply to those areas that exemplify Victorian era to early-mid 20th century suburban ‘Garden City’ planned settings and estates that do not otherwise benefit from ACA status or similar. (Refer also to Section 12.3.7.5 corner/side garden sites for development parameters, Policy Objectives HER20 and HER21 in Chapter 11).



Clay Farm bridge

12.3.7.8 'Living-Over-The-Shop'

In encouraging the residential use of the upper floors of commercial properties in established retail/commercial areas the Council will consider possible dispensations from normal standards to facilitate 'Living-Over-The-Shop' developments, that will contribute positively to the renewal of areas provided any proposed modifications will not have a negative impact on visual amenities or the existing streetscape. The Planning Authority will encourage 'living over the shop', subject to suitability of location, standard of accommodation proposed, and the following should be noted in this regard:

- Derogations for older commercial buildings in appropriate cases may be given in respect of private open space, parking, and unit size standards.
- Derogations for car parking may be allowed having regard to parking policy.

12.3.7.9 Mews Lane Development

The principle of mews development will generally be acceptable when located on a lane that:

- Is already developed to such an extent that further development would have to be regarded as infill.
- Is already adequately serviced and surfaced from the site to the public road, with a suitable underlying base to cater for the expected traffic volumes.
- Has a legally acceptable agreement between owners or interested parties who intend to bring the laneway to standards and conditions - particularly in terms of services, road surfacing and public lighting - suitable to be taken-in-charge by the Council. The onus will be on the applicant(s) to demonstrate that they have a consensus of owners or interested parties.

Modern Extension Shankill



- Where the Council is likely to be able to provide services and where owners can be levied to allow the Council to service the sites.
- Has been identified as being suitable for such development on the County Development Plan Maps or within a Local Area Plan.

The principle of mews development on a particular laneway will not generally be accepted where:

- The length of all or most of the adjoining rear gardens on the side of the lane concerned is less than 25 metres or
- Where, particularly in a commercial area, the lane is likely to be required by the frontage buildings for access or the area adjoining the lane is required for expansion.

Where the Planning Authority accepts the principle of residential development on a particular laneway, the following standards will generally apply:

- Development will be confined to single units in one or two storeys of modest size and the separation distance between the rear façade of the existing main structure (onto the front road) and the rear mews structure should normally be a minimum of 20 metres and not less than 15 metres, or not less than 22 metres where first floor windows of habitable rooms directly face each other.
- Setting back of dwellings and boundary walls may be required dependant on existing building lines, lane width, character and parking/access.
- Dwellings and boundary walls may be required to reflect the scale, height, materials and finish of existing walls and buildings, particularly where old coach houses and two storey structures are involved.
- All parking provision in mews laneways should be in off-street garages, integral garages (car ports), forecourts or courtyards, and conditions to 'de-exempt' garage conversions will normally be attached. At least one off-street parking space per dwelling will generally be required. Where two spaces can be reasonably accommodated these should be provided. Part set-backs of frontage for on-street parallel parking may be considered depending on lane width and structure types.
- Each dwelling shall generally have a private open space area of not less than circa 48 sq.m. exclusive of car parking area. A financial contribution in lieu of public open space provision may be required.
- Where dwellings are permitted on both sides of a lane, habitable room windows must be set out to minimise direct overlooking of each other where less than 9 metres apart.

- Vehicular entrance widths shall be a minimum but sufficient to provide for proper vehicular turning movements allowing for laneway width and for pedestrian visibility.

Minimum lane width requirements are:

- Up to 6 dwellings: Adequate vehicular access of a lane width of circa 3.7 metres must be provided to the proposed dwellings - 3.1 metres at pinch points – to allow easy passage of large vehicles such as fire tenders or refuse collection vehicles.
- Up to 20 dwellings: Width of 4.8 metres subject to a maximum length of 300 metres. Short lengths of narrow width may be acceptable where there will be no frontage access to those lengths.

All mews laneways will be considered to be shared surfaces and footpaths need not necessarily be provided. If external street/security lighting is warranted, only a minimal level and wall-mounted type(s) may need to be provided. Opportunities should be undertaken to improve permeability and connectivity to and from the development as part of the Development Management process.

Each proposed mews lane unit will be assessed having regard to site specific conditions. Reduced standards from the above may be acceptable, particularly in cases of conversion of existing two storey structures in sound condition and of particular architectural and/or townscape value.

Applications should clearly state the requirements and method statement for bin storage and collection, car parking, access and similar details.

12.3.7.10 Institutional Lands

Where no demand for an alternative institutional use is evident or foreseen, the Council may permit alternative uses subject to the area's zoning objectives and the open character of the lands being retained. There are still a number of large institutions in the established suburbs of the County which may be subject to redevelopment pressures in the coming years. The principal aims of any eventual redevelopment of these lands will be to achieve a sustainable amount of development while ensuring the essential setting of the lands and the integrity of the main buildings are retained. In order to promote a high standard of development a comprehensive Masterplan should accompany a planning application for institutional sites. Such a Masterplan must adequately take account of the built heritage and natural assets of a site and established recreational use patterns. Public access to all or some of the lands may be required. Every planning application lodged on institutional lands shall clearly demonstrate how they conform with

the agreed Masterplan for the overall site. Should any proposed development deviate from the agreed Masterplan then a revised Masterplan shall be agreed with the Planning Authority.

A minimum public open space provision of 25% of the total site area will be required on Institutional Lands. This provision must be sufficient to maintain the open character of the site - with development proposals built around existing features and layout, particularly by reference to retention of trees, boundary walls and other features as considered necessary by the Council.

12.3.7.11 Student Accommodation

All proposals for student accommodation should comply with the Department of Education and Science Guidelines on Residential Development for Third Level Students (1999), the subsequent supplementary document (2005), the provision of the 'National Student Accommodation Strategy' (2017), circular PL8/2016, and circular NRUP/05/2021.

The Council will support the provision of on-campus accommodation and purpose built-professionally managed student accommodation off-campus at suitable locations. When dealing with planning applications for such developments a number of criteria will be taken into account including:

- The location of student accommodation should follow the following hierarchy of priority:
 - On campus
 - Within 1km distance from the boundary of a Third Level Institute
 - More than 1km from a Third Level Institute and within close proximity to high quality public transport corridors (DART, N11 and Luas), cycle and pedestrian routes and green routes. In all cases such facilities will be resisted in remote locations at a remove from urban areas.
- The potential impact on residential amenities. Full cognisance will be taken of the need to protect existing residential amenities particularly in applications for larger scale student accommodation, and such accommodation will not be permitted where it would have a detrimental effect.
- The level and quality of on-site facilities, including storage facilities, waste management, covered cycle parking and associated showers and locker, leisure facilities, car parking and amenity.
- The architectural quality of the design and also the external layout, with respect to materials, scale, height and relationship to adjacent structures. Internal layouts should take

cognisance of the need for flexibility for future possible changes of use.

- The number of existing similar facilities in the area (applicable only to off-campus accommodation). In assessing a proposal for student accommodation, the Planning Authority will take cognisance of the amount of student accommodation which exists in the locality and will resist the over-concentration of such schemes in any one area in the interests of sustainable development and residential amenity.

In considering planning applications for change of use of existing student accommodation either on a temporary or permanent basis, the planning authority must be satisfied that there are compelling grounds to grant permission for any such proposed change of use, while demand for student accommodation remains high. The onus must be on any applicant for change of use from existing purpose-built student accommodation to demonstrate that there is no longer a need for such use in the area in question. Otherwise, student accommodation should be retained, where appropriate.

12.3.8 Housing for All

12.3.8.1 Age Friendly Housing

Having regard to the current and future demographic conditions and the ageing demographic of the County, it is an objective of the of DLR to promote an age friendly approach by ensuring that both existing and proposed residential developments are future proofed for an ageing population.

In accordance with the principles of the Policy Statement 'Housing Options for Our Ageing Population' 2019, the Planning Authority will advocate age-friendly thinking with respect to new developments in the County in particular at pre-planning stage. Developers should consider an Age-friendly approach, with facilities and materials inclusive of an age-friendly community/society in line with the above guidelines.

12.3.8.2 Nursing Homes / Assisted Living Accommodation

When dealing with planning applications for such developments a number of criteria will be taken into account including:

- Such facilities will be resisted in remote locations at a remove from urban areas. They should be located into established neighbourhoods / residential areas well served by community infrastructure, and amenities. Future residents should expect reasonable access to local services such as shops and community facilities.



Tivway, Sandyford, courtesy of Henry J Lyons Architects.

- The potential impact on residential amenities of adjoining properties.
- Nursing Homes/Assisted Living Accommodation will provide at least 20% open space of the overall site area (Refer also to Section 12.8)
- Adequate provision of parking facilities (Refer also to Section 12.4.5).
- The design, proposed pallet of materials, and fenestration.
- The size and scale of the proposal must be appropriate to the area.
- Proximity of high quality public transport links and provision of good footpath links.

Individual dwelling units within established residential areas may also be considered under the provisions of infill/garden site development (Refer also to Section 12.3.7.7) particularly, where there is insufficient land availability for larger housing/nursing home development, and there is a need to provide alternative accommodation for older people wanting to downsize but remain within their community.

12.3.9 Demolition and Replacement Dwellings

The Planning Authority has a preference for and will promote the deep retro-fit of structurally sound, habitable dwellings in good condition as opposed to demolition and replacement unless a strong

justification in respect of the latter has been put forward by the applicant. (See Policy Objective CA6: Retrofit and Reuse of Buildings and Policy Objective PHP19: Existing Housing Stock - Adaptation)

Demolition of an existing house in single occupancy and replacement with multiple new build units will not be considered on the grounds of replacement numbers only but will be weighed against other factors. Better alternatives to comprehensive demolition of, for example, a distinctive detached dwelling and its landscaped gardens, may be to construct structures around the established dwelling and seek to retain characteristic site elements.

The Planning Authority will assess single replacement dwellings within an urban area on a case by case basis and may only permit such developments where the existing dwelling is uninhabitable.

Applications for replacement dwellings shall also have regard to Policy Objectives HER20 and HER21 in Chapter 11. In this regard, the retention and reuse of an existing structure will be preferable to replacing a dwelling, and the planning authority will encourage the retention of exemplar nineteenth and twentieth century dwellings on sites in excess of 0.4 hectares. Applications for replacement dwelling within the rural area will be assessed under the provision of Section 12.3.10.4.

12.3.10 One-Off Housing in the Countryside

The Council's policy position in respect of the management of 'one-off' housing in the rural and green belt areas of the County is clearly set out under Policy Objectives PHP23 and PHP24.

The Council generally seeks to protect the rural and open character of the countryside and foster sustainable development. In pursuance of these objectives the Council's position in relation to 'one-off' houses is essentially restrictive and precautionary.

In addition to the specific requirements set out in Policy Objective PHP23 in response to the varying degrees of protection afforded to the different rural zonings, and under the provisions of Circular SP5/08 and subsequent Circular PL 2/2017, applications received for one-off dwellings in lands zoned objective 'B' or 'G' will be assessed having regard to:

- The applicant's full-time employment or their commitment to operate a full-time business from their proposed home in a rural area (to discourage commuting to towns and cities).
- How their existing or proposed business contributes to and enhance the rural community.
- The nature of an applicant's employment or business being compatible with rural areas (in order to discourage applicants whose business is not location dependant e.g. telesales or telemarketing).

The Planning Authority has had regard to circular PL2/2017 in formulating the Policy Objective contained in PHP23 and the requirements set out above. This Plan may require to be varied in respect of policy on rural housing in the event that new Section 28 Guidelines are issued.

In all cases, the applicant shall submit the following details with Planning Applications for residential development within a rural area:

- A map showing all existing family owned property and lands.
- A rationale as to why a particular site has been chosen for development.
- A strong justification in relation to the need for an additional dwelling in the rural area.
- A rationale clearly detailing why a family flat is not a suitable alternative.
- Documentary evidence to show how the applicant complies with rural housing policy.
- A site suitability report in relation to waste water treatment.

12.3.10.1 Suitable Sites

The suitability of a rural site for any development will be evaluated according to the following criteria:

- The landscape must be suitable to accommodate the proposed development.
- Acceptable visual impact of the development in relation the surrounding countryside and dwellings / structures / features in the vicinity.
- The site must be capable of accommodating all proposed structures together with the required water supply (borehole) and treatment system (as required) and wastewater treatment system.
- No other adverse impact on the environment.
- Satisfactory capacity of the access road/lane serving the proposed site.
- Adequate car parking and manoeuvring space on site and suitable vehicular access.
- Satisfactory screening/shelter.
- Protection of residential amenity where appropriate.
- Satisfactory relationship to any nearby dwelling.
- The adequacy of infrastructure to serve the proposed development.
- No adverse impact on heritage items, European sites and/or protected areas.
- Ecological Impact.

12.3.10.2 Design

The Planning Authority will endeavour to produce an up to date rural design guide over the lifetime of this Plan and may do so as part of any new Glencullen Local Area Plan. Until such time as a full guidance document has been produced, all applications for rural dwellings and extensions should have regard to the guidance provided below.

Suburban-type and/or ribbon development is not acceptable in rural areas. The Planning Authority will generally require new dwellings to be set well back from the road. The building line will be determined by local topography and existing and natural features.

The traditional field pattern should be preserved, and roadside and field boundary hedges retained and/ or reinstated. There will generally be an emphasis on retaining existing roadside and other boundaries, and any other attractive natural/man-made features that are characteristic of the site or surroundings. A native tree planting scheme will generally be required in order to enhance rural amenity. Access roads and driveways should respect site contours. Recessed gateways should be constructed in local materials and in a style indigenous to the area.



The Planning Authority will not insist on the use of particular architectural styles but will generally expect visually similar/sympathetic appearance in areas where there is an accepted vernacular.

A design which is incompatible with site conditions, to the extent that it would be dominant, intrusive or incongruous in the landscape, will not be permitted. There are individual circumstances where more modern designed houses within rural areas which respect their setting may be acceptable. If the Planning Authority considers that there may be a potential visual impact, the application will be requested to submit a visual impact assessment with their application.

Buildings should not be located on a ridgeline or in an elevated position on a site. The site contours should be respected. Roof types and materials may be controlled in the interest of visual amenity. The Planning Authority will seek to minimise light pollution resulting from new development proposals within the rural area.

12.3.10.3 Occupancy

Where permission is granted for dwellings in rural areas it will be normal practice for the Planning Authority to stipulate by condition that the applicant enter into an agreement under Section 47 of the Planning and Development Act 2000, as amended, restricting occupation of the dwelling for a period of 7 years to the applicant, or to other such persons as agreed by the Planning Authority.

12.3.10.4 Replacement Dwelling – Rural

In applications for replacement dwelling the Planning Authority has a preference for the deep retro-fit of structurally sound, habitable dwellings in good condition as opposed to demolition and replacement unless a strong justification in respect of the latter has been put forward by the applicant. Were the demolition and replacement is accepted, the primary considerations will be:

- The potential negative visual impacts on the surrounding properties or landscape and other negative impacts on the rural amenity – which could result from the design, location, layout, and size of the proposed dwelling.
- The appropriateness of demolition of the existing structure having regard to its existing setting, age, design, and overall contribution to the area.
- Structures do not necessarily have to be designated a Protected Structure to be considered to warrant retention and due regard will be given to an area's vernacular in terms of both existing and proposed structures.
- In currently, or recently, occupied dwellings proposed for demolition the applicants will be expected to be the owner and occupier to make such an application, provide a statement of some details of their occupancy noting that future applications by the applicant/family may have regard to same. Where such permission is granted a Section 47 condition relating to occupancy will not normally be applied.

12.3.10.5 Extensions – Rural

Extensions of a reasonable or modest size may be acceptable, subject to the proposed extension respecting the character, scale, and proportions of the existing dwelling, and subject to the availability of necessary services and protection of the visual amenities of the area.

12.3.10.6 ‘Family Member / Granny’ Flat – Rural

A family flat is a temporary self-contained living unit with one or (maximum) two bedrooms for a member of the immediate family to reside in. Family flats can provide a short-to-medium term solution to housing needs within the rural area, particularly in cases where an applicant cannot satisfy rural housing policy or where a native is required to return to live in the rural area in order to care for family members. In general, a family flat would consist of extending/ adapting an existing family dwelling to accommodate their needs. In such cases, a direct link (in the form of an internal door) to the main dwelling house would be maintained and the unit, when no longer in use as a family flat, would be subsumed back into the fabric of the main dwelling. In exceptional circumstances, the Planning Authority may accept the principle of renovating/restoring and changing the use of all/ part of an existing outbuilding or structure within the curtilage of a family dwelling for use as a ‘family flat’. Any such proposal would be strictly controlled and would be assessed on a case-by-case basis. All such developments considered to be acceptable by the Planning Authority must enter into a legally binding agreement under the provisions of Section 47 of the Planning Act in respect of the use of the proposed family unit remaining as such and will not be permitted to be sold/let separately from the main dwelling.

A family flat will be subject to the following criteria:

- The flat must not exceed 50 sq.m. in floorspace and/or comply with rural extensions guidance above.
- The site must be suitable for development.
- The flat must be occupied by an immediate family member and a legal agreement - under the provisions of Section 47 of the Act - to this effect may be sought by the Planning Authority. When no longer in use as a family flat, the unit must be subsumed back into the fabric of the main dwelling house.
- The flat must be capable of being connected to the existing wastewater treatment system on the site. Where such a system is not sufficiently sized or operating efficiently it must be capable of being replaced with a suitable wastewater treatment system to serve both the existing house and family flat.

- The creation of an additional vehicular access will not be considered acceptable and the existing access and parking on site must be capable of accommodating any additional vehicular movements or upgraded as deemed necessary by the Planning Authority.

12.3.10.7 Road Frontage

Minimum road frontage length for individual new houses should generally be at least 60 metres in order to preserve the rural or high amenity quality of the area.

12.3.10.8 Vehicular Entrances

Vehicular entrance gates shall be recessed, and the wing walls or fences splayed so as to provide adequate sight distances in both directions, depending on the traffic conditions and the characteristics of the roadway at that location. Existing/proposed vehicular access points shall be carefully examined, including consideration of landscape and visual amenity aspects, as there may be circumstances where it is desirable to seek alternative positions to avoid removal of substantial lengths of good quality characteristic existing boundaries. Front boundary treatments shall retain, or plant, indigenous hedges, earth banks, or provide dry stone walls and similar - depending on the typologies common to the area.

12.3.10.9 Waste Water Treatment Systems

Site assessment and the design of waste water treatment systems and percolation areas shall generally conform with the Environmental Protection Agency’s ‘Code of Practice: Wastewater treatment and Disposal Systems Serving Single Houses’ (2009) and the requirements of the Environmental Health Office.

A detailed site investigation report, to include percolation and water table tests certified by a qualified person, should be provided with the Planning Application and a suitable trial hole should be made available for inspection by the Environmental Health Office.

12.3.10.10 Water Supply

Where no public water main is available, a potable water supply must be provided in accordance with Council requirements. Tests of the proposed drinking water should be carried out in accordance with the requirements of the Environmental Health Office and results should be submitted with the Planning Application.

12.3.11 Green Belt

Where a one-off dwelling or other development is deemed acceptable by the Planning Authority, similar site suitability and design criteria for rural development shall apply. Any proposed development within a green belt area, shall

however, clearly demonstrate how it will not impact upon the deliverability of any future development within lands identified as a Strategic Land Reserve. (See Policy Objective CS5: Strategic Land Reserve). The siting and form of any proposed development shall have regard to the accessibility and overall future development potential of the subject site and/or adjoining green belt lands. (See also Policy Objective PHP24:Housing in Green Belt Areas).

12.3.12 Rural – Non-Residential Development

As with rural housing, the Council's position in relation to non-residential rural development is again essentially restrictive and precautionary. Any application for non-residential development within the rural area will be dealt with on a case-by-case basis and will be assessed having regard to the following:

- Compliance of the proposed use with the zoning objective of the site.
- The need for such a use within the rural area.
- The suitability of the site in accordance with Section 12.3.10.1.
- Potential negative visual impacts on the surrounding properties or landscape and for other negative impacts on the rural amenity – which could result from the design, location, layout, size, and type of the proposed development.
- Vehicular access arrangements, parking requirements and potential impacts on the

existing road network.

- Waste water treatment and drinking water provisions on site. Any un-serviced site must comply with the 'EPA Wastewater Treatment Manuals – Treatment Systems for Small Communities, Business, Leisure Centres and Hotels' (1999) (or any superseding documents) and the requirements of the Environmental Health Office.
- Ecological Impact.

12.3.13 Rural – Temporary Accommodation

12.3.13.1 Holiday Caravan and Camping Sites

The Planning Authority recognises the tourist benefits of properly developed sites for holiday home type caravans, smaller trailer caravans, glamping pods and tents. These sites will generally be permitted in rural areas zoned 'B' where the topography would permit their siting without injury to amenity or public health. In rural areas zoned 'GB' holiday caravan sites are not 'permitted in principle' but may be 'open for consideration' depending on circumstances. The Planning Authority regards holiday caravan sites as sites for temporary (leisure/tourist) dwellings. Glamping pods should however be of a similar size and scale to a tent/caravan. The layout and servicing of such sites will be required to conform to the standards set out in the Fáilte Ireland – 'Registration and Renewal of Registration Regulations for Caravan and Camping Parks' (2009).



12.4 Transport

12.4.1 Traffic Management and Road Safety

The road layout of new residential, commercial, and/or mixed-use developments shall be designed in accordance with DMURS which seeks to create self-enforcing 30km/h zones. This Manual sets out design guidance and standards for constructing new, and reconfiguring existing, urban roads and streets, incorporating a multidisciplinary approach to the design of low speed environments in urban areas. All works carried out shall meet the requirements of the Council's 'Taking in Charge Policy Document', 'Development Works Guidance Document', and any successor guidance with respect to taking-in-charge.

To provide for pedestrians and cyclists as part of the development management process, all new development will be required to maximise permeability and connectivity for pedestrian and cyclists and to create direct links to adjacent roads and public transport networks in accordance with the provisions of the 'Urban Design Manual – A Best Practice Guide' (2009), 'Sustainable Urban Housing: Design Standards for Apartments' (2020) and the 'Design Manual for Urban Roads and Streets' (DMURS, 2019).

On existing roads, traffic management measures may be required to create a pedestrian and cycle friendly environment. Road safety interventions may also be required to create a safe road environment for all road users such as the provision of accessible pedestrian facilities and segregated cycle tracks.

To ensure that the needs of all road's users are considered, a Quality Audit may be required for major developments that impact on the road network and for all new road and traffic schemes. This should be carried out in accordance with DMURS and best UK practice. The Design Manual for Urban Roads and Streets Quality Audits generally consist of a number of individual and overlapping audits that may include: an audit of visual quality; a review of how the street is/may be used by the community; a road safety audit, including a risk assessment; an access audit; a walking audit; a cycle audit; a non-motorised user audit; a community street audit (in existing streets); and a place check audit. A street design audit was added as an additional audit type in the DMURS Guidance in 2019. It can be submitted as a component of a Quality Audit (for larger projects) or as a stand-alone audit process for smaller projects, the emphasis is on placemaking and promoting the multidisciplinary aspects of successful street design. This is an auditing tool that can be used to ensure that the that the four major aspects of street design as set out in DMURS: Connectivity, Self-Regulating Street Environment, Pedestrian and Cycling Environment, and Visual Quality are appropriately taken into account.

Potential applicants for planning permission should engage in pre-planning discussions to ascertain which audits, if any, should be submitted with the application. Further details on the guidance on the audit thresholds can be found within the 'Development Management Thresholds Information Document' in Appendix 3.



Charlotte and Leona blocks at Honeypark, Dún Laoghaire

12.4.2 Traffic and Transport Assessment

Where new development has significant car trip potential, a detailed assessment of:

- The transportation systems available and
- The impact of the proposed development on the surrounding environment and transportation network, should be appraised through the submission of a Traffic and Transport Assessment (TTA), in accordance with Transport Infrastructure Ireland (TII) 'Traffic and Transport Assessment Guidelines', (2014). The requirements for a TTA should be ascertained at pre-planning stage.

Traffic and Transport Assessments shall project forward 5 years and 15 years after opening date in accordance with the TII Traffic and Transport Assessment Guidelines and the UK's Institution of Highways and Transportation Guidelines, and shall, in their analysis, consider all major road and traffic schemes and existing and proposed developments in an area (Refer also to Appendix 3 Development Management Thresholds).

12.4.3 Travel Plans

A Travel Plan is an effective instrument used utilising the provision of sustainable travel infrastructure within a development. Travel Plans are applicable to housing developments, workplaces, colleges, schools, and hospitals as Travel Plan initiatives relate not only to residents but also to staff, students or visitors.

Travel Plan measures could include proposals to encourage cycling and walking, cycle parking facilities, car sharing, carpooling, dedicated priority car parking for car-sharers, sustainable delivery solutions, flexible working hours, off-peak shift working, e-working from home, free/subsidised bicycles and public transport promotions.

Preparation of a Travel Plan should be considered at the earliest possible stage of the planning process (pre-planning) with the Travel Plan demonstrating that it is an integral part of the development. A condition will be attached to ensure the Travel Plan features as a central component of the planning permission granted. However, a condition which requires a post decision submission of a Travel Plan will only be used in exceptional circumstances.

In general, a Workplace Travel Plan is required if an existing or proposed development has the potential to employ over 100 persons when fully occupied. Travel Plans are required for all schools (as per Smarter Travel, the National Transport Policy) and for residential developments of 100 dwellings or more (Refer also to Appendix 3). These thresholds do not preclude the submission of a Travel Plan for developments below the prescribed thresholds,

e.g. proposed centres of employment, existing town centres, central areas where expansion/redevelopment is proposed, which the Local Authority considers may have significant travel implications.

The National Transport Authority (NTA) document 'Achieving Effective Workplace Travel Plans Guidance for Local Authorities' (2012), should also be utilised as it contains valuable information on the recommended contents, targets and indicators of a Travel Plan.

The travel mode share target shall at minimum meet the Smarter Travel targets (or any subsequent updated national/regional targets) - peak hour transport mode split of a maximum of 45 % trips by Car Driver and 55% minimum by sustainable modes (walking, cycling and public transport).

12.4.4 Street Lighting

The lighting of roads and public amenity areas shall be provided in accordance with the requirements of Public Lighting Standards BS5489-1 EN 13201:2015 and further updates and also the Council's 'Public Lighting Installations in Residential and Industrial Areas Guidance Document'.

In general, for security and road safety reasons, street lighting may be provided for car and cycle parking areas, new access roads and along cycle/pedestrian routes within new developments, all as per the Council requirements. Details of the column height and spacing, and lantern type, lighting class and lux levels and energy efficiencies shall be provided. Low pedestrian lighting bollards (1 metre to 2 metre height) are not recommended on electrical safety and maintenance grounds. Where new junctions are created as a result of new developments, additional lighting poles may be required on the public roads opposite the junction. In such cases an assessment of the adequacy of the street lighting should be undertaken with details of light intensity/ lux levels provided.

12.4.5 Car Parking Standards

Car parking standards provide a guide on the number of required off-street parking spaces for new developments. The principal objective of the application of car parking standards is to ensure that, in assessing development proposals, appropriate consideration is given to the accommodation of vehicles attracted to the site within the context of Smarter Travel, the Government policy aimed at promoting modal shift to more sustainable forms of transport.

The Council's car parking standards have also been informed by the National Planning Framework. The National Planning Framework requires a stronger focus by Planning Authorities on consolidating

growth within existing built up areas, strengthening our urban centres and improving public transport, permeability and accessibility. The standards have also been informed by the 'Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities' (2020) including SPPR 8.

It is in the context of the above policy requirements, changing commuting patterns and investment in walking, cycling and public transport infrastructure that the Council's car parking standards have been developed. In particular, the standards take into account the increasing availability of options for travel other than by car and the need to encourage non car modes by limiting car parking supply, especially at employment and retail destinations and at educational facilities, while at the same time prioritising high standards for cycle parking and requiring appropriate ancillary facilities for cyclists and pedestrians at destination points.

12.4.5.1 Parking Zones

The propensity of people to choose non car modes is to a great extent determined by proximity to quality public transport as well as the range and accessibility, on foot or by bicycle, of services within an area. The County has therefore been divided into four Parking Zones, reflecting the varying degrees to which these criteria are generally met. Car parking within new developments will be in accordance with the standards set out in Table 12.5. The Parking Zones are indicative as set out on Map T2 and described below:

(i) Parking Zone 1

This zone generally comprises the Major Town Centre areas of Dún Laoghaire and Dundrum together with the Blackrock District Centre area. These are areas, which are generally characterised by:

- Access to a high level of existing and planned public transport services (rail and bus) with good interchange potential.
- A high level of service accessibility, existing and planned, by walking or cycling.
- A capacity to accommodate high density retail, office and residential developments.

Within parking zone 1 Maximum car parking standards have been set for all uses including residential.

(ii) Parking Zone 2

This zone generally includes areas, which are within the following walking bands/catchments:

- 10 minute walk of the proposed CBC 13 (Core Bus Corridor) from DCC boundary along the N11 to Kill Lane.

- 5 minute walk of the N11 proposed CBC from Kill Lane Junction to Bray.
- 10 minute walk of the proposed CBC 15 from DCC boundary to Blackrock.
- 5 minute walk of Kill Lane/Avenue/Mounttown bus route.
- 10 minute walk of Dart and Luas stations.

Note: The N11 Quality Bus Corridor (QBC) and the Rock Road QBC will be replaced by CBC 13 and 15.

These are areas, which are generally characterised by:

- Access to a good level of existing or planned public transport services.
- A good level of service accessibility, existing and planned, by walking or cycling.
- A capacity to accommodate a higher density of development than surrounding areas.

Within parking zone 2 maximum standards shall apply for all uses except for residential where the standard is required. For residential uses reduced provision may be acceptable dependent on criteria set out in Section 12.4.5.2 below.

(iii) Parking Zone 3

This zone generally comprises the remainder of the County, excluding rural areas. These are areas, which are generally characterised by:

- Access to a level of existing or planned public transport services
- A reasonable level of service accessibility, existing and planned, by walking or cycling
- A capacity to accommodate a higher density of development than rural areas.

Within parking zone 3 maximum standards shall apply to uses other than residential where the parking standard shall apply. In zone 3 additional parking shall be provided for visitors in residential schemes at a rate of 1 per 10. In some instances, in zone 3 reduced provision may be acceptable dependent on the criteria set out in 12.4.5.2 (i) below with particular regard to infill/brownfield developments in neighbourhood or district centres.

(iv) Parking Zone 4

This zone comprises the rural areas within the County.

Within parking zone 4 maximum standards shall apply for all uses except for residential where developments will be assessed on a case by case basis.

Note: The Parking Zone Map is indicative and there may be potential for an area to move from one zone to another during the lifetime of the Plan due



Dún Laoghaire MTB Killiney Hill

to local improvements in pedestrian permeability which would increase the walkability catchment and/or future public transport provision including the Luas extension to Bray.

The onus shall be on the applicant to demonstrate any change in zone. In this regard the applicant shall engage with the Council on the potential to move to another parking zone during the pre-planning stage. It will be at the discretion of the Planning Authority if such a change is merited.

12.4.5.2 Application of Standards

In relation to the maximum standards, any proposals exceeding these standards will be permissible only in exceptional circumstances; such as where the Planning Authority consider that there is a specific requirement for a higher number of spaces. An example of this would be in instances where there are demonstrable benefits for the wider area through regeneration or similar urban and civic improvement initiatives.

In certain instances, within all zones, applicants may be required to provide the maximum number of spaces.

In certain instances, in Zones 1 and 2 the Planning Authority may allow a deviation from the maximum or standard number of car parking spaces specified in Table 12.5 or may consider that no parking spaces are required. Small infill residential schemes (up to 0.25 hectares) or brownfield/refurbishment residential schemes in zones 1 and 2 along with

some locations in zone 3 (in neighbourhood or district centres) may be likely to fulfil these criteria. In all instances, where a deviation from the maximum or standard specified in Table 12.5 is being proposed, the level of parking permitted and the acceptability of proposals, will be decided at the discretion of the Planning Authority, having regard to criteria as set out below:

(i) Assessment Criteria for deviation from Car Parking Standards (set out in Table 12.5)

- Proximity to public transport services and level of service and interchange available.
- Walking and cycling accessibility/permeability and any improvement to same.
- The need to safeguard investment in sustainable transport and encourage a modal shift.
- Availability of car sharing and bike / e-bike sharing facilities.
- Existing availability of parking and its potential for dual use.
- Particular nature, scale and characteristics of the proposed development (as noted above deviations may be more appropriate for smaller infill proposals).
- The range of services available within the area.
- Impact on traffic safety and the amenities of the area.
- Capacity of the surrounding road network.
- Urban design, regeneration and civic benefits including street vibrancy.

- Robustness of Mobility Management Plan to support the development.
- The availability of on street parking controls in the immediate vicinity.
- Any specific sustainability measures being implemented including but not limited to:
 - The provision of bespoke public transport services.
 - The provision of bespoke mobility interventions.

Where a development site is located on the boundary of two or more parking zones, the level of parking provision will be decided at the discretion of the Planning Authority having regard to the criteria set out above. In Zones 1 and 2, where a deviation from the parking standards set out in Table 12.5 is being proposed, the applicant should engage with the Council at pre-planning stage regarding the acceptability of the proposal.

12.4.5.3 Car Parking – General

In instances where Table 12.5 does not specify a parking standard for a particular land use, the Planning Authority shall determine the parking requirements having regard to the assessment criteria for parking provision as set out above.

For both residential and non-residential car parking, 4% of car parking provision shall be suitable for use by disabled persons. In certain circumstances the Planning Authority may consider that a higher disabled parking content may be required depending on the nature of development. All disabled parking should be clearly marked and suitably sign posted for convenient access.

A minimum of 4% of car parking spaces provided shall be reserved for parent and child parking for commercial, retail, health, childcare, hotels, medical and leisure uses, but a higher number may be required depending on the nature and location of the development.

12.4.5.4 Destination Parking

This generally refers to parking associated with employment and educational facilities as well as other non – residential uses. As these are trips which are routinely undertaken, often on a daily basis and at peak travel times, it is considered that encouraging a shift to more sustainable transport modes, especially for commuter travel, will require a strong focus on limiting the supply of destination parking. It is the policy of the Planning Authority therefore to restrict car parking provision in particular for employment and retail developments as well as educational and leisure type facilities, in accordance with the standards set out in Table 12.5.

Local non-peak trips such as retail should be facilitated by more sustainable modes of transport and should also have reduced car parking.

There is a requirement to provide for cycling, good accessibility to public transport along with Travel Plans and associated measures hand in hand with the reduction in destination car parking.

12.4.5.5 Existing Parking, Dual Use Parking and Complementary Use

Given the significant amount of parking provision already available within established centres across the County, the Planning Authority will seek to ensure that overall parking provision is optimised through the dual use of parking and the development of complementary uses where peak car parking demand does not coincide. In particular, the Planning Authority for example considers there to be significant potential for restaurant and other leisure type uses, which generally experience peak activity at evenings and weekends, to complement retail and office employment uses.

Optimal use of existing parking, dual use parking and complementary use are therefore specific requirements of the Planning Authority and are reflected in the maximum parking standards set out in Table 12.5. In particular, for standalone developments of 100 sq. m. or under, there is a general presumption against the provision of any additional parking within parking zones 1 and 2 for the following land use types: Retail Convenience, Retail / Financial Services, Restaurant, Café and Lounge, Bar. In certain instances, within parking zone 3, the Planning Authority may also decide that no parking provision is required for such developments, having regard to the assessment criteria for parking provision set out above. In zone 4 it is less likely that dual use will be relevant, but it will be considered on a case by case basis.

For mixed use developments, applicants will be required to demonstrate how the overall parking provision being proposed complies with the Planning Authority's requirements for dual use parking and complementary uses.

12.4.5.6 Residential Parking

The Planning Authority recognises that car ownership by itself is unlikely to be the main determining factor in whether or not someone chooses sustainable transport options with proximity to quality public transport, availability of good walking and cycling infrastructure and proximity to services likely to be more relevant. The car ownership levels in the County are high and therefore car storage for residential development is an issue as people may choose to use sustainable modes to travel to work or school but still require car parking/storage for their car.

There is a key distinction between residential parking and destination parking and there is less value in adopting more restrictive residential parking standards for the purposes of encouraging sustainable travel. Notwithstanding this, the proximity of residential developments, within parking zone 1 in particular, to both public transport and services, together with the need to strengthen the sustainability and resilience of our urban centres and make efficient use of land, will see an increasing shift towards densification of development around transport nodes and significant service centres with car travel and car ownership becoming less relevant. Within Zone 1, car parking for residential developments has therefore been set as a maximum.

For the purposes of the parking standards set out in Table 12.5 below Built to Rent development are considered to be residential apartments. Where a Built to Rent scheme avails of lower car parking based on the nature of the use a condition should be attached to any grant of permission to state that planning permission shall be sought for a change of tenure to another tenure model following the period specified in the covenant.

For apartment developments, car parking spaces should be allocated to residential units and visitor car parking. All visitor car parking is to be for short term use and not to be used by residents. Car parking shall be managed as such by a management company. For apartment developments car parking spaces associated with residential units must be sold in conjunction with the units and not sold separately, or let, to avoid take-up by non-residents and will be conditioned as such in the development management process.

As part of mixed-use developments, parking areas for the residential element must be clearly designated and segregated from other non-residential component parts of the development. There will be circumstances where parking controls may be required to be introduced on access roads and parking areas within new developments. Details in respect of car parking allocation should be submitted with Management Schemes and/or taking-in-charge maps submitted as part of a planning application.

Car parking proposals will be assessed having regard to their impact on place making as well as providing residents with adequate and safe access to their private vehicle. Any surface carparking should be suitably integrated into the site with soft landscaping proposals and have regard to SuDS. The Council are open to innovative carparking solutions for residential development. Car parking may be provided in a multi-storey car parks or in a peripheral location subject to there being environmentally attractive and safe pedestrian linkage between the residential units and the car park and subject to there being a limited amount of parking spaces available in the immediate vicinity for loading / unloading and for residents with disabilities. If multi storey car parks are proposed for a residential scheme, consideration should at design stage be given to their future potential for other uses should the car parking no longer be required.

Innovative proposals for individual garages will also be considered which can be used for bike, mobility scooters or car storage. This may be particularly useful for households who have a range of large bicycles such as cargo bikes, tricycles or adapted bicycles for the disabled.



*Parking and Cycle Parking
Shankill Primary Care Centre*

Table 12.5 Car Parking Zones and Standards

Land Use		Zone 1 MTC Areas and Blackrock	Zone 2 Near Public Transport	Zone 3 Remainder of County (non-rural)	Zone 4 Rural
Houses:	Criterion	Maximum	Standard	Standard	Standard
House 1 bed	unit	1	1	1	Case by case
House 2 bed	unit	1	1	1	Case by case
House 3 bed or more	unit	1	2	2	Case by case
Apartments and Sheltered Housing:					
Apt 1 bed	unit	1	1	1*	Case by Case
Apt 2 bed	unit	1	1	1*	Case by Case
Apt 3 bed +	unit	1	2	2*	Case by Case
Other Uses	Criterion	Maximum	Maximum	Maximum	Maximum
Caravan Park	stand	n/a	n/a	1	1
Hotel/Aparthotel etc	bedroom	1 per 3 rooms	1 per 2 rooms	1 per room	n/a
Student Hostel / Accommodation	bed space	1 per 20	1 per 15	1 per 10	n/a
Education:	Criterion	Maximum	Maximum	Maximum	Maximum
All Schools	classroom (excluding resource or ancillary rooms)	1	1	2	2
Childcare	GFA (including set down)	1 per 80	1 per 60	1 per 40	1 per 40
Third Level		case by case	case by case	case by case	n/a
Retail:	Criterion	Maximum	Maximum	Maximum	Maximum
Retail Conv >1000 sqm (supermarket)	GFA	1 per 60	1 per 30	1 per 20	n/a
Retail Conv > 100sqm	GFA	1 per 60	1 per 40	1 per 30	n/a
Retail Conv < 100sqm	GFA	none	none	1 per 30	n/a
Retail / Financial Services < 100sqm (standalone)	GFA	none	none	1 per 50	n/a
Retail / Financial Services > 100sqm	GFA	1 per 200	1 per 150	1 per 100	
Retail Comp	GFA	1 per 200	1 per 100	1 per 50	n/a
Retail Warehouse	GFA	1 per 100	1 per 50	1 per 50	n/a
Employment:	Criterion	Maximum	Maximum	Maximum	Maximum
Offices, Businesses, Professional	GFA	1 per 200	1 per 150	1 per 100	n/a
Science and Technology based industry	GFA	1 per 200	1 per 150	1 per 100	n/a
Industry General / Manufacturing	GFA	1 per 300	1 per 200	1 per 100	n/a

Land Use		Zone 1 MTC Areas and Blackrock	Zone 2 Near Public Transport	Zone 3 Remainder of County (non-rural)	Zone 4 Rural
Leisure:	Criterion	Maximum	Maximum	Maximum	Maximum
Theatre, Cinema, Auditorium / Conf	Seat	1 per 50	1 per 25	1 per 20	n/a
Restaurant, Café, Bar, Lounge < 100sqm (standalone)	GFA	none	none	1 per 30	1 per 25
Restaurant, Café, Bar, Lounge > 100sqm	GFA	1 per 100	1 per 50	1 per 30	1 per 25
Community:	Criterion	Maximum	Maximum	Maximum	Maximum
Community facility, library, museum, art gallery	GFA	1 per 150	1 per 100	1 per 50	1 per 50
Place of Worship Place of Public Worship	Seat	1 per 50	1 per 20	1 per 10	1 per 5
Medical facility	Consulting Room	1	2	2	n/a
Hospital	GFA	1 per 100	1 per 75	1 per 50	1 per 50
Residential Institution	Bed	1 per 3	1 per 2	1 per 2	1 per 4
Funeral Home	parlour	4	4	5	n/a
Sport:	Criterion	Maximum	Maximum	Maximum	Maximum
Golf Course	Hole	n/a	n/a	n/a	6
Pitch and Putt	Hole	n/a	n/a	3	4
Gym / Sports Club	GFA	1 per 100	1 per 75	1 per 50	n/a
Sports Grounds / Sport related		case by case	case by case	case by case	case by case

*plus 1 in 10 visitor parking for apartments in zone 3

Table 12.6 Sandyford Urban Framework Plan Area - Parking Maximums For All Future Residential Developments

Unit size	Car parking spaces per unit
1 bed	0.6
2 bed	0.8
3 or more bed	1
All units	Minimum of 0.02 car share spaces



12.4.5.7 Parking and Loading Bays

In general, parking bays shall be a minimum 2.4 metres in width and 4.8 metres in length - with increased dimensions required for short-stay retail parking spaces and loading/set down parking areas. The configuration whereby double parking bays are placed length to length is discouraged. Carparking dimensions for in curtilage parking is set out in Section 12.4.8.1 (5.5 metres x 3 metres minimum). Parking bay widths suitable for people with disabilities shall be a minimum of 2.4 metres wide – with a 1.2 metres buffer on both sides - and 6.0 metres in depth.

Parking bay widths suitable for parent and child parking shall be a minimum of 3.3 metres wide, or 5.7 metres if paired with 0.9 metres hatching between the parking spaces.

Parking bays for people with disabilities or parent and child shall be located on firm, level ground, preferably at ground floor level, be in close proximity to access points/lifts and avoid potential conflict points such as ramps, steps etc. All parking bays should be in accordance with Part M of the Building Regulations. The location of disability or parent and child parking bays should be highlighted as part of pre-planning discussions.

Where there is a need for loading and unloading in a development, additional parking bays suitable for loading should be provided in addition to the parking requirements set out in Table 12.5. Residential developments of more than 50 units should have at least one loading bay and there shall be a ratio of not less than 1 loading bay per 100 units in larger developments. Loading bays shall be situated so as to minimise traffic hazard, reduce distance to carry goods and encourage its use for

home deliveries. This standard may be relaxed if the planning authority consider it is appropriate based on the location and the nature/design of both the street and the residential development.

12.4.6 Cycle Parking

The Council's proactive promotion of cycling has, at its core, the objective of providing the cycling infrastructure necessary to encourage more people to use cycling for their everyday mobility needs. An essential element of this infrastructure is well designed and integrated cycle parking provision within new developments and the purpose of this Section is to ensure that this is properly provided through the development management process. Cycle parking should accord with the Council published – 'Standards for Cycle Parking and Associated Cycling Facilities for New Developments' (2018) or any subsequent review of these standards. These are minimum cycle parking standards. In car parking Zones 1 and 2 these minimum standards should be exceeded. It is intended that the next review of the Council's cycle parking standards would be aligned with the 4 parking zones set out in Section 12.4.5.1 above.

It is an objective of the Council to improve the integration of cycle parking and public transport within the County by working with all the relevant stakeholders, including the NTA and public transport operators, to promote and facilitate an increased level of quality cycle parking provision at or convenient to Dart and Luas stations and at appropriate locations along our main bus corridors. It is considered that the development of these facilities can also help to address the need for increased and improved public cycle parking within our towns, villages and neighbourhood centres, where the provision of appropriately located cycle

parking can serve the needs of public transport users as well as visitors, shoppers and workers.

12.4.6.1 Requirements for New Development

With increasing numbers of people cycling and a growing number of options for cycle mobility, including cargo bikes, bike trailers and e-bikes, all of which increase the range of uses and needs, which cycling can respond to, it is essential that well integrated, accessible and secure cycle parking, to cater for all types of cycles, and for cyclists of all ages and abilities is provided within new developments. This will help to encourage the use of new mobility solutions for everyday mobility needs such as shopping, delivery and school drop off / collection.

It is a requirement that, new residential developments of 5 residential units or more or non-residential type developments of 400 sq. m. or over, submit a Cycle Audit as part of the planning application. The Cycle Audit must be prepared by a suitably qualified person and shall clearly demonstrate, in plan format, how all the requirements of Council's Standards for Cycle Parking and Associated Cycling Facilities for New Developments, are met within the development.

For new residential developments of less than 5 units and non-residential developments of under 400 sqm planning applications shall include a Cycle Statement, setting out how it meets the requirements of Council's 'Standards for Cycle Parking and Associated Cycling Facilities for New Developments' (2018).

12.4.6.2 Cycle Parking Assessment Criteria

In general, new residential developments of 5 units or more or non-residential of 400 sq. m. or over will be assessed in accordance with the following criteria:

- Is the number of cycle parking spaces and footprint adequate and is there suitable provision for parking of outsized formats (cargo bikes etc)?
- Is the location of cycle parking convenient, appropriate and secure with adequate provision for covered parking?
- Is the cycle parking area accessible in terms of dedicated access routes with ramps and/or kerb dishings where required?
- Do the internal cycle access routes connect well with off-site cycle facilities – existing and proposed?
- Is there adequate and appropriately designed and integrated provision for ancillary cycling and pedestrian facilities including showers, locker / changing rooms and drying areas?

Where cycle parking cannot be conveniently provided within the development, a financial contribution of €500 per cycle parking stand will be required to provide alternative on-street cycle parking provision in the vicinity of the development.

Consideration should be given to requiring the provision of cycle parking-related directional signage, in particular for storage and commercial parking facilities. Bike lockers, showers and changing rooms should be available at final destination storage facilities (private).

For short-term cycle parking (e.g. for customers or visitors), cycle parking is required at ground level. This should be located within 25 metres of the destination in an area of good passive surveillance. Weather protected covered facilities should be considered where appropriate. Consideration should be given to using green roofs in the design of standalone cycle parking shelters. Appropriate cycle parking signage may also be required to direct cyclists to the end destination.

For long-term cycle parking (e.g. for more than 3 hours for residents, staff, students), secure covered cycle parking is a requirement. This should be conveniently located within 50 metres of the destination and located near building access points where possible.

In all cases it is a requirement to provide showers, changing facilities, lockers and clothes drying facilities, for use by staff that walk or cycle to work. CCTV cameras or passive surveillance of car parks and cycle parks may be required for personal safety and security considerations.

All cycle facilities in multi-storey car parks shall be at ground floor level and completely segregated from vehicular traffic. Cyclists should also have designated entry and exit routes at the car park and with minimum headroom of 2.4 metres to facilitate access by cyclists.

Within larger new developments cycle routes shall link to the existing cycle network where possible and maintain a high degree of permeability through developments. Cycle Audits may be required in such developments.

12.4.7 Motorcycle Parking

It is an objective of the Council to require developments to provide motorcycle parking spaces at a minimum of four or more spaces per 100 car parking spaces. The type of motorcycle stand and typical parking layout should be in accordance with the Council's Cycling Policy Guidelines and Standards with a spacing of 1 metre to allow the parking of one motorcycle per stand.

12.4.8 Vehicular Entrances and Hardstanding Areas

12.4.8.1 General Specifications

Vehicle entrances and exits shall be designed to avoid traffic hazard for pedestrians and passing traffic. Where a new entrance onto a public road is proposed, the Council will have regard to the road and footway layout, the traffic conditions on the road and available sightlines and will impose appropriate conditions in the interest of public safety. In general, for a single residential dwelling, the maximum width of an entrance is 3.5 metres. For a shared entrance for two residential dwellings, this may be increased to a maximum width of 4 metres. Each car parking space for a residential dwelling shall have a minimum length of 5.5 metres depth to ensure the parked car does not overhang onto the existing public footway and a minimum width of 3 metres to allow for clearance from nearby wall/steps/boundary.

Proper provision shall be made for sightlines at the exit from driveways in accordance with the requirements in DMURS, and as appropriate to the particular road type, and speed being accessed.

Automatic electronic gates into residential developments are not favoured and should be omitted. Electronic or automatic gates are not acceptable in terms of road safety unless the entrance is set back from the back of the footway, to avoid the roadway or footway being obstructed by a vehicle while the gate is opening. In general, outward opening gates will not be considered acceptable. A minimum of a 1.2 metres access path shall be provided for each dwelling. Sufficient space shall also be provided for refuse storage and service metres (Section 12.3.4.7) cycle storage (Section 12.4.6) and urban greening and SUDS (see Section 12.4.8.3).

12.4.8.2 Visual and Physical Impacts

Vehicular entrances and on-curtilage parking should not normally dominate a property's frontage. In areas characterised predominantly by pedestrian entrances and few, if any, vehicular entrances, proposals for driveways and on-curtilage parking will be assessed on their own merits but should be resisted. Applications for double-width entrances will normally be resisted.

Impacts on features like boundary walls and pillars, and roadside grass verges and trees outside properties will require to be considered, and entrances may be relocated to avoid these. Any boundary walls, entrance piers and gates and railings shall normally be finished to harmonise in colour, texture, height and size to match the existing streetscape.

There can be negative cumulative effects from the removal or creation of front boundary treatments and roadside elements in terms of area character and appearance, pedestrian safety, on-street parking, drainage and biodiversity – and these will be assessed in the consideration of applications.

Proposals for off street parking need to be balanced against loss of amenity (visual and physical) and will be considered in light of overall traffic flows and car parking in the vicinity.

12.4.8.3 Driveways/Hardstanding Areas

A minimum of one third of front garden areas should be maintained in grass or landscaped in the interest of urban greening and SUDS. In the case of smaller properties - such as small terraced dwellings this requirement may be relaxed. Each driveway, parking and hardstanding area shall be constructed in accordance with SuDS and include measures to prevent drainage from the driveway entering onto the public. Where unbound material is proposed for driveway, parking and hardstanding areas, it shall be contained in such a way to ensure that it does not transfer on to the public road or footpath on road safety grounds.

12.4.8.4 ACAs/Protected Structures

Boundary features such as walls, railings and gardens contribute to character and setting of Protected Structures and those areas which have been identified as ACAs and cACAs. Poorly designed off-street parking which involves the removal of boundary walls, gate piers, railings and gates can have an effect on the setting and appreciation of the building, groups of buildings and the wider streetscape and will not generally be permitted.

In areas characterised predominately by pedestrian entrances, new or widened vehicular entrances will be resisted. Where existing rear site vehicular access exists or can be easily provided, off-street parking to the front will generally not be permitted.

All proposals for off-street parking will be considered on a case-by-case basis and should:

- Minimise loss of original boundary treatment.
- Retain a significant amount of soft landscaping and planting to reduce the visual impact of the parked car. The vehicular entrance and hard-standing area should not dominate a property's forecourt or result in the loss of traditional finishes such as granite setts and flags.
- Provide surface treatments of a high quality using traditional materials compatible with the surrounding context. Bituminous and concrete surfacing are not acceptable.
- Where favourable site conditions exist



Dundrum Bridge

minimum intervention, integration and reuse of materials will be the key considerations.

All other criteria for car parking within Section 12.4.8 shall also apply to parking within ACAs/ Protected Structures.

12.4.8.5 Financial Contributions

The loss of on street car parking to provide for vehicular entrances shall be considered having regard to overall parking in the general area. Where an existing on-street car parking space requires removal to facilitate a new or widened vehicular entrance, and cannot be conveniently relocated within the public domain, then a financial contribution will be required in accordance with the terms and conditions of the Transportation Section and Water Services Department.

Likewise, where a tree, located on-street, requires removal to facilitate a new or widened vehicular entrance and cannot be conveniently relocated within the public domain then a financial contribution will be required in lieu.

12.4.8.6 Access Across Public Open Space

The Planning Authority will not normally grant permission for a development which requires or entails vehicular access over public open space or a non-paved route. The applicant would be required to clearly indicate the necessary right of way or entitlement to carry out the proposed works.

12.4.9 Design of Underground and Multi- Storey Car Parks

Multi-storey or underground basement car parks shall generally meet the requirements set out in the UK's Institution of Structural Engineers booklet entitled 'Design Recommendations for Multi Storey and Underground Car Park Fourth Edition' (2011) and any subsequent updates.

Multi-storey or underground car parks shall be well lit and brightly painted, with CCTV cameras provided to ensure personal safety and security. In general, one- way traffic routing is preferred. A splayed entrance with a 6.0 metres flat area shall be provided at the exit point from a basement car park onto a main road with adequate pedestrian and vehicular sightlines available in each direction. Sufficient headroom clearance (minimum 2.4 metres), should be provided to allow access for cyclists and high mobility vehicles for the mobility impaired. In car parks which include cul-de-sac parking, a maximum length of 6 parking spaces may be considered acceptable.

In larger developments consideration shall be given to specific access and egress routes for cyclists including segregated routes or bicycle lifts. Cycle parking shall generally be at the upper level of any basement car park and located close to lifts or stairwells. Clearly marked well-lit pedestrian routes shall be identified within underground and multi-storey car parks.

One-way signal-controlled ramps or car lifts are generally not acceptable for maintenance and operational reasons. Large cul-de-sacs shall not be provided within underground car park layouts. Provision shall be made for an emergency access to underground car parks and, where more than 300 parking spaces are being provided, a second vehicular access point to an underground car park is required. To prevent flooding drainage measures will be required to prevent run off from the public road entering the underground car park. Runoff from multi-storey, undercroft and basement car parking areas shall be collected, and treated where appropriate, before final discharge to the foul sewerage system

Where an underground car park is provided specifically for a residential development, the car park must be universally accessible by all with the provision of pedestrian ramps and/or lifts into each block located above ground.

Where a number of multi storey carparks are provided in close proximity on any one street there should be no cumulative negative impact on the streetscape from multiple entrances.

12.4.10 Childcare Facilities – Parking/ Access

All pedestrian routes leading to a childcare facility from any parking area, play area, or nearby road and footpath shall be suitably designed to meet specified accessibility requirements in accordance with Part M of the Building Regulations. Car parking standards for childcare facilities are set out in the table 12.5 above. Cycle parking standards are set out in the ‘Council Cycle Standards’ (2018).

For new childcare facilities, the availability of existing on-street car parking spaces and any part-time hours of operation will be considered as part of the Development Management process.

12.4.11 Electrically Operated Vehicles

To encourage the use of Electric Vehicles (EV), in line with Council, National Policy and Standards, developments shall provide at minimum EV Charging points and infrastructure as follows:

- Residential multi-unit developments both new buildings and buildings undergoing major renovations (with private car spaces including visitor car parking spaces) - a minimum of one car parking space per five car parking spaces should be equipped with one fully functional EV Charging Point. Ducting for every parking space shall also be provided.
- New dwellings with in-curtilage car parking - the installation of appropriate infrastructure to enable installation at a later stage of a recharging point for EVs.
- Non-residential developments (with private car parking spaces including visitor car parking spaces with more than 10 spaces e.g. office developments,) – provide at least 1 recharging point. and a minimum of one car parking space per five car parking spaces should be equipped with one fully functional EV Charging Point.
- Developments with publicly accessible spaces (e.g. supermarket car park, cinema etc.) - provide at least 1 recharging point and a minimum of one car parking space per five car parking spaces should be equipped with one fully functional EV Charging Point.

Publicly accessible charge point parking space(s) should be clearly marked as being designated for EV charging. Appropriate signage indicating the presence of a Charge Point or Points should also be erected. All Charge Points fitted in publicly accessible areas should be capable of communicating usage data with the National Charge Point Management System and use the latest version of the Open Charge Point Protocol (OCCP). They should also support a user identification system such as Radio Frequency Identification (RFID). Publicly accessible EV Charging locations should also allow for ad-hoc payment methods for users. EV Charging enabling works for disabled and other reserved parking spaces should also be included in the development where these exist.

When detailed Guidance for EV vehicles which is currently in preparation by DLR in association with the other Dublin local authorities becomes available it shall replace the above standards.

12.4.12 Sports Facilities

Accessibility to sports facilities shall be designed in accordance with best accessibility practice such as ‘Sport England Accessible Sports Facilities’ (2010).

12.4.13 Emergency Access

In some circumstances large-scale developments, which could result in a significant level of peak and/or off-peak travel, and residential developments greater than 300 units shall provide for duplicate access or other means approved by the Planning Authority for emergency use/access. This shall also allow access for pedestrians and cyclists. The Councils Transportation Section will ascertain whether an additional access is required. This will be dealt with on a case-by-case basis through the pre-planning process.

12.4.14 Signage, Bus Shelters, and Taxi Ranks

All signs, bus shelters and taxi ranks should be designed in accordance with best accessibility practice and in a manner, which will not obstruct or distract or create a conflict with pedestrians,

cyclists, public transport, or private vehicles. Adequate sightlines shall be provided in each direction, where signs, bus shelters and taxi ranks are located in close proximity to junctions and entrances. Taxi and Bus shelters should consider the incorporation of green roofs with pollinators (See also Section 12.8.6.3 Green Roofs /Blue roofs).

Access routes to bus shelters and taxi ranks should be designed in accordance with the requirements in DMURS.

The 'Traffic Management Guidelines', (2012) (DTTS) and the 'National Cycle Manual' (2012), (NTA), should be consulted to ensure best practice in terms of locating bus shelters to avoid conflicts with other cyclists and other road users.

Any signage on public roads or footways shall not cause an obstruction to any road user and sightlines should be in accordance with the requirements in DMURS.

12.4.15 Development in the Vicinity of the Luas Line

Development in the vicinity of the Luas needs to appropriately take the light rail infrastructure into

consideration. In this regard development should be guided by the TII's 'Light Rail Environment – Technical Guidelines for Development PE-PDV-00001', December 2020 and any subsequent updates of same.

12.4.16 Dublin Eastern Bypass

Planning applications in the vicinity of the Dublin Eastern Bypass (DEBP) shown on the development plan maps 1, 2, 5 and 6 as a Strategic road reservation and subject to SLO 4 shall comply with the requirements of the Dublin Eastern Bypass Corridor Protection Study Booterstown to Sandyford, 2011 and any subsequent updates. All such applications shall be accompanied by a report setting out how the requirements of the Protections Study are met. In the event that the corridor is no longer needed for the DEBP, a Dún Laoghaire-Rathdown County Council lead study should be carried out to determine the best use of the corridor prior to any development being permitted. This study may be informed by a future NTA study. This should include the consideration of sustainable transport, biodiversity and recreation projects including playing pitches, and engagement with the public.



Fernhill Sculpture

12.5 Enterprise and Employment

The Planning Authority will seek to encourage high quality design, materials and finishes and good quality landscaping with robust maintenance protocols for all large commercial and office developments in Dún Laoghaire-Rathdown. For all significant commercial and employment developments (comprising schemes with a gross floor area of 1000 sq.m. and above (or otherwise required by the Planning Authority), a Design Statement will be required.

12.5.1 Assessment of Enterprise and Employment Development Proposals

In assessing planning applications, a number of considerations will be taken into account:

- Conformity with the land use Policy Objectives set out in respect of enterprise and employment development as outlined in Chapter 6.
- The mix of uses being proposed particularly in mixed use areas (Major Town Centres, District Centres and Neighbourhood Centres) where redevelopment and changes of use need to be orientated towards creating urban environments that are vibrant and lively.
- Achievement of an appropriate density and scale of development.
- Provision of public open space/public realm to a minimum of 10% of site area (Refer also to Section 12.8).
- The high quality design requirement that protects but also enhances the architectural character of the County, particularly in relation to landmark structures and viewpoints.
- The intensity and nature of the proposed use.
- The potential impact of traffic movement, parking provision and whether or not consideration has been given to a Workplace Travel Plan (Refer also to Section 12.4.3).
- Whether or not the proposed development will have a significant detrimental effect on the amenities of the surrounding areas.
- Energy efficiency and overall sustainability of the development.
- The quality of waste management measures proposed.
- At a detailed level parking, circulation and access arrangements shall be as per Planning Authority requirements and as outlined in Table 12.5. Loading and open storage areas shall be visually unobtrusive from public roadways and screened or preferably located behind the building line. Multiple unit developments shall implement ordered naming and signage schemes to avoid visual clutter.

(See also Section 12.3.1.1. for overall design criteria)

12.5.2 Apart Hotel

Apart hotels are a type of hotel that provides for self-catering apartment units, in addition to ordinary hotel facilities, thereby providing the visitor with the flexibility of an apartment, which is managed like a hotel. Aparthotels usually have a hotel-like booking system, however there is no fixed contract and occupants can 'check out', when they wish. Within aparthotel developments, there can be a range of accommodation styles. This type of accommodation, however, should not be used to provide permanent accommodation for individuals, families, or students.

In this regard, all proposed apart hotel developments/schemes shall ensure that:

- The proposed development shall include a fully services reception desk/administration, concierge, security, housekeeping facilities and other uses associated with the management of the aparthotel.
- The proposed development may also include entertainment facilities and/or the provision of food and refreshments, this may be dependent on location, size of aparthotel and available facilities in the locale.
- The design and layout of the aparthotel units should be such to allow for the amalgamation of units to cater for families.
- A mix of unit types, and sizes shall be provided to cater for the needs of the visitors. The Planning Authority will not be in favour of an over-provision of single-bed units within a development.

Permission will normally be conditioned so that:

- Permission is required for a change of use from commercial accommodation to residential accommodation.
- The maximum occupancy period for the proposed development shall be two months.
- The accommodation shall not be used for long-term accommodation i.e. student accommodation.

If it is intended to convert the aparthotel into full residential use in the future, the development must comply with the required standards for apartment development as set out within this Plan with respect to parking, public/private open space, etc (refer to Section 12.3.3 Quantitative Standards, and 12.3.4 Apartment Development) and must apply for a change of use.

12.6 Towns and Villages and Retail Development

As our towns and villages enhance their multi-functional role retail is still a key element. Retail development must therefore conform to the highest design standards. It should be designed and sized to be appropriate in scale in relation to the planned catchment area.

Neighbourhood Centres are intended to cater for the daily shopping and service needs of the immediately surrounding neighbourhood and will consequently be generally small in scale. In dealing with applications in local centres any analysis should take cognizance of changing shopping trends and the social and economic circumstances of the area.

12.6.1 Assessment of Development Proposals in Towns, District and Neighbourhood Centres.

Applications for new retail development in the County shall accord with the retail Policy Objectives of the Development Plan (refer to Chapter 7), Regional Guidance and Government Guidance, as

set out in the 'Retail Planning Guidelines', (2012), and shall:

- Be consistent with the role and function of the particular retail centre as set out in the Development Plan and accord with the scale and type of retailing identified for that location.
- Accord with the fundamental objective to support the vitality and viability of the retail centre and demonstrate compliance with the sequential approach. Provide a detailed retail impact assessment and a transport impact assessment to accompany the application where appropriate.
- Be of a high quality and incorporate layouts that encourage active and engaging frontages where appropriate.
- There shall be a general presumption against large out-of-town retail centres - in particular those located adjacent or close to existing, new or planned national roads/motorways.



Frascati Shopping Centre, Blackrock

- In the context of larger scale developments in our Major Towns, District and Neighbourhood Centres, while adequate car parking, separate service areas and convenient access by public transport and by walking and cycling from surrounding residential areas are essential elements, these must be supplemented by features that improve the overall attractiveness of the scheme to the public. Such features can include for example:
 - Public realm of appropriate scale, design and enclosure.
 - The provision and design of street furniture, e.g. seats, litterbins, cycle facilities.
 - The provision within the overall design of the scheme for public facilities, e.g. toilets, advice centres, and supporting community, civic and cultural uses including health clinics, crèches, theatres, libraries for example.
 - Activities and uses including retail services and restaurant uses that keep the centre alive both during the day and evening.
 - The inclusion of some element of residential uses, particularly apartments, as an integral part of the centre in order to generate evening activity and security of the centre. Provision of residential must be in accordance however with the overall zoning objective for the area.
- An overall design strategy that helps promote Convenience Shop variety (by the use of differing shopfronts, plot frontage widths, setbacks, signs etc.) but set within an overarching and cohesive design concept that unites the whole.
- The design and layout of buildings, together with the robustness of materials used in their construction, should be such as to discourage graffiti, vandalism and other forms of anti-social activity. All unsightly areas for example, service cores, should be screened from surrounding residential areas and from pedestrian corridors within the scheme. Considered screening should form an integral part of any design, but where this is not possible, supplementary tree planting and landscaping will be necessary.
- Considered tree planting, landscaping and overall urban greening measures must, in any event, form an integral part of the general design of any shopping scheme.
- Appropriate Wall Art.

(Note: In relation to Noise, Odour and Ventilation see Section 12.9.3 below)

In dealing with applications for planning permission for retail development, the Council shall have



Dundrum Town Centre

regard to the DECLG 'Retail Planning Guidelines for Planning Authorities' (2012), the accompanying 'Retail Design Manual' (2012) and the 'Retail Planning Strategy for the Greater Dublin Area 2008-2016' and/or any updated Retail Strategy for the Dublin area.

12.6.2 Large Goods Stores

Large convenience store - comprising supermarkets, superstores and hypermarkets – are now an accepted element of retailing in cities and large towns. They often provide primarily for the weekly convenience goods shopping of households. They require extensive open areas of floorspace together with adjacent car parking as the majority their customers undertake their bulk convenience shopping trips by car.

Large convenience goods stores should be located in, or on the edge of Major Town Centres or District Centres.

Where a proposal for large convenience goods stores development involves the sale of a significant amount of comparison goods (as is now common in many supermarkets, superstores and hypermarkets), the planning application drawings should clearly delineate the floorspace to be devoted primarily for the sale of convenience goods. The balance between the convenience and comparison element of the proposed store drawings is a critical element in the assessment of the suitability of the development proposal. Where a significant element of the store is indicated to be for comparison goods the potential impact of that element of the store on existing comparison goods stores within the catchment must be included in the assessment of the application.

12.6.3 Convenience Shop

A small/local convenience shop will be open for consideration within a residential area (lands zoned Objective 'A' – "*To provide residential development and improve residential amenity while protecting the existing residential amenities*"). When assessing any such proposals, the Council will have regard to the distance from the proposed development to established local shopping facilities and to its impact on the amenity of adjoining dwellings. Local convenience shops shall not have a floorspace greater than 100 sq.m. net. (refer also to Policy RET8, Section 7.5.5.1).

12.6.4 Retail Parks and Retail Warehousing

Retail parks have generally evolved as agglomerations of retail warehouses grouped around a common car park selling mainly bulky

household goods. Retail warehouses can often require extensive areas of showroom space, often with minimal storage requirements. Retail warehouses have two main impacts on the retail hierarchy in a County:

- If located in a Major Town Centre - by their very nature, scale and spatial characteristics – a Retail Park/Warehouse can detract from the urban character of the Town Centre and represent an unsustainable and inappropriate use of land.
- If the range of goods on offer in a retail warehouse extends beyond that of bulky household goods it could undermine or weaken the hierarchy of retail centres in the County.

The range of goods being sold from retail warehouse parks can often include a high proportion of non-bulky durables. If this pattern were allowed to continue unchallenged there is potential for a detrimental impact on the County's Major Town Centres and District Centres.

The 'Retail Planning Guidelines for Planning Authorities' (2012), recommend that the retail floorspace in any given retail warehouse unit be devoted to:

- Ancillary products associated with bulky goods and/or non-bulky durables should not exceed 20%.

In addition, such space shall be clearly delineated on the planning application drawings to facilitate monitoring and enforcement. This guidance will be adhered to in relation to future Retail Parks and Retail Warehouse developments in the County.

As a general principle the Planning Authority will adopt a precautionary approach to any significant additional retail warehouse floorspace in the County for the duration of the Development Plan. Such an approach is advocated in the 'Retail Planning Guideline for Planning Authorities' (2012).

Having regard to the precautionary approach advised above and where appropriate, retail warehousing may be facilitated on land with zoning Objective 'E' – "*To provide for employment and economic development*" where the site has good access to a suitable road network and has access to integrated public transport.

For out-of-centre locations, the 2012 Guidelines provide a recommended minimum unit size for retail warehouses of 700 sq.m. and a 'capped' maximum unit size of 6,000 sq.m. These standards will be adhered to in Dún Laoghaire-Rathdown.

12.6.5 Fast Food Outlets/Takeaways/ Restaurants

The following criteria will be taken into account in the assessment of development proposals for fast food/takeaway outlets, including those with a drive-through facility, and where relevant, for restaurants.

- The need to retain, protect and strengthen the retail overall variety, and multi-use function of the area.
- The adequacy of existing facilities for the sale of hot food for consumption off the premises in the locality. In this regard, the applicant shall submit details of all existing fast food/takeaway outlets within the locality.
- The cumulative effect of the proposed development on the amenities of the area, particularly so in predominantly residential zoned locales.
- The effect of the proposed development on the existing mix of land uses and activities in the area.
- Careful consideration of the location of fast food outlets in the vicinity of schools and parks.
- Location of vents and other external services and their impact on adjoining amenities in terms of noise/smell/visual impact.
- Fast food outlets/takeaways with proposed drive-through facilities will generally only be acceptable within Major Town Centres or District Centres and will be assessed on a case-by-case basis.
- The proliferation or oversupply of certain premises that cause or are likely to cause disturbance or nuisance, detract from amenities or seriously detract from an area generally in terms of use and services mix may be resisted.
- Hours of operation.

12.6.6 Off-Licences/Betting Shops

Off-Licences and Betting Shops provided in the County's commercial and mixed-use areas provide a local commercial service. The Planning Authority will seek to protect residential and other communities by ensuring that the quantum of off licences/betting shops - particularly within smaller centres - is not disproportionate to the overall size and character of the area. However, the number and control of off- licences/betting shops will primarily be a licensing issue.

In any consideration of proposals for off-licences/ betting shops, regard to the amenities of nearby residents - i.e. noise, general disturbance, hours of operation and litter – will be paramount. New Off-Licences and Betting Shops will not be permitted in areas zoned Objective 'A' – 'To protect and/or improve residential amenity'.

Any application for betting shops shall clearly indicate on drawings submitted the location and size of any/all satellite dishes required to serve the unit. The Planning Authority will generally not accept TV screens or excessive advertising (generally no more than 25% coverage) within the shop window of betting shops.

12.6.7 Service Stations

Applications for service stations should take account of the following:

Retail sales area:

- The total area (net) devoted to ancillary - or convenience - retail sales, within a service station shall not exceed 100 sq.m. and shall be in scale with the overall size of the filling station. Should such a unit or a larger retail facility be proposed with a wide range of



Monkstown Village

goods it will be treated as a shop and assessed accordingly (including a sequential test).

Location:

- Limited service station facilities ancillary to large foodstores located in, or adjacent to Major Town Centres/District Centres, may be permitted where there is acceptable road access, and where it is considered there will be no negative impacts in terms of visual intrusion or the amenities of the adjoining area.

A workshop for minor servicing (e.g. tyre changing, puncture repairs, oil changing) or service station may only be permitted in circumstances where they would not adversely affect local amenities - particularly with regard to proximity to dwellings or adjoining residential areas. The Planning Authority will generally not permit such uses in or adjoining residential areas unless it can be clearly demonstrated that no significant damage to residential amenities will occur by reason of factors such as noise, visual obstruction, safety considerations or fumes and smells.

Low Emission Fuel Infrastructure:

- Consideration should be given to the provision of low emission fuel infrastructure, including the provision of EV charging facilities, in development proposals for new and or refurbished service stations.

Design:

- New service stations and refurbished existing stations will be required to have a high standard of design. In rural areas service stations will not be permitted where they will have a negative impact on surrounding views, prospects, and scenery or general amenities.
- New service stations and refurbished existing stations shall ensure provision of Low Emission Vehicle Refuelling/Recharging Infrastructure.
- The layout of new or redeveloped service stations shall permit safe access for delivery tankers (cab plus trailer) up to 15.5 metres in length. An adequate off - road area shall be provided for parking tankers safely without obstructing access to pumps while fuel is being delivered to service stations.
- For 50kph speed limit areas, a road frontage of not less than 21 metres is required for a new service station, and this frontage must be kept clear of any structure for a depth of not less than 4.6 metre from the street boundary of the site. This road frontage width shall increase to a minimum of 30 metres for 60/80kph speed limit areas.
- There shall be a minimum distance of 7 metres from the pump island to the road boundary.
 - Only one entry and one exit point shall

be permitted for vehicular traffic onto the public road, and exits onto dual carriageways shall be restricted to a single lane width. The access points shall be between 7 metres-9 metres wide, with a minimum junction radius of 10.7 metres. A one-way traffic routing system is preferred.

- Ramped entry treatments shall be provided at the vehicular entrance and exit, as per Council requirements, to provide for pedestrian/cyclist priority as appropriate.
- Pedestrian routes to and from retail areas shall be clearly defined.
- Short and long-term cycle parking and cycle facilities provision shall be in accordance with the requirements of the Council Cycling Policy Guidelines and Standards - with a minimum of 5 no. cycle parking spaces required.
- The location of air/water facilities and car wash facilities shall be carefully considered in relation to impact on adjoining properties. Details in respect of noise generation and hours of use shall be submitted as part of any application.
- The location of any other ancillary structure(s) within the forecourt – such as a parcel collection/ drop off structure – shall be clearly indicated and should not interfere with vehicular circulation or car/ cycle parking within the service station forecourt.
- Where it is proposed to provide a fully automated filling station, the proposed use/function of any existing and/or disused kiosk/shop unit on site shall be clearly demonstrated within any planning application.
- New service stations and refurbished existing service stations shall include at a minimum one bicycle repair and maintenance station, including bicycle wash and pump, which shall be maintained accordingly.

Signage:

- Signs should be limited and generally form part of the buildings or other structures.
- The use of high level signs, signs projecting over footpaths, 'fly' posters and bunting will not be permitted. Free standing signs shall be limited to one per service station and shall not project above the forecourt canopy and shall not impact on vehicular sightlines at the exit onto the public road.
- In visually sensitive locations, the use of standard 'corporate' designs and back-lit signage etc. for service stations may not be acceptable.

Lighting:

- Forecourt lighting including canopy and signage lighting should be limited to that which is necessary for the safe operation of a service station. The use of high level and powerful lighting should be avoided where possible and should not interfere with the amenities of adjoining premises or cause glare, hazard or confusion to public road users. All external lighting shall be cowled and diverted away from the public roadway to prevent a traffic hazard.

Hours of Operation:

- Consideration may also be given to the limiting of the hours of operation. Details in respect of opening hours shall be submitted as part of the planning application.

Discharge License

- A discharge license may be required.

12.6.8 Shopfronts, Signage, Advertising and Public Art**12.6.8.1 Shopfronts**

Good shopfront design makes a valuable contribution to the environmental quality of shopping areas. The overall preference is for 'open' design shopfronts with no security shutters, with an illuminated goods display and otherwise some element of lighting on shopfront windows on main shopping streets. The Council will control the design of shopfronts in line with the following principles - the scope of which encompasses not only shops but also other business frontages, such as restaurants, public houses, banks, and offices- namely:

- The design, materials and proportion of the shopfront should be appropriate and respect the scale and fabric of the building and/or street of which they form part. Not all shopfront design needs to be in the 'traditional style', the use of high quality contemporary designs is welcomed.
- Replacement of more modern era, but poor quality, shopfronts may be welcomed e.g. restoring original building features or omitting 'over-size' or obtrusive signs.
- The presence of well-crafted and historic shopfronts is an important part of the character of an area. Features of existing shopfronts, which are likely to be of interest and merit include pilasters or uprights, apron panels, stall risers or plinths below the display windows, any mullions, or glazing bars to the display window etc. Such elements should be considered for retention and incorporated into the new shopfront design.

- Fascia design is an important element of shopfront design. Fascias should not interfere with existing first floor cills and should reflect existing plot widths.
- Oversized fascias are not appropriate.
- If aluminium is used it should be anodised or treated in an appropriate colour.
- The painting of clay brick or stone is generally not acceptable.
- Illuminated box signage will generally not be acceptable.
- Fascia and shopfront lighting shall be carefully considered.
- The amount of hanging and projecting signs will be controlled on shopfronts and streetscapes.
- Commercial interests will not necessarily be allowed to use standardised shopfront design, 'corporate colours' and materials. Compatibility with individual buildings and with the street scene is considered more important than uniformity between the branches of one company.
- Roller shutters are not exempted development on, or in front of the building line and their erection requires planning permission.
- Shutters should be provided in such a way that no part of the shutter or its casing extends beyond the face of the building. Where possible the shutter should be recessed to provide for a window display area. Painted and 'pen grille' shuttering should be used and, in all cases, shutters should be treated with a colour to match the colour of the main shopfront materials. Provision should be made for roller shutters behind the line of the glazing. In vulnerable areas painted 'Open Style' external shutters may be appropriate.
- Alarm boxes should be sensitive in design and location on the building.
- Planning permission will be required for the erection of canopies. Canopies of traditional design and retractable materials will be promoted.
- Signage/advertising on freestanding structures to the front of commercial units, such as wind breaks/ tables and chairs etc, shall be limited. Freestanding structures may not be accepted in instances where they would detract from the shopfront of a unit by means of impeding access or visual clutter.

12.6.8.2 Signage

To protect the amenities and attractiveness of the County, no commercial advertising structure will be permitted in the open countryside, on or near a structure of architectural or historical importance, in architectural conservation areas, on public open spaces, in areas of high amenity, within important



Signage

views, in residential areas, or where they would confuse or distract users of any public road. The existing County Heritage Plan includes for the provision of an Interpretation Programme, which includes information boards and signage in the public realm and printed materials such as maps and trails. In addition, the Council will encourage the use of informational signage with respect to biodiversity, ecology, and climate adaptation measures at specific locations throughout the County.

Particular attention will be paid to the design and location of new advertising in those areas where the Council intends to implement town and village improvement schemes in order to maximise the potential environmental benefits of such schemes and also in areas the subject of Local Area Plans.

Advertising signs, where permitted, should be simple in design and sympathetic to the surroundings and features of the building on which they will be displayed. The number of signs located on a property should be limited, to avoid visual clutter, and no sign should be unduly obtrusive or out-of-scale with the building façade. The use of existing infrastructure for advertising should be considered. Control will be exercised to prevent excessive signage and an impression of visual clutter in any location. Details in respect of signage illumination (i.e. backlit, downlighters, uplighters etc.) must be submitted as part of the planning

application, and the Council will discourage the use of flashing/moving illumination on signs or TV screens within shop windows.

Applications for signage shall also be considered having regard to the impact of any proposed signage, associated lighting or any other structure along roads running parallel to or buildings alongside the railways. In this regard reference, to and requirements of TII's 'Code of engineering practice for works on, near, or adjacent the Luas light rail system' and TII's Light Rail Environment - Technical Guidelines for Development PE-PDV-00001 December 2020 (or any superseding document) should be made.

12.6.8.3 Wall Panel/Poster Board Advertisements

Wall panel/poster board advertisements may be permitted on commercial premises in Major Town Centres, District Centres and Neighbourhood Centres. The size of the display panel should relate to pedestrian scale. Larger scale poster panels are generally inappropriate in locations proximate to pedestrians.

A wall panel/poster board should be sited back from the wall edges (i.e. not fill entire wall sections and obscure tops/sides of walls) and have regard to the symmetry and any features of the wall on which it is to be displayed. Panels should not normally be placed on buildings above ground floor level.

Wall panel/poster board advertisements will not be permitted where they would confuse or distract users of any public road and the use of prismatic/moving advertisements will not be encouraged.

In circumstances where they will provide temporary screening for derelict and vacant sites or sites where development is taking place, the actual poster board should not exceed 30% of the surface of the wall or screening on which it is mounted.

Subject to location, well designed advertisement panels may be permitted on construction hoardings for a specified period. The panels should not extend above the general line of the top of the hoarding and should be evenly spaced at uniform height and width.

12.6.8.4 Bus Shelters and Taxi Shelters

Shelters incorporating advertising panels shall be carefully sited and shall not impact on vehicular sightlines. Shelters will be considered generally in regard to convenience, visual amenity and the facilitation of the greater use of public transport. The Planning Authority will exercise control over their exact location and over the number and scale of advertising panels permitted. Consideration will be given in such cases to the provision of associated supporting items such as bicycle stands and litter bins. Cantilevered shelters may be required so as not to impede pedestrian flow.

12.6.8.5 Free-Standing and Outdoor Advertisement Displays

Public information and advertising panels are permissible in situations such as pedestrian precincts of shopping centres, other areas of commercial activity and along major traffic routes. They can sometimes be effective when grouped in a unified composite, which avoids an impression of clutter, subject to the location and number of panels. The amount of advertising permitted on public information panels will be restricted and shall constitute not more than 50% of the total area.

The location of all proposed freestanding advertising structures should be carefully considered having regard to pedestrian movement, and vehicles entering, and exiting a site or parking space.

The use of totem pole advertisement displays will be carefully considered. In general, a proliferation of these structures shall be avoided in the commercially zoned areas of the County. Their height should not be excessive and should be sympathetic to the surroundings, in particular where they adjoin residential areas. The information displayed on the totem pole should not be excessive or appear unduly visually obtrusive. The number of totem structures, serving the specific site, shall be limited, and should not be located in a position

that would interfere with vehicular and pedestrian sightlines.

All advertisement displays shall also be considered under the criteria set out below in Section 12.6.8.6 – Street Furniture Strategy.

The Planning Authority will not normally permit the attachment of sundry advertising devices to the façade of any structure, e.g. multi-coloured lights, spotlights, flags, bunting, banners, neon moving message signs, fly posting, barrage balloon etc.

Freestanding structures such as flags/teardrop banners etc. require planning permission, even if erected for a temporary period. Such structures, with or without advertising, will only be accepted in appropriate locations, and where they would not detract from road/footpath users, or interfere with vehicular sightlines.

The Planning Authority will promote the use of the public domain for outdoor advertising, such as billboards, bus shelters, free standing advertisements, which has a positive impact on the street environment and creates a vibrant public realm. The scale, height, architectural design, and position of such outdoor advertising should be carefully considered so as to not impact negatively on the visual amenity of the area, and the usability of the public domain by individuals. The use of digital advertising could also be considered for outdoor advertising ideas. Regard should also be had to the street furniture strategy, as below.

Advertisements and advertising structures shall be strictly limited along the coastline to appropriate locations only, and full consideration shall be given to their visual impact, scale, and design.

12.6.8.6 Street Furniture Strategy

Proposals for the installation of any items of street furniture shall have regard to the following:

- Any additional street furniture items shall have regard to their need, to avoid proliferation of street furniture in a location. Items should be discreet and well designed to reduce visual clutter and to ensure visual amenities are not compromised.
- All new street furniture items shall have a clear function relative to their location and shall have regard to the need to reduce and avoid street clutter and ensure that footpaths and cycle ways are kept free of unnecessary impediments.
- The co-location of street furniture items/signage, will, where feasible, be required in order to reduce clutter.

The use of high-quality materials, which may include polished steel and/or suitable coating of

structures etc., will be required in order to ensure the long-term visual appearance of furniture items. All street elements shall be located so as to provide clear, accurate and timely guidance for road users, pedestrian and cyclists and should not interfere with sightlines.

12.6.8.7 Digital Advertising/Signage

The Planning Authority acknowledges that the advertising world is moving at pace with new forms of advertising emerging, in particular with respect to digital advertising.

The use of digital advertising to outdoor shopfronts is can be highly engaging, eye catching and can also have a significant positive impact on the public realm by making streetscapes interactive. Digital advertising may be permitted, in certain locations subject to design, size, detail, and level

of illumination. The number of existing advertising signs on the shopfront (or similar), will also be taken into consideration as visual clutter will not be acceptable.

12.6.8.8 Public Art - Private Developer-initiated Commissions

Public Art commissions by private developers can make a positive contribution to the environment and public realm. In accordance with the 'dlr Public Arts Policy, 2015 – 2025', in instances where a developer proposes a public art commission, a condition should be attached to any grant of permission, requiring the developer to follow the "Public Art: Per Cent for Art Scheme, General National Guidelines" (2004). The developer will be required to engage the services of an experienced art consultant/curator.



*Samuel Beckett
Campus Per Cent for
Art Scheme Sculpture
by Eileen Mac Donagh,
2016 - photo credit
Ciara King, dlr Arts
Office*

12.7 Green Infrastructure and Biodiversity

12.7.1 Green Infrastructure

Green Infrastructure is a planned network of natural and semi-natural areas with other environmental features designed and managed to offer a wide range of ecosystem services. GI includes nature conservation areas, rivers, floodplains, wetlands, treelines, woodlands, coast, gardens, open spaces and parks. Linked together these networks, of green areas are able to provide multiple benefits in the form of supporting a green economy, improving quality of life, protecting biodiversity and enhancing the ecosystems to deliver services such as disaster risk reduction, water purification, air quality, space for recreation and climate change and adaptation.

Where a proposed development impacts on a site known, or likely, to be a breeding or resting site of a species listed in Habitats Regulations a derogation licence, issued by the National Parks and Wildlife Service (NPWS), which is part of the Heritage Division of the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs will be required in advance of any works being carried out.

Developers/Applicants should be advised of this possibility at pre-planning stage and advised to consult with the National Parks and Wildlife Service (NPWS), Licensing and Development Applications Unit, prior to making a planning application. It is preferable for a derogation license to have been applied for and/or obtained prior to submission of any planning application.

Where a proposed development results in a loss of or impact on existing trees or on a wildlife corridor, potentially resulting in an adverse impact on dependant flora and fauna, developers/applicants shall undertake an Ecological Impact Assessment and provide mitigation measures associated with these to address any such impacts if they are identified on site.

12.7.2 Biodiversity

There are a number of habitats, plant, animal and bird species within Dún Laoghaire-Rathdown which are protected under National and EU legislation, and therefore it is a Policy Objective of the Council *“to protect and enhance biodiversity and landscape, and ensure the protection of environments and habitats”* (Refer Section 8.7 Biodiversity).

Any development proposals for sites designated as, or immediately adjacent to, a pNHA, SPA or SAC shall be accompanied by an EIS and/or Appropriate Assessment and shall be referred to the NPWS. Regard shall be had to ‘Guidance for Local – Authorities Appropriate Assessment of Plans and Projects in Ireland’ (DEHLG) (2009).

In the event of a proposed development impacting on a site known, or likely, to be a breeding or resting site of a species listed in Habitats Regulations a derogation license, as per Article 16 of the Habitats Directive issued by the NPWS, will be required in advance of permission.

A precautionary approach should be taken to all proposals in environmentally sensitive areas and/or to sites that may be in use by, or contain, protected species.

An Ecological Risk Assessment may be required in relevant planning applications for both designated and/or non-designated sites (as appropriate) to ensure that the proposed development does not undermine or impact on the conservation objectives of these sites.

In order to comply with European and National legislation on nature conservation, and to ensure that areas of biodiversity value are adequately protected, an ecological assessment will be carried out for development proposals which have potential

to impact on species and habitats protected. (Refer to Section 8.7.1.5 Policy Objective GIB22).

No projects giving rise to significant direct, indirect or secondary impacts on European sites arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall be permitted on the basis of this Development Plan (either individually or in combination with other plans and projects, except as provided for in Section 6(4) of the Habitats Directive).

Planning applications for development, which may impact on European sites should be screened for Appropriate Assessment and accompanied by a Natura Impact Statement if required.

Development on, or adjacent to, inland waterways shall only be permitted, where an assessment carried out to the satisfaction of the Council, in consultation with Inland Fisheries Ireland, indicates that the proposed development will have no significant adverse effect on the integrity of any European site.

In the event of lighting being proposed along river corridors an Ecological Impact Assessment (and where necessary an Appropriate Assessment) - including bat and otter surveys - shall be conducted by specialist consultants. The recommendations of the specialist studies shall be implemented. No lighting will be installed without prior consultation with the NPWS and shall be in line with:

- Advances in knowledge into the impact of lighting on bats and other species and
- Reflect advances in technology in the lighting industry.

The Council fully supports and recognises the importance of biodiversity in its own right and the ecosystem services it provides including carbon sequestration. The 'Slow to Mow' campaign is promoted by DLR, to encourage the public to create areas for pollinators and wildlife within their own site/garden and this should be considered as part of any proposed garden/landscaping area, where feasible. These initiatives aim to support and protect biodiversity in the County.

In accordance with Policy Objective GIB29 – Nature Based Solutions (NBS), to encourage environmentally friendly solutions, new development proposals shall also incorporate NBS, where relevant, such as landscaping, SuDs, creating permeable green areas, providing green roofs and flood risk management can be included in the NBS approach.

Developments proposed on sites where invasive species are or were previously present shall have regard to the forthcoming 'Invasive Alien Species Action Plan' for the County, which will provide guidance with respect to the management of alien species (Section 8.7.1.11 Policy Objective GIB28). Applicants may be required to submit a control and management program at application or compliance stage for sites where invasive species are or were previously present.

The Planning Authority may require, where appropriate, Visitor/Management Plans to be submitted as part of the Development Management process for development proposals within or adjacent to an ecological sensitive site, as appropriate. The Visitor/Management Plan shall include appropriate measures to avoid significant negative effects and loss of habitat and associated disturbance to the ecological sensitive site.

12.7.3 Sensitive Landscapes and Site Features

To protect and enhance the character and amenities of the County's rural or sensitive open areas, all new developments of any scale shall incorporate high quality landscape design and shall ensure that:

- Existing site features such as specimen trees, stands of mature trees, hedgerows, rock outcrops and water features are properly identified and retained where appropriate and new planting or other landscaping appropriate to the character of the area will be provided.
- Existing significant on-site natural features must influence the layout.
- Developers should consult the Planning Authority at an early stage in relation to landscaping and planting proposals.
- Landscaping in new developments shall include planting of native Irish flora.
- Developers will be responsible for the grading, hard landscaping, planting, and further development of open space, including the provision of pedestrian paths and other facilities. Developers will be required to provide roadside trees, street planting and screen planting where necessary.

To protect and enhance the character and amenities of the County's rural or sensitive open areas, all new developments of any scale shall incorporate high quality landscape design and shall ensure that:

- Existing site features such as specimen trees, stands of mature trees, hedgerows, rock outcrops and water features are properly identified and retained where appropriate and new planting or other landscaping appropriate to the character of the area will be provided.

- Existing significant on-site natural features must influence the layout. Developers should consult the Planning Authority at an early stage (as part of the pre-planning process) in relation to landscaping and planting proposals.
- Landscaping in new developments shall include planting of native Irish flora.
- Developers will be responsible for the grading, hard landscaping, planting, and further development of open space, including the provision of pedestrian paths and other facilities.
- Developers will be required to provide roadside trees, street planting and screen planting where necessary. The Planning Authority encourages developers to plant suitable tree species in front gardens before dwelling occupation.

12.7.4 High Amenity Landscapes, Views and Prospects

Planning applications that have the potential to adversely impact upon landscapes attributed with a High Amenity Zoning Objective - or upon Protected Views or Prospects - shall be accompanied by an assessment of the potential landscape and visual

impacts of the proposed development, including photomontages – demonstrating that landscape impacts have been anticipated and avoided to a level consistent with the sensitivity of the landscape (Refer to Section 8.4.5 Policy Objective GIB6 – Views and Prospects).

12.7.5 Fencing of Hitherto Open Land

The following criteria will be used when considering planning applications for new fencing, in relation to lands open to, or used by the public during the ten years preceding. Such fencing is not exempted development in accordance with Art 9((1) (a) (X) of the Planning and Development Regulations, 2001, as amended:

- Such fencing in upland or amenity areas shall conform to the best agricultural practice.
- The nature of the material to be used, the height of the fence, and in the case of a wire fence, the type of wire to be used should be indicated and this will be taken into account relative to the location of the proposed fencing.
- Stiles or gates at appropriate places may be required and details of same shall be submitted i.e. height, materials, etc.



Forest Walk, Ticknock,
Dublin Mountains

12.8 Open Space and Recreation

12.8.1 Landscape Design Rationale

Planning applications for both residential (10+ units or as required by the Planning Authority) and commercial (1,000 sq.m. or as required by the Planning Authority), including leisure and recreational facilities, should submit a landscape design rationale prepared by a qualified Landscape Architect or other suitably competent landscape professional (as deemed appropriate by the Planning Authority), for the consideration of the Parks and Landscape Services Department. Smaller schemes may also require a Landscape Plan to be submitted. All such requirements should be ascertained at pre-planning stage.

The design rationale shall set out and specifically indicate how the overall approach is ecologically resilient and provides varied landscapes that reflect the character of the area.

The landscape design rationale should also address the following:

- Ecosystems services and carbon capture approach.
- Urban Greening.
- Biodiversity including pollinator friendly approach.
- Sustainable Drainage Systems.
- Maintenance without the use of chemical.
- Nature Based Play.

Such proposals shall include a scaled Landscape Plan(s) including:

- Cross-sections, where applicable, indicating the layout and hard and soft treatments of all boundaries, features, external areas, and green spaces.
- Specifications for materials, workmanship, and maintenance, together with proposed design details.
- Hard landscape details are to include, where applicable, any proposed lighting, seating, kerbing, boundaries, edging, surfacing and water features.
- Soft landscape details are to include, detailed planting plans and planting schedules, stating species/varieties, quantities, sizes, rootball presentation, and spacings.
- A Landscape Plan shall be accompanied by a timescale for its implementation, including a minimum 18-month landscape maintenance period and a defects liability clause.
- Regard should also be had to Policy Objective OSR13: Play Facilities and Nature Based Play.

12.8.2 Open Space Categories for Residential Development

In relation to Development Management, there are three categories of open space: public open space, communal open space, and private open space. This is provided or conditioned by way of a grant of planning permission, to serve the needs of the local population, and is categorised in the table below. Permeability may be required for pedestrians and cyclist across open space.

Table 12.7 *Categories of Open Space for Residential Development*

Open Space Category:	Classification:
Public Open Space	Public open space is defined as being generally freely available and accessible to the public, and in the case of certain residential developments has, or is intended to be, 'taken-in-charge' by the Local Authority. In all new residential development schemes, there should be some appropriate provision made for public open space within the site. In all instances where public open space is not provided a contribution under Section 48 will be required for the short fall.
Communal Open Space	Communal open space is for the use of a set group of residents within the development only and would ordinarily be maintained by a Management Company i.e. is privately owned. This would be typical of apartment - type residential developments and can be gated/ located adjacent to one/two specific apartment blocks for their exclusive semi-private use. It can also apply to some housing schemes.
Private Open Space	Private open space normally refers to balconies and/or private gardens, which are the responsibility of, and only accessible to, the individual resident.

The following will not normally be considered as part of any Open Space provision:

- Car/bus parking.
- Bin/fuel stores.
- Bicycle parking structures.
- ESB substations or other service infrastructure.
- Underground flood attenuation tanks.

All applications for residential schemes (including Built to Rent) should include a clear written schedule and colour coded drawing with public, private and communal open space provision identified. The written schedule shall include the County Development Plan requirements, the proposed provision and full details of any short fall.

12.8.3 Open Space Quantity for Residential Development

12.8.3.1 Public Open Space

Table 12.8 *Public Open Space Requirements for residential developments*

Location:	Public Open Space Standards (minimum):
Residential Development in new residential communities as shown in the Core strategy – figure 2.9.	15% (of site area)
Residential Development in the existing built up area.	15% (of site area)
Institutional and Redevelopment of SNI use	25% (of site area)

All residential schemes must provide a minimum provision of public open space in accordance with the table above, which has regard to the content of the Section 28 Guidelines ‘Sustainable Residential Development in Urban Areas’ (2009).

To qualify as public open space the area must be designed and located to be publicly accessible and useable by all in the County; generally free from attenuation measures; and capable of being taken in charge (i.e. must accord with the Council policy on taking in charge of open spaces).

It is acknowledged that in certain instances it may not be possible to provide the above standards of public open space. High density urban schemes and/or smaller urban infill schemes for example may provide adequate communal open space but no actual public open space. In these instances where the required percentage of public open space is not provided the Council will seek a development contribution under Section 48 of the Planning and Development Act 2000, as amended. The contribution in lieu to be paid for any shortfall in the

quantum of public open space to be provided will be used for the provision of improved community and civic infrastructure and/or parks and open spaces, in the vicinity of the proposed development for use of the intended occupiers of same.

On overall sites of less than 0.25 ha, the Council may also consider levying a contribution in lieu of public open space.

Public Open Space may be taken-in-charge, by the Local Authority, or may be privately managed.

12.8.3.2 Communal Open Space

Table 12.9 *Communal Open Space Standards*

Unit Type	Minimum Area per Unit
Studio	4 sq. m
One Bed	5 sq. m
Two bedrooms (3 bed)	6 sq. m
Two bedrooms (4 bed)	7 sq. m
Three bedrooms	9 sq. m
Four +	12 sq. m.

In addition to Public Open Space, provided by the Developer, communal open space must also be provided for apartments and in some instances for houses, in accordance with the minimum standards set out in Table 12.9 above in accordance with the standards in the ‘Sustainable Urban Housing, Design Standards for New Apartments’ Section 28 Guidelines, (2020). Communal open space may also be provided for houses if the proposal does not meet the full private amenity space standards for private gardens as set out below. Communal open space is for the exclusive use of the residents of the development and should be accessible, secure, and usable outdoor space which is inclusive and suitable for use by those with young children and for less mobile older persons. Whilst an element of roof garden may be acceptable, the full quantum of communal open space should not take the form of being solely roof gardens (See also Section 12.8.5.4). While public and communal open space may adjoin each other, there should generally be a clear distinction with an appropriate boundary treatment and/or a ‘privacy strip’ between the two.

In very high density schemes (in excess of 100 units per hectare), the Council may seek a development contribution under Section 48 of the Planning and Development Act 2000, as amended, for the shortfall in communal open space provision.

The provision and proper future maintenance of well-designed communal open space will contribute to meeting the amenity needs of residents. Communal open space will be privately managed.

For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, the quantity of Communal amenity space, to serve the residents, may be relaxed in part or whole, on a case-by-case basis, however this is subject to overall design quality.

12.8.3.3 Private Open Space

(i) Private Open Space for Houses:

All houses (terraced, semi-detached, detached) shall provide an area of good quality usable private open space behind the front building as follows:

Table 12.10 Private Open Space

House type	Private Open Space requirement (minimum)
1-2 bedroom	48 sq. m. *
3 bedroom	60 sq. m.
4 bedroom (or more)	75 sq. m.

* may be acceptable in cases where it can be demonstrated that good quality usable open space can be provided on site.

Any provision of open space to the side of dwellings will only be considered as part of the overall private open space calculation where it is useable, good quality space. Narrow strips of open space to the side of dwellings shall not be included within any of the above calculations.

In instances where an innovative design response is provided on site, particularly for infill and corner side garden sites, a relaxation in the quantum of private open space may be considered, however

this is on a case-by- case basis. The provision of open space to the front and side of the site to serve the proposed dwelling may also be considered acceptable, subject to design, residential amenity, etc.

This Section should be read in conjunction with Development Management requirements i.e. infill, backland, side garden development, etc. (Section 12.3.7.1 and also Section 12.8.8 below on quality of private amenity space).

(ii) Private Open Space for Apartment Developments:

Table 12.11 below sets out minimum requirements in line with the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, 2020.

Table 12.11: Balconies / Winter Gardens: Minimum Private Open Space Standards for Apartment Developments

Type/No. of bedrooms	Minimum square metres
Studio	4 sq. m.
One	5 sq. m.
Two (3 persons)	6 sq. m.
Two (4 persons)	7 sq. m.
Three	9 sq. m.
Four +	12 sq. m.

Private amenity space for apartments shall accord with the requirements set out in Table 12.11, above.



CGI of permitted development, Kiltarnan
Credit: James Horan Architectural Illustration and
Stephen Newell Architects



Every apartment shall have private amenity space in the form of gardens or patios/terraces for ground floor apartments and balconies at upper levels. Where provided at ground level, private amenity space shall incorporate boundary treatment appropriate to ensure privacy and security. Private amenity space should be located to optimise solar orientation and designed to minimise overshadowing and overlooking.

In certain circumstances, apartments which have limited or no individual private open space - for example where it is proposed to sub-divide an existing building into apartments - communal and private open space requirements may be combined (partially or otherwise) to provide for communal amenity areas.

In exceptional cases in 'urban centres', for reasons of maintenance of streetscape character, or the preservation of residential amenity of adjoining property, the Planning Authority may accept the provision of communal open space in lieu of private open space.

In exceptional cases, where the Planning Authority accepts the provision of private open space in the form of semi-private/communal space - the provision of at least 'balconettes' (with inward opening 'French' doors) and/or access to winter gardens, for access to the open air - will be required. This would only be accepted in developments where an existing building is converted for apartment use and the building could not support balcony structures (e.g. a Protected Structure).

Such developments may also be required to contribute financially towards open space being provided elsewhere in the area in accordance with Development Plan standards.

For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, the quantity of Communal amenity space, to serve the residents, may be relaxed in part or whole, on a case-by-case basis, however this is subject to overall design quality.

Where a Built to Rent scheme avails of lower private amenity space based on the nature of the use a condition should be attached to any grant of permission to state that planning permission shall be sought for a change of tenure to another tenure model following the period specified in the covenant.

12.8.4 Open Space Quantity for Mixed Use, Non-Residential and Commercial

The Planning Authority shall require a minimum of 10% of the overall site area for all large-scale, mixed-use, non-residential, and commercial developments to be reserved for use as public Open Space/Urban realm space. (Any residential element of a mixed use scheme shall provide public open space in accordance with Table 12.8 above).

Where the required public open space standards cannot be achieved for non-residential, mixed use and commercial, the Council will also require a contribution in lieu to be paid by the Developer

to contribute to the public realm and public realm improvement works.

Adequate and suitable open space should be provided for Nursing Homes/Housing for the Elderly/Assisted Living Accommodation. Planning applications for such developments should:

- Include detailed open space and landscaping plans that take account of the location of the facility and orientation.
- Provide at least 15 sq.m. open space per resident (unless otherwise agreed with the Planning Authority).
- Have regard to the availability/suitability of already existing open space.
- Respect and accommodate the specific needs of the residents of the facility.
- Be accessible for all users and provide links to adjoining public footpaths.
- Incorporate age friendly principles in the design.

Applicants for all new developments are encouraged to engage with the Planning Authority at pre-planning stage to discuss the public, communal and private Open Space requirements for specific sites and uses.

12.8.5 Public Open Space – Quality

Open space is fundamental in contributing to a high quality of life for those living, working and visiting the County. It provides a basis for active and passive recreation, creates urban focus, fosters community spirit, and helps mitigate the impacts of climate change.

It can also improve the public realm and urban image, provides for inclusivity, adds to the liveability, sense of identity and define the quality of the area.

For this reason, public open space should be accessible, inclusive, secure, and usable. In accordance with the 'Guidelines on Sustainable Residential Development in Urban Areas', public open space on greenfield sites in the County's new development areas should be in the form of useful open spaces and where appropriate larger neighbourhood parks to serve the wider community.

Where public open space is to be provided on foot of a planning permission, the space in question should be well designed, and located to sympathetically complement the layout of the development.

Public open spaces should be overlooked and designed to ensure that potential for anti-social behaviour is minimised through passive

surveillance. The open space should be visible from, and accessible to, the maximum number of dwellings/units within the proposed scheme. Inaccessible, hidden or otherwise backland open space, and narrow linear strips of open space will not be acceptable.

For public open space proposed roof gardens will not be acceptable. Fragmented open spaces within a development layout, which result specifically from the necessity to protect existing site features (for example a stand of mature trees) may not be included in the calculation of open space requirements, as they are necessary to ensure the protection of existing amenities.

Age friendly measures should also be incorporated into the design of public open space, such as the provision of suitable benches at appropriate intervals.

'Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities' provides detailed guidance on the provision of open space for new residential developments while the 'Retail Design Manual' (2012) provides guiding principles on how landscaping and open spaces can assist improved public realm and promote attractive retailing centres.

12.8.5.1 Design

The layout of public open space and its associated facilities/ infrastructure as delivered by the residential development – particularly in larger areas of open space - should be designed to meet a range of user needs, including both active and the passive recreation to maximise accessibility and should strive to incorporate universal design.

Users of public open space in the County should feel safe with adequate supervision, passive surveillance, boundary treatment and public lighting all contributing to an overall sense of security. Public Open Space should be expansive and suitably proportioned. Accordingly, blocks and buildings should overlook the public realm. Narrow tracts and corridors of open space, which are difficult to manage, will generally not be acceptable.

Public open spaces, within new development should be capable of providing opportunities for play e.g. playgrounds, small pitches, etc. Playgrounds on public open space should be carefully sited within residential areas to ensure they are both easily accessible and overlooked by dwellings, while not causing a nuisance to nearby residences.

In higher density residential schemes (in excess of 100 units per hectare), the quality of the open space becomes of paramount importance.

12.8.5.2 Accessibility, Permeability, Security and Privacy

Permeability and accessibility will be encouraged as part of an integrated approach to the provision of linked open spaces. Where pedestrian and cycleway opportunities are presented, substantial links between developments will be encouraged.

12.8.5.3 Communal Open Space – Quality

Communal amenity space within apartment and/or housing developments should be provided as a garden within the courtyard of a perimeter block or adjoining a linear apartment block. Designers must ensure that the heights and orientation of adjoining blocks permit adequate levels of sunlight to reach communal amenity space throughout the year in accordance with BRE 209 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice', (2011). The communal open space should be visible from, and accessible to, the maximum number of units within the proposed scheme. Inaccessible, hidden or otherwise back land communal open space, and narrow linear strips of communal open space will not be acceptable.

Playgrounds in communal open space areas should be carefully sited within residential areas to ensure they are both easily accessible and overlooked by dwellings, while not causing a nuisance to nearby residences.

The provision and proper future maintenance of well-designed communal amenity space will contribute to meeting the amenity needs of residents within the development. In particular, accessible, secure and usable outdoor space is a high priority for families with young children, and for less mobile older people.

12.8.5.4 Roof Gardens

Roof gardens are a valuable form of urban greening (see Section 3.4.4). Consideration of the use of roof gardens as communal open space shall be on a case by case basis and will not normally be acceptable on a site where there is scope to provide communal open space at grade, as roof gardens do not provide the same standard of amenity particularly to young children. Consideration must also be given to the overall design, layout, and location of the roof garden, including its height. For larger apartment schemes in excess of 50 units no more than 30% of the communal open space shall be provided by way of a roof garden.

While recognising that the primary form of communal open space should be provided at grade, where intensive green roofs are being provided in accordance with Section 12.8.6.3 and Appendix 7.2 there may be scope for their use as additional amenity areas in the form of roof gardens. In addition, there may be certain instances such as on smaller town centre infill schemes where there is only scope for a roof garden. Roof gardens will be considered subject to the following -

- Safety consideration including safe access by children.
- Wind and climate assessment.
- Daylight and sunlight assessment (on small town centre infill schemes, where all communal open space is provided by way of a roof garden, daylight and sunlight standards should be higher than minimum standards for more than 50% of the development).
- Maintenance issues.
- Provision of suitable landscaping plans which provide for a diverse range of plants which have year round interest, pollinator friendly and are suitably adapted to the rooftop conditions.
- Visual assessment.
- Proximity to vents.



Open Space, Stillorgan Park

12.8.6 Biodiversity and SuDS in both Public and Communal Open Space

12.8.6.1 Biodiversity

Open spaces, especially large ones, can provide for a range of natural habitats and can facilitate the preservation and enhancement of flora and fauna. All proposals should be pollinator friendly, that is providing sufficient year-round diverse flowering plants to address the decline of pollinators. They should generally accord with the planting and maintenance approach set out in the Pollinator Friendly Planting Code of the All-Ireland Pollinator Plan, which is inclusive of best practise in the use of pesticides, herbicides, fungicides, and growth regulators.

12.8.6.2 SuDS (Sustainable Drainage Systems)

SuDS measures, such as attenuation storage systems, including detention basins that come into regular operation after rainfall events, shall not normally be included in the calculation of open space provision. Where a SuDS scheme provides biodiversity and amenity value and is readily accessible for either use or enjoyment in most weather conditions, a proportion of the SuDS area could be incorporated as a component part of the communal or public open space provision.

This proportion will be decided by the Planning Authority on a case-by-case basis. The Council will also encourage the use of bioswales in roadside verges, and open spaces. Further to Section 3.4.4 Urban Greening, data on all surface cover types shall be submitted to the Planning Authority as part of the storm water audit process (see 7.1.5 Storm Water Audit Procedure Appendix 7: Sustainable Drainage Systems). The Council will consult as appropriate with Iarnrod Eireann in relation to any development where infiltration proposals will be in proximity to a railway cutting or tunnel.

12.8.6.3 Green Roofs /Blue roofs

The use of green roofs/blue roofs in accordance with the requirements of the Dún Laoghaire-Rathdown County Council's Green Roof Policy, (See Appendix 7.2) forms part of an integrated approach to the provision of green infrastructure. This approach takes particular account of the benefits in terms of SuDS provision, nature-based solutions, biodiversity benefits, urban greening, urban cooling, and the potential for additional amenity space, particularly in high density development contexts. The provision of green and blue roofs within any development, however, shall not normally form part of the overall minimum open space (public or communal) provision but should complement the required open space provided within the site.

Applications for developments with a roof area $\geq 300\text{sq.m.}$ shall provide Green Roofs in accordance with 'Dún Laoghaire – Rathdown County Council's Green Roof Policy' (2020).

Green or living roofs on smaller structures are also encouraged by the Council. These can function as smaller urban greening measures which as well as being a SUDS feature, are a useful wildlife habitat, can trap carbon and contribute to urban cooling. There is good potential for living roofs on bike and bin stores, bus shelters, detached habitable rooms and garages. Living roofs can be designed to incorporate a diverse range of pollinator friendly species which are drought tolerant and therefore do not require supplementary watering. Added features such as insect hotels and bird boxes can be incorporated into the design.

12.8.7 Private Amenity Space – Quality Standards

12.8.7.1 Separation Distances

A minimum standard of 22 metres separation between directly opposing rear first floor windows should usually be observed, for new developments. This normally results in a minimum rear garden depth of 11 metres. However, this required rear garden depth may be prior to any domestic rear extensions, which may require planning permission or be exempted development being carried out. Adequate separation distances, between directly opposing rear first floor windows, should be provided when extending existing dwellings at first floor level, to ensure the retention of adjoining residential amenity. For single storey dwellings, a reduction in the rear garden depth may be considered, subject to the protection of adjoining residential amenity.

However, where sufficient alternative private open space (e.g. to the side) is available, the required separation distance for new developments may be reduced, subject to the maintenance of privacy and protection of adjoining residential amenities.

In all instances, private open space should not be unduly overshadowed and where there is the potential for the proposed development to overshadow or overlook existing/future development adjoining the site, minimum separation distances to boundaries should be increased.

In an exceptionally well-designed scheme providing an otherwise very high-quality living environment and that is in close proximity to existing public open spaces, the above standards may be relaxed.

Any relaxing of standards will be assessed on a case-by-case basis and should not be seen as setting a precedent for future development.



12.8.7.2 Boundaries

In all cases, suitable boundary treatments both around the side and between proposed dwellings shall be provided. In this regard, boundary treatments located to the rear of dwellings should be capable of providing adequate privacy between properties.

Boundaries located to the front of dwellings should generally consist of softer, more open boundary treatments, such as low-level walls/railings and/or hedging/planted treatments.

Provision of 'defensible' space, e.g. a planting strip, to the front of dwellings should be provided to contribute towards a sense of security within the home. Bin storage and/or utility meter alone, should not form any proposed defensible space areas.

Details of all existing and proposed boundary treatments, including vehicular entrance details, should be submitted as part of any planning application. These shall include details in relation to proposed materials, finishes, and, in the case of planted boundaries, details in respect of species together with a planting schedule.

12.8.8 Financial Contributions in Lieu of Open Space

Where the required open space standards cannot be provided, the Developer should indicate what is required as per the requirements of the

County Development Plan (Section 12.8.), and what is to be provided to serve the development. Applicants should submit a clear schedule with public, private and communal open space requirements and proposals set out along with any short fall. Where the required open space cannot be achieved, the applicant shall provide a contribution in lieu of providing the full quantum of public open space. This shall apply to both residential (including Built to Rent) and non-residential/commercial developments. In some instances, this may relate to a more urban context, which allows the development to contribute to the urban realm and the liveability value of the development in the context of its location by way of a financial contribution. This will take the form of a contribution towards capital investment in improving the urban realm by creating and/or upgrading local parks and spaces and revenue costs for the maintenance of these spaces.

12.8.9 Play Facilities for Apartments and Residential Developments

In line with the 'Ready Steady Play! A National Play Policy', DCYA (2019) provision should be made to include suitable play opportunities for all ages of the child population within new residential developments. Design details relating to play areas shall be submitted as part of any relevant planning application to include a detailed specification of any playground to be provided and incorporate natural play, wherever possible.

Play Facilities should incorporate the Nature-based play philosophy and approach to play provision throughout the County (see Policy Objective OSR13: Play Facilities and Nature Based Play).

Parks and Landscape will review and update the existing 2003 DLR Play Policy during the lifetime of the 2022 – 2028 County Development Plan. The new DLR Play Strategy will incorporate the Nature-based Play philosophy and approach.

The Council will endeavour to ensure that all play facilities will be accessible and provide inclusivity. The Council will have regard to changing demographics in how and where it provides for play. Multiple Use Games Areas (MUGA) incorporating, for example basketball and 5-a-side facilities will be considered in any calculation of the ‘Equipped Play Space’ standards.

In terms of play facilities for children regard shall be had to the ‘Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, 2020’, (or any superseding document), which request consideration of the recreational needs of children in the design of apartment schemes. Safety of children needs to be taken into consideration and protected throughout the entire site, particularly in terms of safe access to larger communal play spaces.

Children’s play needs around the apartment building should include:

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

The perimeter block with a central communal open space is particularly appropriate for children’s play, especially if access from the street is controlled. The landscape design and orientation of play areas can contribute significantly to their amenity value. However, the noise from courtyard play areas can diminish residential amenity, particularly in smaller schemes, and this should be designed appropriately.

12.8.10 Amenity Space in Build-to-Rent

In Built to Rent schemes, flexibility may apply in relation to the provision of a proportion of the

private amenity space associated with individual units, and in relation to the provision of all of the communal amenity space, on the basis of the provision of alternative, compensatory communal support facilities and amenities within the development. This, however, shall be at the discretion of the Planning Authority, and shall be assessed on a case by case basis. The obligation will be on the project proposer to demonstrate the overall quality of the facilities provided and to ensure residents enjoy an enhanced overall standard of amenity (consistent with SPPR8 of Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, 2020’).

Having regard to any residential support structures proposed, where the communal amenity space associated with the Build-to-Rent scheme is still considered substandard, the Council may require a contribution in lieu, to be paid, by the Developer, to enhance and improve the public realm specific to the Build to Rent scheme.

12.8.11 Existing Trees and Hedgerows

New developments shall be designed to incorporate, as far as practicable, the amenities offered by existing trees and hedgerows. New developments shall, also have regard to objectives to protect and preserve trees and woodlands (as identified on the County Development Plan Maps). The tree symbols on the maps may represent an individual tree or a cluster of trees and are not an absolute commitment to preservation. Decisions on preservation are made subject to full Arboricultural Assessment and having regard to other objectives of the Plan.

Arboricultural Assessments carried out by an independent, qualified Arborist shall be submitted as part of planning applications for sites that contain trees or other significant vegetation. The assessment shall contain a tree survey, implications assessment and method statement. The assessment of the site in question will inform the proposed layout, in relation to the retention of the maximum number of significant and good quality trees and hedgerows. Tree and hedgerow protection shall be carried out in accordance with BS 5837 (2012) ‘Trees in Relation to Design, Demolition and Construction – Recommendations’, or any subsequent document. All requirements for Arboricultural Assessment should be determined at pre-planning stage.

The retention of existing planted site boundaries will be encouraged within new developments, particularly where it is considered that the existing boundary adds positively to the character/visual amenity of the area. New developments should have regard to the location of new buildings/

extensions relative to planted boundaries. Prior to construction, the applicant shall provide details of adequate measures on site to protect all planting/trees to be retained and this protection shall be maintained throughout the development during the construction period.

An ecological assessment of existing hedgerows shall be required where new developments potentially impact on their ecological importance. This should be carried out by a suitably qualified ecologist, and submitted at pre-planning stage, to

inform the design and accompany the planning application. In addition, the approach set out in the 'How to Guide Hedgerows for Pollinators' should be followed, as appropriate.

Where it proves necessary to remove trees to facilitate development, the Council will require the commensurate planting or replacement trees and other plant material. This will be implemented by way of condition. A financial bond may be required to ensure protection of existing trees and hedgerows during and post construction.



Forestry

12.9 Environmental Infrastructure

12.9.1 Air Pollution

In considering applications for planning permission the Planning Authority will have regard to the 'Local Government (Planning and Development) General Policy Directive' (1988), (as may be amended from time to time) issued by the Minister for the E to air quality standards nationally, and to the 'Air Quality Management Plan for the Dublin Region' (Refer also to Section 10.4).

12.9.2 Noise Pollution and Noise Nuisance

The Planning Authority will have regard to the 'Dublin Agglomeration Environmental Noise Action Plan 2018-2023', when assessing planning applications along major road and rail transport corridors – the objective being to reduce noise from new sources and to identify and protect and create areas of low sound levels.

Residential development should be set back from roads/rail lines such that amenities of residents are not unduly impacted upon by reason of noise. To address potential noise issues at post development stage, mitigation measures should be undertaken, where appropriate, between the residential development and road/rail line. At design stage consideration should be given to the location of bedrooms so as to ensure the least possible impact from noise sources. Similar mitigation measures may also be required when dealing with commercial development in close proximity to residential areas where there may be noise generated from the completed development – such developments will be assessed on a case by case basis.

Noise nuisance is defined in Section 108 of the EPA Act 1992 as "Any noise which is so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give reasonable cause for annoyance to a person in any premises in the neighbourhood".

The Planning Authority will use the Development Management process for larger developments or developments close to residential developments:

- To attach planning conditions on relevant permissions granted to reduce or prevent the development from causing any noise or vibration that might give reasonable cause for annoyance to persons in any premises in the neighbourhood, as per Section 34(4)(c) of the Planning Act.
- To require developers to produce a Sound Impact Assessment and Mitigation Plan where a noise-generating use is proposed and specialist input is deemed necessary, for any new development that the Planning Authority considers will impact negatively on pre-existing environmental sound levels.
- To require developers to produce an Acoustic Design Assessment (informed by guidance such as is set out in 'ProPG Planning and Noise', 2018, as referenced in the 'Dublin Agglomeration Noise Action Plan 2018 – 2023'), where a noise-sensitive use is proposed in an area that may have high pre-existing environmental sound levels.
- To ensure that future developments are designed and constructed in such a way as to minimise noise disturbances and prevent noise nuisance.
- Placing acoustic barriers between the noise source and residential units.
- Locating bedrooms as far away from noise sources as possible without compromising passive design principles.
- Locating windows away from noise sources if possible.
- Avoid hard exterior surfaces such as concrete paving that reflect sound rather than absorbing it.
- Locating noise sources away from property boundaries and noise sensitive areas.
- To incorporate 'Shared Spaces' / 'Home Zones' / or 'Streets for People' in new developments, which recognize that residential streets have multi- function uses for pedestrians, cyclists and vehicles - in that priority order.
- To interposing less-sensitive uses between noise sources and sensitive uses.

Where noise barriers are provided at the boundaries of large developments, access routes must be provided to allow for the ongoing maintenance of the barriers.

12.9.3 Noise, Odour and Vibration Generating Uses

In considering applications for development where the proposed use may cause noise, vibrations and air emissions (for example, gyms, public houses, leisure facilities, restaurants and retail) applicants will be required to demonstrate that consideration has been given to the ventilation strategy for buildings at the design stage, to prevent noise, to minimise the causing of any noise or vibration that might give reasonable cause for annoyance to persons in any premises in the neighbourhood, as per Section 34(4)(c) of the Planning Act, and air emissions that may cause nuisance from equipment and ducting. The design of buildings and services should consider and incorporate acoustic attenuation and mitigation as required, to ensure that the operational phase of the development does

not generate unacceptable noise levels or odour nuisance within the receiving environment.

Evidence of same by way of a noise assessment and/or any mitigation measures should be provided in any planning application. Assessments and mitigation measures should meet the requirements of the Environmental Health Officer and will be designed to prevent a Noise Nuisance. All sound measurement should be carried out in accordance with ISO Recommendation 1996:2008: Acoustics - Description and Measurement of Environmental Noise, or any subsequent superseding standards.

In terms of the visual impact of positioning plant associated with mechanical extract ventilation/ ducting on the exterior of a building, such plant shall be detailed, as relevant, in the planning application, including any screening proposals.

12.9.4 Construction Management Plans

Construction Management Plans (CMP) for developments generating construction activity - containing measures to mitigate against the effects of the construction - shall accompany planning applications for development of 3 residential units or more and for all other developments measuring more than 500 sq.m. gross floor area. The requirement to submit a CMP is very much dependent on the location, scale, nature, and characteristics of the proposed development. Consequently, the stated thresholds above may be increased or relaxed at the discretion of the Planning Authority during pre-planning stage discussions.

The CMP will address issues such as traffic management, hours of working, delivery times, prevention of noise and dust, reinstatement of roadway lining and signing, repair of damage to footways and grass verges and the accommodation of worker parking within the development curtilage. Hours of construction and deliveries should normally be in accordance with the guidance set out in Section 12.9.5 below. Refer to Section 12.9.6 below for more detailed requirements of the CMP. Construction in the vicinity of the Luas needs to appropriately take the light rail infrastructure into consideration. In this regard construction management should be guided by the TII's 'Light Rail Environment – Technical Guidelines for Development PE-PDV-00001', December 2020 and any subsequent updates of same.

12.9.5 Hours of Construction

In the absence of a Construction Management Plan approved by the Planning Authority hours of

construction shall be as follows:

- Site development and building works shall be restricted to 7.00am to 7.00pm Monday to Friday and 8.00am to 2.00pm Saturdays. Deviations from these times will only be allowed in exceptional circumstances. No works shall take place on site on Sundays or Bank Holidays.
- There shall be no access onto the site before 7am or after 7pm in the absence of an approved deviation.
- In certain instances, in order to address site specific issues of impact on residential or other sensitive amenity a later start time and/or different hours may be conditioned.

12.9.6 New Development/Change of Use - Environmental Impacts

The Development Management Thresholds Information Document 2022 - 2028 (Appendix 3), a tool to assist in the preparation of Planning Applications, identifies thresholds for both residential and commercial development and outlines the package of environmental information that will be required at application stage.¹

Applications for developments with a site area measuring 0.5ha, or greater and above 50+ residential units shall include a Stormwater Audit in accordance with the Council's Stormwater Management Policy. (See Appendix 7.1 Stormwater Management Policy)

Applications for developments of 10+ residential units or <500sq.m. commercial shall include:

- A Construction Management Plan that includes the following elements (which can be standalone documents):
 - i. A Construction Waste Management Plan.
 - ii. A Construction Environmental Management Plan.
 - iii. A Construction Traffic Management Plan.
- An Operational Waste Management Plan.

The formulation of the above plans shall take account of the following:

- i. DLR Guidance Notes for Environmental Management of Construction Projects.
- ii. DLR Guidance Notes for Waste Management in Residential and Commercial Developments (see relevant excerpt in Appendix 6).

¹ While construction management plans may be submitted at application stage the final Construction Management Plan is usually agreed by way of compliance condition as details such as location of compounds, construction traffic flow etc. are only finalised upon appointment of a contractor.

Sustainable Drainage Measures

Applications for developments of 20+ residential units or ≥ 500 sq.m. commercial shall (in addition to the above):

- Submit, prior to commencement of development, details of a Sediment and Water Pollution Control Plan in relation to the construction phase of such developments.
- Implement an appropriate rodent/pest control plan.

Applications for developments of 50+ residential units or ≥ 1000 sq.m. commercial shall (in addition to the above):

- Incorporate where appropriate land for the development of local 'Bring Centres' for recyclable materials, accessible to the general public. The location of "bring centres" shall have regard to the impact on surrounding residential areas.
- Include an assessment of the impacts of climate change on their development and make provision for these impacts - particularly relating to drainage design, waste management, and energy use.
- Be designed and constructed in accordance with the provisions of the Greater Dublin Strategic Drainage Study policy document titled 'New Development'.

All developments shall incorporate:

- Designs and layouts for basements and underground car parks that do not result in any potential for them to flood from within or

without with particular emphasis on venting arrangements and access ramps.

- Sustainable Drainage Systems (SuDS) that balances the impact of urban drainage through the achievement of control of run-off quantity and quality and enhances amenity and habitat. The requirements of the UK's Construction Industry Research and Information Association (CIRIA) 'SuDS Manual', shall be followed unless specifically exempted by the Planning Authority.
- Waste storage facilities that are suitably located and designed and shall meet accessibility requirements in accordance with Part M of the Building Regulations and the provisions of Appendix 6 Waste Storage Facilities.

The Planning Authority will:

- Not permit culverting of streams unless considered absolutely necessary by the Council's Water Services Section.
- Encourage the opening up of existing culverts where practicable (in accordance with the recommendations of the GDSDS).
- Require in developments adjacent to watercourses, that any structure be set back a minimum distance of 10 metres from the top of the bank to allow access for channel cleaning and maintenance, unless otherwise agreed with the Planning Authority.
- Only permit development when satisfied that new and existing developments are not exposed to increased risk of flooding and that any loss of flood storage is compensated for elsewhere in the catchment. Where required, a site-specific

Flood Risk Assessment and Management Plan, shall be prepared for the site. This shall be carried out by appropriately qualified engineers with significant experience in flood modelling and mapping.

- When considering planning applications which include significant hard surfacing, attach conditions which seek to minimise and limit the extent of hard surfacing and paving as well as requiring the use of sustainable drainage techniques, including in particular permeable paving or surfaces such as gravel or slate chippings. The aim generally being to reduce run-off rates and flow volumes from parking areas as well as access roads. For all developments where existing grass or planted areas are being removed to install hard surfacing (for parking or other uses), compensatory soft surfacing shall be provided, or a reinforced grass area used instead of a hard surface.
- Ensure that the ongoing development of the County is undertaken in such a way in order not to compromise the quality of surface water (and associated habitats and species) and groundwater. Developments shall not give rise to the pollution of ground or surface waters both during construction and subsequent operation. This shall be achieved through the adherence to best practice in the design, installation, and management of systems for the interception, collection and appropriate disposal or treatment of all surface water and effluents.
- Where brownfield redevelopment is proposed, require adequate and appropriate investigations to be carried out into the nature and extent of any soil and groundwater contamination and

the risks associated with site development work.

12.9.7 Waste Management Infrastructure facilities and refuse transfer stations

In considering planning applications for privately operated Waste Management Infrastructure facilities and refuse transfer stations the Council will have regard to the provisions of the appropriate European Council Directives together with appropriate national legislation, regulations and guidance documents in respect of disposal of waste and disposal of toxic and dangerous waste. The Irish Aviation Authority will be consulted regarding potential interference to aviation through bird hazard in relation to such facilities. Where permission is granted, stringent conditions will be imposed in the interest of health, safety, and preservation of amenities.

The provision of Waste Management Infrastructure facilities shall adhere to the Waste Regional Offices 'Waste Management Infrastructure Siting Guidelines'.

Waste Management Infrastructure facilities and refuse transfer stations will only be permitted where it does not materially detract from the relevant Land Use Zoning Objective and is at a scale appropriate to its surrounding environment and adjoining amenities.

12.9.8 Telecommunications

In the consideration of proposals for telecommunications antennae and support structures, applicants will be required to demonstrate:



- Compliance with the Planning Guidelines for ‘Telecommunications Antennae and Support Structures’ (1996), and Circular Letter PL 08/12 issued by the Department of the Environment and Local Government (as may be amended from time to time), and to other publications and material as may be relevant in the circumstances.
- On a map the location of all existing telecommunications structures within a 1km radius of the proposed site, stating reasons why (if not proposed) it is not feasible to share existing facilities having regard to the ‘Code of Practice on Sharing of Radio Sites’, issued by the Commission for Communications Regulation.
- To what degree the proposal will impact on the amenities of occupiers of nearby properties, or the amenities of the area - e.g. visual impacts of masts and associated equipment cabinets, security fencing treatment etc. – and the potential for mitigating visual impacts including low and mid – level landscape screening, tree-type masts being provided where appropriate, colouring, or painting of masts and antennae, and considered access arrangements.
- Any impacts on rights-of-way and walking routes.
- That the proposal shall not have a significant negative visual impact.

12.9.9 Development and Overhead Power Lines

In relation to high voltage overhead electricity lines, development proposals within the distances specified below should contact the ESB in advance of completing or finalising designs etc. (i.e. prior to pre planning stage), so as to ensure that the relevant clearances are maintained from any High Voltage Overhead Electricity (HV OHL) Infrastructure.

- For buildings in proximity to a 110kv overhead line, 23 metres either side of the centre line of a pylon.
- For buildings in proximity to a 220kv overhead line, 30 metres either side of the centre line or around a pylon.
- For buildings in proximity to a 400KV line, distance of 35 metres either side of the centre line or around a pylon.

For buildings in proximity to a 10kv or a 38kv overhead line, no specific distance is specified. However, a site specific clearance may be required.

Clearances are Site and Transmission Line Span Specific. Clearance are sperate to construction safety clearances to be adhered to and maintained from the Overhead Line (OHL), which are specified

in the ESB publication, ‘Code of Practice for avoiding danger from overhead electricity lines’ https://www.hsa.ie/eng/publications_and_forms/publications/codes_of_practice/code_of_practice_for_avoiding_danger_from_overhead_electricity_lines.html.

12.9.10 Public lighting

12.9.10.1 Light Pollution

Lighting columns and other fixtures can have a significant effect on the appearance of buildings and the environment and where proposals for new lighting require planning permission, the Planning Authority will ensure that they are carefully and sensitively designed. Lighting fixtures should provide only the amount of light necessary for the task in hand and shield the light given out in order to avoid creating glare or emitting light above a horizontal plane. (Refer also to Section 8.2.4.4 and Section 5.1.3.2) For further guidance refer to the Institution of Lighting Professions (ILP) ‘Guidance Notes for the Reduction of Obtrusive Light’.

12.9.10.2 Street Lighting

The lighting of roads and public amenity areas shall be provided in accordance with the requirements of Public Lighting Standards BS5489-1 EN 13201:2015, and further updates.

In general, for security and road safety reasons, street lighting may be provided for car and cycle parking areas, new access roads and along cycle/ pedestrian routes within new developments, all as per the Council requirements. Details of the column height and spacing, and lantern type, lighting class and lux levels and energy efficiencies shall be provided. Low pedestrian lighting bollards (1 metre to 2 metre height), under rail lighting and low-level wall mounted lighting (below 4m) are not recommended along pedestrian routes on electrical safety and maintenance grounds. Where new junctions are created as a result of new developments, additional lighting poles may be required on the public roads opposite the junction. In such cases an assessment of the adequacy of the street lighting should be undertaken with details of light intensity/ lux levels provided.

Street Lighting shall also be considered having regard to any signage, associated lighting or any other structure along roads running parallel to or buildings alongside the railways. In this regard reference, to and requirements of TII’s ‘Code of engineering practice for works on, near, or adjacent the Luas light rail system’ and TII’s Light Rail Environment - Technical Guidelines for Development PE-PDV-00001 December 2020 (or any superseding document) should be made.

12.10 Drainage, Flood Risk and Coastal Erosion

All planning applications submitted shall clearly show existing and proposed water supply arrangements and surface and wastewater drainage proposals having due regard to SuDS (Refer also to Section 10.2.2.6).

12.10.1 Flood Risk Management

Applications shall adhere to the policies and objectives set out in Appendix 15 Strategic Flood Risk Assessment and Section 10.7 Flood Risk while having regard to ‘the ‘Planning System and Flood Risk Management’ Guidelines for Planning Authorities’ DEHLG (2009) and DECLG Circular PL2/2014.

The Flood Zone maps accompanying this Plan and Appendix 15 should be consulted at pre-planning stage and/or prior to lodgement of planning applications.

12.10.2 Coastal Issues - Erosion/ Flooding/ Recreation

12.10.2.1 Erosion and Flooding

The Planning Authority will refer to the Coastal Defence Strategy or any review in the assessment of planning applications in the areas identified within

the strategy as being at risk from erosion and/or coastal flooding.

Where possible, the landward migration of coastal features, such as cliffs and marshes, shall be facilitated as these features form an integral part of the coastal system – both physically and ecologically – and provide protection against wave energy through dissipation.

12.10.2.2 Water Sports and Development

The Planning Authority will normally only permit proposals for development associated with water sports where all the following criteria are satisfied:

- Proposed facilities are fully compatible with any existing use of water, including non-recreational use.
- Will not result in damage to sites of nature conservation importance or features of archaeological and built heritage.
- Can be satisfactorily integrated into its seascape, landscape or townscape surroundings.
- Will not have an unacceptable impact on visual amenity especially in Areas of Special Amenity,



*Search by Ciarán Taylor & Carpet Theatre, Culture Night 2019
Photo: Peter Cavanagh*

or other locally important scenic areas.

- Will not result in over intensification of use leading to pollution, excessive noise and nuisance.
- Will not unduly restrict access to the water.
- Development complies with the Habitats Directive.

See also Policy Objective GIB7: National Marine Planning Framework (NMPPF).

12.10.3 Waste Water Treatment Systems

12.10.3.1 Single dwelling domestic wastewater treatment systems

Consideration of single dwelling domestic wastewater treatment systems in those areas not served by a public foul sewerage system will be subject to full compliance with the EPA Code of Practice Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (March 2021), as may be amended or updated.

A site suitability assessment shall be undertaken in accordance with the EPA Code of Practice Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (March 2021), for new systems or upgrades of a system on an existing house.

In addition, for new development(s) located in areas of “high” to “extreme” groundwater vulnerability (this includes areas in Rathmichael, Kiltiernan and Glencullen and may include other areas in the County) and where the provision of a single wastewater density of Domestic Wastewater Treatment Systems (DWWTS) results in a density of higher than 6 per hectare further assessment is required including:

- The potential impact of the proposed system should be further assessed to show that the accumulative loading would not have a negative impact on groundwater quality, particularly with respect to E. coli and nitrate.
- In such cases, more detailed hydrogeological investigations should be carried out by a competent and experienced hydrogeologist to demonstrate that the site is suitable for a DWWTS.
- Particular attention should also be paid to the potential impact that the proposed DWWTSs may have on watercourses, drains/ditches, ponds/lakes and foreshore, depending on the location of the site.
- In larger scale residential developments within areas of “high” to “extreme” groundwater vulnerability, the hydrogeological assessment should be conservative and take into consideration the potential impact that the overall proposed development may have on

groundwater and surface water.

- For clarity in determining the 6 per hectare density, only the areas within the immediate site boundaries of dwellings in close proximity to prospective sites shall be calculable.

12.10.3.2 Non-domestic wastewater treatment systems

Consideration of non-domestic wastewater treatment systems in those areas not served by a public foul sewerage system will be subject to full compliance with EPA Wastewater Treatment Manuals (‘Treatment Systems for Small Communities, Business, Leisure Centres and Hotels’).

In areas of high to extreme groundwater vulnerability (this includes areas in Rathmichael, Kiltiernan and Glencullen and may include other areas in the County), further hydrogeological assessment shall be undertaken by a competent and experienced hydrogeologist, which assessment should demonstrate to the satisfaction of Dún Laoghaire-Rathdown County Council that the proposed treatment system serving the proposed development will not have any detrimental effect on surface water or groundwater quality.

- Should the proposed discharge be greater than 5m³/d, a discharge licence to groundwater will be required and a successful assimilative capacity assessment will have to be undertaken in line with the EPA (2011) “Guidance on the Authorisation of Discharges to Groundwater”. The tier of assessment (i.e. 2 or 3) required will be dependent on the potential risk of impact and the proposed daily discharge.
- Should a discharge to surface water be considered or should surface water be considered as a receptor at risk, the assimilative capacity should follow the technical rules established in the “Guidance, Procedures and Training on the Licensing of Discharges to Surface Waters” (Water Services National Training Group, 2011”).

Information on Groundwater data mapping and Groundwater protection responses are available on the GSI website (<https://www.gsi.ie>) and Appendix E of the EPA Code of Practice Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (March 2021) and should be used as a resource tool.

Wastewater treatment systems shall be located entirely within the site boundary.

The Council will liaise with Irish Water to ensure compliance with existing licenses, the Urban Waste water Directive and the EU Habitats Directive.



Marlay House

12.11 Heritage

12.11.1 Archaeological Heritage

All development proposals that may (due to their location, size, or nature) have implications for archaeological heritage shall be accompanied by an Archaeological Impact Assessment and Method Statement. This assessment will require the applicant to:

- Clarify the significance of the site - in accordance with Section 3.6 of the Government's 'Framework and Principles for the Protection of the Archaeological Heritage'.
- Define the buffer area or area contiguous with the monument which will preserve the setting and visual amenity of the site.
- Address measures that will be taken to protect the significance of the site.
- Identify the likely impact of the proposed development on any archaeological fabric and suggested mitigation measures to address these impacts.
- Pre-development archaeological testing, surveying, monitoring and recording, where appropriate, shall be carried out and submitted by a qualified archaeologist. In addition to the Government's 'Frameworks and Principles for the Protection of the Archaeological Heritage', regard should be had to the Heritage Council's guidance document 'Archaeology and Development: Guidelines for Good Practice for Developers', (2000).
- If a monument included in the Record of Monuments and Places (RMP) lies within the open space requirement of any development, a Conservation Plan for that monument may be requested as part of the overall Landscape Plan for that proposed open space.

All planning applications and other development proposals which are in, or might affect, sites and features of historical and archaeological interest, shall be referred to the Minister through the Department of Arts, Heritage and the Gaeltacht and to the Heritage Council. In considering such planning applications, the Planning Authority will have regard to the views and recommendations of the National Monuments Service, Department of Arts, Heritage and the Gaeltacht and other interested bodies.

12.11.2 Architectural Heritage - Protected Structures

The inclusion of a structure in the Record of Protected Structures does not prevent a change of use of the structure, and/or development of, and/or extension to, provided that the impact of any proposed development does not negatively affect the character of the Protected Structure and its setting (Refer also to Section 11.4.1).

Any works which materially affect the character of a Protected Structure requires planning permission.

Owners and occupiers proposing to carry out any works to a Protected Structure can seek a declaration under the provisions of Section 57 of the Planning and Development Act, 2000, as amended. Section 57 declaration sets out the type of works which would or would not materially affect the character of the structure or any element of the structure which contributes to its special interest.

All development proposals potentially impacting on Protected Structures shall have regard to the Department of the Arts, Heritage and the Gaeltacht 'Architectural Heritage Protection Guidelines for

Planning Authorities' (2011).

The refurbishment, re-use and, where appropriate, redevelopment of Protected Structures, and their setting, shall not adversely affect the character and special interest of the building.

International guidance on the protection of places of cultural heritage significance is provided by ICOMOS (International Council on Monuments and Sites). ICOMOS Charters set a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance, including owners, managers, and custodians. The ICOMOS Burra Charter 2013, also provides guidance on new works and changes to places of cultural significance, all guidance herein has regard to this charter.

All planning applications for works to a Protected Structure must include an Architectural Heritage Impact Assessment in accordance with Appendix B of the DAHG 'Architectural Heritage Protection Guidelines for Planning Authorities', to assist in the assessment of proposals. This report should be prepared by an accredited conservation architect or equivalent (a list of suitably qualified professionals is available on the Irish Georgian Society and RIAI websites). The report should:

- Outline the significance of the building(s).
- Include a detailed survey of the building identifying all surviving original/early features and associated photographic survey.
- Include a method statement and specification of works.
- Details of proposed works should be clearly identified on the accompanying survey drawings by way of colour coding and/or annotated notes to distinguish clearly between the existing structure and the proposed work.

The detail required to be submitted will be dependent on the significance of the building and the nature and extent of works proposed. It may be of benefit to discuss specific requirements, with the Conservation Officer, at pre-planning stage.

12.11.2.1 Works to a Protected Structure

In assessing works (inclusive of extensions/ alterations/ change of use etc.) to a Protected Structure, the Planning Authority will seek to ensure that:

- Alterations and interventions to Protected Structures shall be executed to the highest conservation standards and shall not detract from their significance or value. Interventions should be kept to a minimum and all new work should relate sensitively to the fabric, scale, proportions, and design of the Protected Structure. Works should follow a cautious

approach of changing as much as necessary but as little as possible.

- Original features of architectural and historic interest will be retained. Lost features where evidence exists should be reinstated.
- The legibility of the original plan form should be retained and not compromised by any unsympathetic works. Where the original plan form has been lost or heavily modified, it should be reinstated, where possible.
- New work should be readily identifiable as such, and must respect, and have minimal impact on the architectural character and interest of the Protected Structure.
- New additions/extensions should respect the significance of the building/structure, through consideration of its siting, bulk, form, scale, character, colour, textures and material. Imitation/replications should generally be avoided.
- Works should consider the evolution of the structure and later phases of work, which may also contribute to its special character. Evidence of additions, alterations, and earlier treatments to the fabric of the Protected Structure are traces of its history and use(s), which may be part of the building's historical significance.
- Works to the interior shall be sensitive to the original fabric including the hierarchy of spaces, materials and fixtures and fittings. Where bathrooms, en-suites and kitchens are proposed to be introduced/relocated within the Protected Structure, they should avoid principal rooms and not impact on the spatial character and volume of the room.
- All works should be carried out to the highest possible standard, under supervision of a qualified professional with specialised conservation expertise. On-site operatives/ contractors should have experience dealing with historic buildings.
- Appropriately scaled extensions should complement, and be subsidiary to, the main structure be positioned generally to the rear elevation or less prominent elevation. Full width extensions will not normally be permitted, particularly where the composition and form of the elevation is negatively impacted upon.
- Good conservation practice recommends that extensions should be legible i.e. clearly distinguishable from the original so as not to confuse the historical record, be to a high standard of design, and using material that both respect and are complementary to the existing building.
- Demolition, partial demolition, or significant removal of structural fabric of rear returns is not generally acceptable. Where a rear return forms part of a unified terrace and/or contributes to its architectural character, any

works that will disrupt or distort the uniformity should be avoided.

- The use of traditional and compatible materials will be used for any repairs to ensure the historic fabric is not negatively impacted by any proposed works.
- External fittings (such as meter boxes, ventilation grilles, security cameras, burglar alarms, cables) should be sited to minimise their visual impact and should not be affixed to the principal elevation. Where this is unavoidable, fixtures and associated fittings should utilise any vertical or horizontal lines, i.e. channelling the wires along rainwater goods and mouldings.
- All planning applications will be referred to the Department of the Arts, Heritage and the Gaeltacht and the prescribed bodies. The Planning Authority will have regard to the advice and recommendations received from the prescribed bodies, both in respect of whether or not to grant planning permission and in respect of the conditions to which permission, if granted, should be subject.
- The special interest of the structure is not compromised when meeting the requirements of Building Regulations. Those that are particularly relevant to works in relation to historic buildings are Part B 'Fire Safety' and Part M 'Access and Use'. Applications for works to meet the requirements of the Building Regulations shall be guided by the principles of minimum intervention to the historic fabric.
- In considering proposals to meet Part M regard should be had to the Department of Art, Heritage, and the Gaeltacht advice series 'Access: Improving the Accessibility of Historic Buildings and Places', (2011).

12.11.2.2 Change of Use of a Protected Structure

In most instances the original use for which a structure was built will be the most appropriate. However, in certain cases a change of use may be considered appropriate and may help to safeguard the Protected Structure status of a building.

In assessing a proposed change of usage, or the reuse of a redundant building, regard should be had to the compatibility of such use, in terms of its impact on the character, and special interest of the structure. All proposed changes of use must comply with the zoning objectives for the site.

Any interventions that are necessitated by such works, should seek to cause minimum interference with the floor plan, and fabric of the building when complying with relevant Building Regulations. Matters such as, fire protection, sound proofing, servicing and access will require detailed consideration at initial design stage.

12.11.2.3 Development within the Grounds of a Protected Structure

Any proposed development within the curtilage, attendant grounds, or in close proximity to a Protected Structure, has the potential to adversely affect its setting and amenity. The overall guiding principle will be an insistence on high quality in both materials, and design, which both respects and complement the Protected Structure, and its setting.

Any development must be consistent with conservation policies and the proper planning and sustainable development of the area. Considering recent changes to National Policy, (including the



Sandyford House and new dwelling adjacent to the Protected Structure

20128 DHPLG, 'Urban Development and Building Heights Guidelines for Planning Authorities', a balance must be struck between allowing compact development, while protecting the Architectural heritage and historic building stock within the County.

The Historic Environment and Architectural Heritage are addressed in the following Sections:

- Section 2.8, states, "*Historic environments can be sensitive to large scale and tall buildings. In that context, Planning Authorities must determine if increased height buildings are an appropriate typology or not in particular settings*".
- Section 2.10, states, "*Notwithstanding the above, the provisions contained within Part (IV) Planning and Development Acts 2000, as amended, regarding architectural heritage and associated character/setting remain in place. Planning Authorities are the primary consent authority in establishing if proposals align with best practice in this area and which design standards are to be used in certain circumstances. Planning Authorities can reference Architectural Heritage Protection – Guidelines for Planning Authorities (DEHLG) and Shaping the Future – Case Studies in Adaptation and Reuse in Historic Urban Environments (DAHG) 2012*".

The role of the Planning Authority is to have regard to National Policy, however, this must be done in tandem with other guidance and Policy, such as protection of the built heritage, which is enshrined in Part IV of the Planning and Development Act, 2000, as amended, and the Ministerial Guidelines that were issued to complement the Act in the form of the Department of Culture, Heritage and the Gaeltacht's, 'Architectural Heritage Protection Guidelines for Planning Authorities', 2011.

Any proposal for development within the grounds of a Protected Structure will be assessed in terms of the following:

- The proximity and potential impact in terms of scale, height, massing and alignment on the Protected Structure, impact on existing features and important landscape elements including trees, hedgerows, and boundary treatments. Any development should be sensitive of the relationship between the principal residence and its adjoining lands and should not sever this.
- Where a Protected Structure is part of a larger development then the phasing of the works needs to ensure that those relating to the Protected Structure take place early on, preferably first, or in tandem (as agreed by the Planning Authority), so that the conservation,

and use of the Protected Structure is secured at the start of the project.

- Development proposals within historic landscapes and gardens shall include an appraisal of the existing landscape character to include identification and description of the structures, features, planting, and boundaries. This appraisal should be undertaken prior to the initial design of any development, as it will provide an understanding of the essential character of the site and help to inform the appropriate location for any development.
- Have regard to the development management criteria as set out in Chapter 3 of the Department of Housing, Planning and Local Government, (DHPLG), 'Urban Development and Building Height Guidelines'; and shall indicate how the proposed development responds to its overall natural and built environment, and make a positive contribution to the urban neighbourhood and streetscape; ensure the proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials/building fabric well considered; ensure the proposal positively contributes to the mix of uses, and/or building/dwelling typologies available in the neighbourhood.
- The retention of an appropriate setting for the Protected Structure to ensure the relationship between the building, associated structures, amenity value, and/or landscape features remain unaffected by the development.
- Impact of associated works including street furniture, car parking, hard landscaping finishes, lighting, and services. These should be designed using appropriate mitigation measures, such as careful choice of palette of materials, and finishes, and use of screen planting.

All planning applications for development in proximity to a Protected Structure must be accompanied by a design statement, with supporting illustrative material, demonstrating how it has been developed having regard to the built heritage, topography, and landscape character of the site. An accredited conservation architect or equivalent should be engaged at the outset of the design process to assist in determining the appropriate siting of the development in order to minimise the impact on the Protected Structure. It may be of benefit to discuss specific requirements, at pre-planning stage.

12.11.3 Architectural Conservation Areas (ACAs)

The guiding principle of ACAs is to protect the special external expression of the buildings and the unique qualities of the area to ensure future development is carried out in a manner sympathetic

to its distinctive character.

The objective of each ACA is to:

- Identify the special character of the area.
- Set out conservation and planning policies which protect its special character and guide future development.
- Inform owners/occupiers and developers of the type of work(s) that would require planning permission.

The boundary of each ACA is delineated and accompanied by a detailed description of the architectural character and special interest with policies and objectives to assist in the preservation and management of the area. These can be viewed online at <https://www.dlrcoco.ie/en/conservation/architectural-conservation-areas>.

Owners, occupiers or developers proposing to carry out works within an ACA should be aware that the normal exemptions from seeking planning permission will no longer apply if the Planning Authority considers the works will materially affect the character of the ACA.

In order to preserve and enhance the character of ACAs the Planning Authority seeks to:

- Retain original features including windows, doors, roof coverings, boundary treatments (such as stone walls, hedges, and railing) and other features of interest that contribute to the streetscape character.
- Encourage the reinstatement of lost architectural features and boundary treatments detailing (where there is physical or documentary evidence) to buildings of interest and townscape value.
- Retain any surviving kerbing/paving and items of street furniture that contributes to the character of the ACA in line with HER16, Section 11.4.2.4.

12.11.4 New Development within an ACA

A sensitive design approach is required for any development proposals in order to respect the established character and urban morphology. Where development is appropriate, the Planning Authority are supportive of contemporary design that is complementary and sympathetic to the surrounding context and scale.

All planning applications for development within an ACA shall have regard to the following criteria:

- All developments within an ACA should be site specific and take account of their context without imitating earlier styles. New developments should be to a high standard of design and should have a positive contribution to the character of the ACA.

- Demolition of structures that contribute to the streetscape character will not normally be permitted. Where demolition is proposed a key consideration is the quality of any replacement structure and whether it enhances/contributes to the ACA.
- Where proposals include modifications and/or alterations, extensions, or roof alterations affecting structures within an ACA, these should be sensitively designed and sited appropriately, generally subsidiary to the main structure, and not constitute a visually obtrusive or dominant form of development, which would be detrimental to the character of either the structure, or its setting and context, within the ACA.
- When considering development of a site within an ACA (including backland sites), proposals should be sympathetic to the existing character of the area and reflect or refer to the established environment in terms of design, massing, scale, established plot layouts and their relationship to historic streetscape pattern.
- Where development proposals seek to amalgamate one or more sites, the scheme will be required to demonstrate sensitive planning and design treatment. The onus will be on the applicant to demonstrate that the special character of the ACA will not be adversely affected.
- The Council will seek to encourage the retention of original features where appropriate, including windows, doors, renders, roof coverings, and other significant features of buildings and structures or otherwise whilst simultaneously encouraging a continued diversity of sensitively scaled contemporary and energy efficient designs.
- Ensure that any proposed advertising material/signage is of high quality and visually responds to the existing character of the ACA.
- Works to improve the public realm such as new surfaces, dished pavements, traffic control measures including signage and ramps shall respect and enhance the essential character of the ACA.
- Any new street furniture (such as bins, lighting, signage-poles etc.) shall be of a high quality with consideration given to their siting and location. Street furniture should be kept to a minimum and any redundant street furniture removed.

In some instances, development adjacent or immediately outside the boundary of an ACA may also have an impact of their setting and context. An assessment of the impact on the character and appearance of the area may be required.

13

Land Use Zoning Objectives





Clay Farm, Leopardstown, Credit: Park Development Group and OMP Architects.

13.1 Land Use Zoning Objectives

13.1.1 Purpose of Use Zoning Objectives

The purpose of land use zoning is to indicate the development management objectives of the Council for all lands in its administrative area. Nineteen such zones are indicated in this Plan. They are identified by letter and colour on the Development Plan Maps. The land use zones used and the various objectives for these areas are detailed in Tables Nos.13.1.1–13.1.19. In addition to land use zones being indicated, the accompanying maps detail various other considerations including, but not limited to, environmental, heritage, and locational specific considerations. An objective is also outlined for the Cherrywood Strategic Development Zone.

Table Nos. 13.1.1– 13.1.19 inclusive are intended as guidelines in assessing development proposals. However, they relate only to land use. Factors such as making the most efficient use of land, density, height, massing, traffic generation, public health regulations, design criteria, visual amenity, environmental considerations, flooding and potential nuisance by way of noise, odour or air pollution are also of importance in establishing whether or not a development proposal conforms to the proper planning and sustainable development of an area. General guidelines are set out in subsequent paragraphs of this part of the Written Statement and targeted policy objectives and development management standards are detailed across Chapters 2 to 12 and 14.

Table Nos. 13.1.1– 13.1.19. list the land use activities most commonly encountered in the County and each is defined in Section 13.2 at the end of this chapter. They are intended as a general guideline and the uses listed are not exhaustive. An applicant is advised to consult with the Planning Authority prior to submitting an application for development in order to ascertain any specific considerations relating to the subject site (see Chapter 12, Development Management, Section 12.1.1.1).

13.1.2 Transitional Zonal Areas

The maps of the County Development Plan show the boundaries between zones. While the zoning objectives and development management standards indicate the different uses and densities, etc. permitted in each zone, it is important to avoid abrupt transitions in scale and use in the boundary areas of adjoining land use zones. In dealing with development proposals in these contiguous transitional zonal areas, it is necessary to avoid developments which would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting 'residential areas' or abutting residential development within mixed-use zones, particular attention must be paid to the use, scale and density of development proposals in order to protect the amenities of these residential properties.

13.1.3 Permitted In Principle

Land uses designated under each zoning objective as 'Permitted in Principle' are, subject to compliance with the relevant policies, standards and requirements set out in this Plan, generally acceptable.

13.1.4 Open For Consideration

Uses shown as 'Open for Consideration' are uses which may be permitted where the Planning Authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects, and would otherwise be consistent with the proper planning and sustainable development of the area.

13.1.5 Not Permitted / Other Uses

Uses which are not indicated as 'Permitted in Principle' or 'Open for Consideration' will not be permitted. There may, however, be other uses not specifically mentioned throughout the Use Tables that may be considered on a case-by-case basis in relation to the general policies of the Plan and to the zoning objectives for the area in question.

13.1.6 Conditioned Open Space

Irrespective of zoning, if land is conditioned open space, no development shall be permitted, except where it enhances the recreational amenity of the area.

13.1.7 Non-Conforming Uses

Throughout the County there are uses which do not conform to the zoning objective for the area. All such uses, where legally established (the appointed day being 1 October 1964) or were in existence longer than 7 years, shall not be subject to proceedings under the Act in respect of continuing use. When extensions to, or improvements of, premises accommodating such uses are proposed, each shall be considered on their merits, and permission may be granted where the proposed development does not adversely affect the amenities of premises in the vicinity and does not prejudice the proper planning and sustainable development of the area.

13.1.8 Sandyford Urban Framework Plan (SUF)

The Sandyford Urban Framework Plan was adopted by way of a variation to the County Development Plan 2010 – 2016 in September 2011. The Plan was prepared in response to the fact that development in Sandyford had occurred at an unprecedented pace and in a piecemeal fashion (Refer also to Appendix 16).

Within the Sandyford Business District there are uses that do not conform to the Zoning Objectives of the

area. The Council will support the expansion and / or improvement of existing non-conforming uses that are not considered likely to impact negatively on the development potential of adjoining sites or the overall objectives of the underlying zoning in accordance with the policies and objectives as set out in the Sandyford Urban Framework Plan (SUFP).

13.1.9 Cherrywood SDZ Planning

The Cherrywood SDZ Planning Scheme was approved by An Bord Pleanála in April 2014.

Within the Planning Scheme boundary there are lands that do not have a defined land use objective shown on Map 2.1 of the Scheme. These lands are included in the Scheme to provide necessary infrastructure to serve the area. Following on from the provision of this necessary infrastructure the remainder of these undefined lands as identified in the Planning Scheme are zoned as follows:

- Portion fronting the N11 – Land Use Zoning - Objective A - ‘To provide residential development and/or protect and improve residential amenity.’
- Area to south of the M50 and north of Bridesglen Stream – Land Use Zoning Objective G – ‘To protect and improve high amenity areas.’

- Area to the south of the M50 from the Bridesglen Stream to the Ballycorus Road – Land Use Zoning Objective B- ‘To protect and improve rural amenity and to provide for the development of agriculture.’

13.1.10 Appropriate Assessment

The Council will ensure that any plan/project and any associated works, individually or in combination with other plans or projects, are subject to Appropriate Assessment Screening to ensure there are no likely significant effects on the integrity (defined by the structure and function) of any Natura 2000 site(s) and that the requirements of Article 6(3) and 6(4) of the EU Habitats Directive are fully satisfied. Where a plan/project is likely to have a significant effect on a Natura 2000 site or there is uncertainty with regard to effects, it shall be subject to Appropriate Assessment. The plan/project will proceed only after it has been ascertained that it will not adversely affect the integrity of the site or where, in the absence of alternative solutions, the plan/project is deemed imperative for reasons of overriding public interest, all in accordance with the provisions of Article 6(3) and 6(4) of the EU Habitats Directive.

Table 13.1.1 Development Plan Zoning Objectives

Zone	Objective
A	To provide residential development and improve residential amenity while protecting the existing residential amenities.
A1	To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans.
SNI	To protect, improve and encourage the provision of sustainable neighbourhood infrastructure.
B	To protect and improve rural amenity and to provide for the development of agriculture.
G	To protect and improve high amenity areas.
GB	To protect and enhance the open nature of lands between urban areas.
F	To preserve and provide for open space with ancillary active recreational amenities.
TLI	To facilitate, support and enhance the development of third level education institutions.
DC	To protect, provide for and/or improve mixed-use district centre facilities.
MTC	To protect, provide for and/or improve major town centre facilities.
NC	To protect, provide for and/or improve mixed-use neighbourhood centre facilities.
E	To provide for economic development and employment.
SDZ	Refer to Planning Scheme for Details (Strategic Development Zone).
W	To provide for waterfront development and harbour related uses.
SUFP Specific Land Use Zoning Objectives	
A2	To provide for the creation of sustainable residential neighbourhoods and preserve and protect residential amenity.
LIW	To improve and provide for low density warehousing/light industrial warehousing uses.
MIC	To consolidate and complete the development of the mixed use inner core to enhance and reinforce sustainable development.
MOC	To provide for a mix of uses which complements the mixed use inner core, but with less retail and more emphasis on employment and services.
OE	To provide for office and enterprise development.

Table 13.1.2

ZONING OBJECTIVE 'A'
To provide residential development and improve residential amenity while protecting the existing residential amenities.
Permitted in Principle
Assisted Living Accommodation, Community Facility ^a , Childcare Service ^a , Doctor/Dentist etc. ^a , Education ^a , Health Centre/ Healthcare Facility ^a , Open Space, Public Services, Residential, Residential Institution, Travellers Accommodation.
Open For Consideration
Allotments, Aparthotel, Bring Banks/Bring Centres, Carpark ^b , Caravan/Camping Park-Holiday, Caravan Park-Residential, Cemetery, Cultural Use, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Home Based Economic Activities, Hotel/Motel, Household Fuel Depot, Industry-Light, Part Off-License, Office Based Industry ^c , Offices less than 200sq.m. ^c , Offices in excess of 200 sq.m. ^d , Service Station, Place of Public Worship, Public House, Residential – Build to Rent, Restaurant, Service Garage, Shop Neighbourhood, Student Accommodation, Sports Facility, Tea Room/Café, Veterinary Surgery.
a: Where the use will not have adverse effects on the 'A' zoning objective, 'to provide residential development and improve and improve residential amenity while protecting existing residential amenities'.
b: Only as an ancillary component of and directly connected to the primary use and/or ancillary to public transport and/or active travel modes.
c: less than 200sq.m.
d: Only applies to A zoned lands subject to Specific Local Objective 122.

Table 13.1.3

ZONING OBJECTIVE 'A1'
'To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans'.
Permitted In Principle
Assisted Living Accommodation, Carpark, Caravan Park-Residential, Community Facility, Craft Centre/ Craft Shop, Childcare Service, Cultural Use, Doctor/ Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Industry-Light, Off-License, Offices less than 600sq.m, Open Space, Service Station, Place of Public Worship, Public House, Public Services, Residential, Residential Institution, Restaurant, Service Garage, Shop-Specialist, Shop-Neighbourhood, Shop District, Sports Facility, Tea Room/Café, Travellers Accommodation, Veterinary Surgery.
Open For Consideration
Allotments, Advertisement and Advertising Structures, Agricultural Buildings, Aparthotel, Betting Office, Caravan/Camping Park-Holiday, Cash and Carry/Wholesale Outlet, Cemetery, Heavy Vehicle Park, Home Based Economic Activities, Hospital, Hotel/ Motel, Household Fuel Depot, Industry-General, Motor Sales Outlet, Nightclub, Office Based Industry, Offices, Refuse Transfer Station, Residential – Build to Rent, Rural Industry-Cottage, Rural Industry-Food, Science and Technology Based Industry, Shop-Major Convenience, Student Accommodation.

Table 13.1.4

ZONING OBJECTIVE 'B'
'To protect and improve rural amenity and to provide for the development of agriculture'.
Permitted In Principle
Allotments, Agricultural Buildings, Boarding Kennels, Caravan/Camping Park-Holiday, Cemetery, Community Facility, Concrete/Asphalt (etc.) Plant in or adjacent to a Quarry, Home Based Economic Activities, Industry-Extractive, Open Space, Place of Public Worship, Public Services, Rural Industry-Cottage, Rural Industry-Food, Travellers Accommodation.
Open For Consideration
Abattoir, Carpark ^c , Craft Centre/Craft Shop, Childcare Service, Cultural Use, Doctor/Dentist etc., Education, Enterprise Centre, Garden Centre/Plant Nursery, Guest House ^b , Heavy Vehicle Park, Hospital, Hotel/ Motel, Refuse Transfer Station, Residential ^a , Restaurant ^b , Science and Technology Based Industry, Shop-Neighbourhood, Sports Facility, Tea Room/Café, Transport Depot, Utility Scale Photovoltaic (Solar farm), Veterinary Surgery.
a: In accordance with Council policy for residential development in rural areas.
b: In existing premises.
c: Only as an ancillary component of and directly connected to the primary use and/or ancillary to public transport and/or active travel modes.

Table 13.1.5

ZONING OBJECTIVE 'G'
'To protect and improve high amenity areas'.
Permitted In Principle
Open Space.
Open For Consideration
Allotments, Agricultural Buildings, Boarding Kennels, Caravan/Camping park holiday ^a , Carpark ^b , Cemetery, Craft Centre/Craft Shop ^c , Childcare Service, Community Facility, Concrete/Asphalt (etc.) Plant in or adjacent to a Quarry, Cultural Use, Doctor/Dentist ^c , Education, Garden Centre/Plant Nursery, Guest House ^c , Home Based Economic Activities ^c , Hotel/Motel ^c , Industry- Extractive, Place of Public Worship, Public Services, Residential ^d , Restaurant ^c , Rural Industry-Cottage, Rural Industry-Food, Shop-Neighbourhood, Sports Facility, Tea Room/Café ^c , Travellers Accommodation, Veterinary Surgery ^c .
a: Only in accordance with Specific Local Objective 151 on Maps 12 and 13.
b: Only as an ancillary component of and directly connected to the primary use.
c: In existing premises.
d: In accordance with Council Policy for Development in Rural Areas.

Table 13.1.6

ZONING OBJECTIVE 'GB'
'To protect and enhance the open nature of lands between urban areas'.
Permitted In Principle
Cemetery, Open Space, Place of Public Worship, Travellers Accommodation, Education.
Open For Consideration
Allotments, Agricultural Buildings, Boarding Kennels, Carpark ^a , Caravan/Camping Park-Holiday, Cultural Use ^b , Doctor/Dentist ^b , Garden Centre/Plant Nursery, Guest House ^b , Home Based Economic Activities ^b , Hospital, Hotel/Motel, Public Services, Residential, Restaurant ^b , Rural Industry-Cottage, Rural Industry-Food, Shop-Neighbourhood, Sports Facility, Tea Room ^b , Utility Scale Photovoltaic (Solar farm), Veterinary Surgery ^b .
a: Only as an ancillary component of and directly connected to the primary use and/or ancillary to public transport and/or active travel modes.
b: In existing premises.

Table 13.1.7

ZONING OBJECTIVE 'SNI'
'To protect, improve and encourage the provision of sustainable neighbourhood infrastructure'.
Permitted in Principle
Assisted Living Accommodation, Car Park ^a , Community Facility, Childcare Service, Cultural Use, Doctor/Dentist etc., Education, Health Centre/ Healthcare Facility, Hospital, Open Space, Place of Public Worship, Sports Facility, Public Services, Transitional / Step-Down Medical / Rehabilitation Services, Veterinary Surgery.
Open For Consideration
Allotments, Caravan/Camping Park-Holiday, Cemetery, Civic Facility, Conference Facilities ^a Craft Centre/Craft Shop ^b , Incubator Unit ^c , Office ^a , Office-Based Industry ^c , Leisure Facility, Shop Neighbourhood ^b , Residential, Residential Institution, Tea Room/Café ^b , Travellers Accommodation.
a: Only as an ancillary component of and directly connected to the primary use.
b: As a component part of sustainable neighbourhood infrastructure.
c: Only as an ancillary component of and directly connected to the primary use where the primary use is as a Hospital or a Further Education Institution.

Table 13.1.8

ZONING OBJECTIVE 'TLI'
'To facilitate, support and enhance the development of third level education institutions'.
Permitted In Principle
Community Facility, Childcare Service, Cultural Use, Doctor/Dentist etc., Education, Enterprise Centre, Health Centre / Healthcare Facility, Office less than 1000 sq.m., Open Space, Public House, Public Services, Restaurant, Science and Technology Based Industry, Shop Neighbourhood, Sports Facility, Student Accommodation.
Open For Consideration
Carpark, Conference Facilities, Hotel/Motel, Refuse Transfer Station, Transport Depot, Travellers Accommodation, Offices, Shop District.

Table 13.1.9

ZONING OBJECTIVE 'F'
'To preserve and provide for open space with ancillary active recreational amenities'.
Permitted In Principle
Community Facility ^a , Cultural Use ^a , Open Space ^a , Sports Facility ^a , Travellers Accommodation ^c .
Open For Consideration
Allotments, Carpark ^a , Cemetery, Craft Centre/Craft Shop ^b , Childcare Service ^b , Crematorium ^a , Education ^a , Garden Centre/Plant Nursery ^a , Golf Facility ^a , Guest House ^b , Place of Public Worship ^a , Public Services, Tea Room/Café ^a .
a: Where lands zoned F are to be developed then: Not more than 40% of the land in terms of the built form and surface car parking combined shall be developed upon. Any built form to be developed shall be of a high standard of design including quality finishes and materials. The owner shall enter into agreement with the Planning Authority pursuant to Section 47 of the Planning and Development Act 2000, as amended, or some alternative legally binding agreement restricting the further development of the remaining area (i.e. 60% of the site) which shall be set aside for publicly accessible passive open space or playing fields. Said space shall be provided and laid out in a manner designed to optimise public patronage of the residual open space and/or to protect existing sporting and recreational facilities which may be available for community use.
b: In existing premises
c: In accordance with the approved Traveller Accommodation Programme 2019-2024 (or as amended).

Table 13.1.10

ZONING OBJECTIVE 'DC'
'To protect, provide for and/or improve mixed-use district centre facilities'.
Permitted In Principle
Advertisements and Advertising Structures, Aparthotel, Assisted Living Accommodation, Betting Office, Carpark, Craft Centre/Craft Shop, Childcare Service, Civic Use, Community Facility, Cultural Use, Doctor/Dentist etc., Education, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Home Based Economic Activities, Hospital, Hotel/Motel, Household Fuel Depot, Industry-Light, Leisure Facility, Nightclub, Off-License, Office Based Industry, Offices less than 1000sq.m., Open Space, Public House, Place of Public Worship, Public Services, Residential, Residential – Build to Rent, Residential Institution, Restaurant, Service Garage, Shop-Major Convenience, Shop-Specialist, Shop-Neighbourhood, Shop-District, Sports Facility, Student Accommodation, Tea Room/Café, Veterinary Surgery.
Open For Consideration
Cash and Carry/Wholesale Outlet, Industry-General, Motor Sales Outlet, Offices over 1,000 sq.m., Refuse Transfer Station, Shop-Major Comparison, Science and Technology Based Industry, Service Station, Transport Depot, Travellers Accommodation, Warehousing.

Table 13.1.11

ZONING OBJECTIVE 'MTC'
'To protect, provide for and/or improve major town centre facilities'.
Permitted In Principle
Advertisements and Advertising Structures, Aparthotel, Assisted Living Accommodation, Betting Office, Carpark, Cash and Carry/Wholesale Outlet, Craft Centre/Craft Shop, Childcare Service, Civic Use, Community Facility, Cultural Use, Doctor/Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre/ Healthcare Facility, Home Based Economic Activities, Hospital, Hotel/Motel, Industry-Light, Leisure Facility, Nightclub, Off-License, Office Based Industry, Offices, Open Space, Place of Public Worship, Public House, Public Services, Residential, Residential – Build to Rent, Residential Institution, Restaurant, Service Garage, Shop-Specialist, Shop-Neighbourhood, Shop-District, Shop-Major Convenience, Shop-Major Comparison, Student Accommodation, Sports Facility, Tea Room/Café, Veterinary Surgery.
Open For Consideration
Heavy Vehicle Park, Household Fuel Depot, Industry- General, Motor Sales Outlet, Refuse Transfer Station, Retail Warehouse, Science and Technology Based Industry, Service Station, Transport Depot, Travellers Accommodation, Warehousing.

Table 13.1.12

ZONING OBJECTIVE 'NC'
'To protect, provide for and/or improve mixed-use neighbourhood centre facilities'.
Permitted In Principle
Advertisements and Advertising Structures, Assisted Living Accommodation, Betting Office, Carpark, Community Facility, Craft Centre/Craft Shop, Childcare Service, Civic Use Cultural Use, Doctor/ Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Offices less than 300 sq.m., Open Space, Public House, Public Services, Residential, Residential Institution, Restaurant, Service Garage, Shop-Neighbourhood, Sports Facility, Tea Room/ Café, Veterinary Surgery.
Open For Consideration
Aparthotel, Cash and Carry/Wholesale Outlet, Home Based Economic Activities, Hotel/Motel, Household Fuel Depot, Motor Sales Outlet, Nightclub, Off-License, Office Based Industry, Offices over 300 sq.m, Place of Public Worship, Residential – Build to Rent ^a , Service Station, Shop-Specialist, Shop District, Student Accommodation ^a , Travellers Accommodation.
a: Subject to retaining an appropriate mix of uses.

Table 13.1.13

ZONING OBJECTIVE 'E'
'To provide for economic development and employment'.
Permitted In Principle
Advertisements and Advertising Structures, Carpark, Cash and Carry/Wholesale Outlet, Craft Centre/Craft Shop, Childcare Service, Enterprise Centre, Heavy Vehicle Park, Hospital, Household Fuel Depot, Industry-General, Industry-Light, Industry-Special, Motor Sales Outlet, Office Based Industry, Offices, Open Space, Public Services, Refuse Transfer Station, Rural Industry- Food, Science and Technology Based Industry, Scrap Yard, Service Garage, Tea Room/Café, Transport Depot, Travellers Accommodation, Warehousing.
Open For Consideration
Abattoir, Aparthotel, Assisted Living Accommodation, Boarding Kennels, Community Facility, Cultural Use, Doctor/ Dentist etc., Education, Funeral Home, Garden Centre/Plant Nursery, Health Centre / Healthcare Facility, Home Based Economic Activities, Hotel/ Motel, Industry-Extractive, Leisure Facility ^a , Nightclub, Off-License, Place of Public Worship, Public House, Refuse Landfill/Tip, Residential ^b , Retail Warehouse, Restaurant, Rural Industry-Cottage, Rural Industry-Cottage, Service Station, Shop Specialist, Shop-Neighbourhood, Shop-District, Sports Facility, Veterinary Surgery.
a: Only applies to 'E' zoned lands subject to a Specific Local Objective for a 'Neighbourhood Centre'.
b: In accordance with Policy Objective E15: Securing Employment Growth.

Table 13.1.14

ZONING OBJECTIVE 'W'
'To provide for waterfront development and/or harbour related uses'.
Permitted In Principle
Carpark, Community Facility, Cultural Use, Industry- Light, Offices less than 200 sq.m., Marine Leisure Facility, Open Space, Public Services, Restaurant, Transport Depot.
Open For Consideration
Advertisements and Advertising Structures, Aparthotel ^a , Assisted Living Accommodation, Craft Centre/ Craft Shop, Childcare Service, Civic Use, Doctor/Dentist, Education, Enterprise Centre ^a , Hotel/Motel ^a , Office Based Industry, Offices ^a , Off-License ^a , Place of Public Worship, Public House ^a , Sports Facility, Residential ^b , Residential Institution ^b , Science and Technology Based Industry ^a , Shop-Specialist, Shop Neighbourhood, Tea Room/Café, Travellers Accommodation.
a: Uses Open for Consideration in Dún Laoghaire Harbour area only.
b: Not permitted in principle or open for consideration in Bulloch Harbour.
Note 1: An objective of this Plan is to protect the harbour/ marine entity of Dún Laoghaire Harbour by facilitating harbour-related uses, but not to confine permitted uses in the harbour to a degree that exclusively attracts those with an interest in active maritime recreation. Any development proposal should seek to ensure public accessibility to the harbour and shorefront.
Note 2: Any development in the coastal area should have regard to the findings of the Dún Laoghaire- Rathdown County Council Coastal Defence Strategy Study, (2010).

Sandyford Urban Framework Plan Specific Land Use Zoning Objectives:

Table 13.1.15

Zoning Objective 'A2'
'To provide for the creation of sustainable residential neighbourhoods and preserve and protect residential amenity'.
Permitted in Principle
Assisted Living Accommodation, Community Facility, Childcare Service, Education, Open Space, Public Services, Residential, Residential Institution
Open For Consideration
Bring Banks/Bring Centres, Residential – Build to Rent, Carpark (ancillary), Cultural use, Doctor/Dentist etc., Home Based Economic Activities.

Table 13.1.16

Zoning Objective 'LIW'
'To improve and provide for low density warehousing/light industrial warehousing uses'.
Permitted In Principle
Advertisements and Advertising Structures, Cash and Carry/Wholesale Outlet, Craft Centre/Craft Shop, Childcare Service, Enterprise Centre, Heavy Vehicle Park, Household Fuel Depot, Incubator Units, Industry-General, Industry-Light, Motor Sales Outlet, Offices (Ancillary only), Open Space, Service Station, Public Services, Refuse Transfer Station, Retail Warehouse, Scrap Yard, Service Garage, Tea Room/Café, Transport Depot, Travellers Accommodation, Warehousing.
Open For Consideration
Abattoir, Boarding Kennels, Community Facility, Cultural Use, Carpark, Science and Technology Based Industry, Education, Funeral Home, Garden Centre/Plant Nursery, Place of Public Worship, Sports Facility, Veterinary Surgery.

Table 13.1.17

Zoning Objective 'MIC'
'To consolidate and complete the development of the mixed use Inner Core to enhance and reinforce sustainable development'.
Permitted In Principle
Advertisements and Advertising Structures, Aparthotel, Betting Office, Craft Centre/Craft Shop, Community Facility, Childcare Service, Civic Use, Cultural Use, Doctor/Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Guest House, Health Centre / Healthcare Facility, Home Based Economic Activities, Hotel/Motel, Leisure Facility, Off-License, Offices* ¹ , Nightclub, Open Space, Place of Public Worship, Public House, Public Services, Restaurant, Shop-Specialist, Tea Room/Café, Veterinary Surgery, Convenience (including supermarkets) and Comparison Shops* ² .
Open For Consideration
Industry-Light, Office Based Industry, Residential* ³ , Retail Warehouse, Carpark.
* ¹ Any office development shall accord with the policy for office-based employment in Mixed Use Core Areas as outlined in the Sandyford Urban Framework Plan.
* ² Any retail development shall accord with the policy for retail within Mixed Use Core Areas as outlined in the Sandyford Urban Framework Plan.
* ³ Only applies to the unfinished building referred to in Specific Local Objective 141 (Carmanhall Rd / Blackthorn Drive).

Table 13.1.18

Zoning Objective 'MOC'
'To provide for a mix of uses which complements the Mixed Use Inner Core, but with less retail and more emphasis on employment and services.'
Permitted in Principle
Advertisements and Advertising Structures, Aparthotel, Betting Office, Community Facility, Childcare Service, Cultural Use, Doctor/Dentist etc., Education, Embassy, Enterprise Centre, Guest House, Health Centre / Healthcare Facility, Hotel/Motel, Leisure Facility, Off License, Offices* ¹ , Nightclub, Open Space, Place of Public Worship, Public House, Public Services, Restaurant, Shop-Specialist, Local Shop* ² , Sports Facility, Tea Room/Café.
Open For Consideration
Craft Centre/Craft Shop, Garden Centre/Plant Nursery, Home Based Economic Activities, Motor Sales Outlet, Office Based Industry, Residential Institution, Carpark.
* ¹ Any office development shall accord with the policy for office-based employment in Mixed Use Core Areas as outlined in the Sandyford Urban Framework Plan.
* ² Local shops and services primarily serving the local/walk in community with basic day to day needs. Typically these comprise convenience stores and services such as newsagents, butchers, vegetable shop, hairdresser, beauty salon and other similar basic retail services.

Table 13.1.19

Zoning Objective OE
'To provide for office and enterprise development'.
Permitted In Principle
Advertisements and Advertising Structures, Craft Centre/Craft Shop, Childcare Service, Education, Enterprise Centre, Office Based Industry, Offices, Open Space, Public Services, Science and Technology Based Industry, Tea Room/Café, Transport Depot, Travellers Accommodation.
Open For Consideration
Aparthotel, Carpark, Cash and Carry/Wholesale Outlet, Community Facility, Cultural Use, Doctor/Dentist etc., Funeral Home, Garden Centre/Plant Nursery, Health Centre, Hotel/Motel, Household Fuel Depot, Motor Sales Outlet, Place of Public Worship, Public House, Restaurant, Retail Warehouse, Rural Industry-Cottage, Service Station, Small scale convenience shop (<300sq.m.), Sports Facility, Veterinary Surgery.

13.2 Definition of Use Classes

Abattoir

A building or part thereof or land used as a slaughterhouse. This includes facilities for meat processing and storage and also lairage.

Advertisements and Advertisement Structures

Any word, letter, model, balloon, inflatable structure, kite, poster, notice, device or representation employed for the purpose of advertisement, announcement, or direction and any structure such as a hoarding, scaffold, framework, pole, standard, device or sign (whether illuminated or not) and which is used or intended for use for exhibiting advertisements or any attachment to a building or structure used for advertising purposes.

Agriculture/Agricultural Buildings

Use of land or buildings for the purposes set out in Section 2 (1) 'agriculture' of the Planning and Development Act, 2000 (as amended).

Allotments

An area of land comprising not more than 1,000 square metres let or available for letting to and cultivation by one or more than one person who is a member of the local community and lives adjacent or near to the allotment, for the purposes of the production of vegetables or fruit mainly for consumption by the person or a member of his or her family.

Aparthotel

A building, or part thereof, containing a minimum of eight self-serviced short-term (for a period no greater than 60 days) accommodation units that share a reception area and which is professionally managed in the same manner as a hotel, where accommodation is provided in the form of apartments or suites within a fully serviced building.

Assisted Living Accommodation / Retirement Homes

For those that require assisted living in specifically designed units in which dining, recreation, hygiene and health care facilities can be shared on a communal basis.

Betting Office

Premises for the time being registered in the Register of Bookmaking Offices kept by the Revenue Commissioners under the Betting Act, 1931 (as amended).

Boarding Kennels

A building or part thereof or land used for the temporary accommodation of dogs/cats for reward.

Bring Banks/Bring Centres

A facility to which materials such as glass, cans, paper, textiles and plastics, which often cannot be put in the household green bin collection, can be brought for sorting, storage and subsequent recycling.

Caravan/Camping Park – Holiday

The use of land for the accommodation of vehicle caravans, temporary chalets (includes "glamping" pods) and or touring tent pitches during the period from 1st March to 31st October each year.

Caravan Park - Residential

The use of land for the accommodation of caravans designed specifically for year round human habitation.

Carpark

A building or part thereof or land (not being part of a public road) used for the parking of mechanically propelled vehicles (excluding heavy commercial vehicles), bikes and e-bikes. Car parks are to be taken also as multi-storey and underground structures. Car park can also include Park and Ride for public Transport users.

Cash and Carry Outlet

A building or part thereof or land used for the sale of goods in bulk to traders on a cash-and-carry basis or the sale of goods by wholesalers to traders only. Processing and manufacturing of such goods is excluded.

Cemetery

Land used as a burial ground.

Childcare Services

Early childcare Care and Education and School Age Childcare services that include:

(i) Sessional Services

‘Sessional pre-school services’ means a pre-school service offering a planned programme to pre-school children for a total of not more than 3.5 hours per session.

Services covered by the above definition may include pre-schools, playgroups, creches, Montessori preschool, naionraí, registered childminders or similar services which generally cater for pre-school children in the 0 – 6 age bracket.

(ii) Part Time day care

‘Part time day care’ means pre-school service offering a structured day care service for pre-school children for a total of more than 3.5 hours and less than 5 hours per day and which may include a sessional pre-school service for pre-school service for pre-school children not attending the part time day care service.

(iii) Full Day Care Services

‘Full Day Care Service’ means a pre-school service offering a structured day care service for pre-school children of more than 5 hours per day; and which may include a sessional pre-school service for pre-school children not attending the full day care service.

(iv) Childminding Service

‘Childminding Service’ means a pre-school service which may include an overnight service offered by a person who single-handedly take care of pre-school children, including the childminder’s own children, in the childminder’s hours for a total of more than 2 hours per day, except where the exemptions provided in section 58 of the Childcare Act 1991 apply.

(v) Pre-school Service in a drop in centre and in a temporary drop in centre.

‘Pre-school service in a drop in centre’ means a pre-school service offering day care, which is used exclusively on an intermittent basis. ‘Pre-school in a temporary drop in centre’ means a pre-school service offering a day care exclusively on a temporary basis.’

(vi) Overnight pre-school service

‘Overnight pre-schools service’ means a service in which pre-school children are taken care of for a total of more than 2 hours between the hours of 7pm and 6am except where the exemptions provided in Section 58 of the Childcare Act 1991 apply.

Civic Use

Public administration offices for county council / other public services, citizen information, tourist information.

Columbarium

A columbarium is a wall, room, or building used to store urns holding the ashes of people who have died and been cremated.

Community Facility

A building or part thereof used for (community) activities organised primarily by the local community and to which the public may be admitted on payment of a charge or free of charge and includes Community meeting space, parish centres, youth clubs, scouts’ dens, clubhouses, family resource centres.

Concrete/Asphalt Plant etc.

A structure or land used for the purpose of manufacturing concrete, asphalt, etc., and related products in or adjacent to a quarry or mine.

Conference Facility

A building or part thereof used to host conferences, exhibitions, large meetings, seminars, training sessions, etc. A conference centre often also provides office facilities, and a range of leisure activities.

Craft Centre/Craft Shop

A building or part thereof typically having one or more workshops, an exhibition gallery and a shop.

Crematorium

A structure housing a furnace for burning dead bodies to ashes.

Cultural Use

Use of a building or part thereof or land for cultural or purposes to which the public may be admitted on payment of a charge or free of charge and includes an art gallery, museum, public library or public reading room, theatre, public hall, exhibition hall.

Doctor/Dentist, etc.

Use of part of the dwelling house in which the Practitioner resides for the provision of medical or professional services. Group practices are excluded from this definition.

Education

The use of a building or part thereof or land as a school, college, technical institute, academy, lecture hall or other educational centre. Where a building or part of a building on the same site as an educational building or on an adjoining site is designed for use or used as a residence for the staff or the pupils of that educational building such a use shall be deemed to be educational.

Embassy

A building, or part thereof, or land used by a foreign government for diplomatic purposes. The use may include a residential content for the staff of the embassy which is ancillary to the embassy activities. The use does not include a foreign trade delegation or trade office.

Enterprise Centre

Use of a building or part of a building or land for small scale ('Starter-type') industries and/or services usually sharing grouped service facilities.

Funeral Home

A building or part of a building used for the storage, preparation and layout of human remains, the holding of burial services and the assembling of funerals. An undertakers premises where the functions of a funeral home are not carried out is regarded as a shop.

Garden Centre/Plant Nursery

The use of land, including buildings, for the cultivation, storage and/or the display and sale of horticultural products and the display and sale of related goods and equipment.

Guest House

A building or part thereof where sleeping accommodation and meal services are generally available to residents only.

Health Centre / Healthcare Facility

A building or part thereof or land used for the provision of local medical, dental, prophylactic or social assistance services for the local community and including group practices and clinics, primary care centres, mental health and wellbeing facilities and other complementary medical services. (The above relates to out-patient services only - see Hospital for in-patient services)

Heavy Vehicle Park

A building or part thereof or land (not being part of a public road) used for the parking of heavy goods vehicles.

Home Based Economic Activity

Service type activities carried on for profit by the occupier of a dwelling, such use being subordinate to the use of the dwelling as a residence.

Hospital

A building or part thereof or land used for general medical treatment. This includes specialised hospitals.

Hotel/Motel

A building or part thereof where sleeping accommodation, meal services and other refreshments are available to residents and non-residents. Function rooms may also be incorporated as part of the use.

Household Fuel Depot

Use of a structure or land for the storage of solid fuel or bottled gas for retail sale.

Incubator Unit

Small scale unit(s) with links to support from a bigger organisation/third level institution for new start up/early stage companies especially ones involved with advanced technology.

Industry: Extractive

The winning of all minerals and substances in or under land of a kind ordinarily worked by underground or opencast mining.

Industry: General

The use of a building or part thereof or land for any industry other than a light industry or a special industry and includes a service garage but not a service station.

Industry: Light

The use of a building or part thereof or land for industry (not being a special industry) in which the processes carried on or the machinery installed are such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit and may include a service garage but not a service station.

Industry: Special

The use of a building or part thereof or land for any industry which requires special assessment due to its potential for detrimental environmental effects.

Leisure Facility

A building or part thereof or land which may be available to the public on payment of a charge or free of charge and which may contain a theatre, cinema, concert hall/music hall, conference centre, bingo hall, bowling alley, skating rink, or children's/teenager's games centre.

Marine Leisure Facility

A building or part thereof or land which may be available to the public on payment of a charge or free of charge and which may contain a leisure facility related to the marine environment or to marine heritage.

Motor Sales Outlet

A building or part thereof or land used for the display and sale of motor vehicles, agricultural machinery and implements.

Nightclub

A building or part thereof where the primary function is the provision of dancing facilities.

Office-Based Industry

Office-based activities concerned with the output of a specified product or service, including: data processing, software development, information technology, technical consultancy, commercial laboratories/healthcare, research and development, media recording and general media associated uses, publishing, telemarketing. Other related uses not specified above may be included in the future at the discretion of the Planning Authority.

Office

A building in which the sole or principal use is the undertaking of professional administrative financial marketing or clerical work including services provided principally to visiting members of the public.

Off-License

A building which is licensed and used for the sale of intoxicating liquor for consumption off the premises, including wines, beers and spirits.

Part Off-License

A building where the main use is the sale of convenience retail goods to members of the public and contains a subsidiary area of the premises which is licensed and used for the display and sale of intoxicating liquor, including wines, beers and spirits, for consumption off the premises.

Open Space

Open space is a parcel of land in a predominantly open and undeveloped condition that is suitable for the following:

- Outdoor and indoor sports facilities and cultural use - owned publicly or privately, and with natural or artificial surfaces including tennis courts, bowling greens, sports pitches, golf courses, athletic tracks and playing fields.
- Amenity green space - often around housing - including formal recreational spaces.
- Provision for community play areas including playgrounds, skateboard parks and outdoor basketball hoops.
- Green corridors.
- Natural Areas.
- Community gardens.
- Wildlife and native plant habitats.

Open space should be taken to mean all open space of public value, including not just land but also areas for water such as rivers, canals, beaches, lakes and reservoirs, which offer important opportunities for sport and recreation and can also act as a visual amenity.

Place of Public Worship

Any structure habitually used as a place of public worship or for religious instruction. Where a building or part of a building, on the same site as a place of public worship or on an adjoining site, is used in connection with that place of public worship, such a use shall be deemed to be a related use.

Private Club

A building or part thereof and/or land used by a club primarily for its members and not ordinarily open to the public.

Private Garage/Car Storage

A building or part thereof or land used for the storage of private cars where no sales or services are provided.

Public House

A building or part thereof or land licensed for the sale of intoxicating liquor to the public for consumption on the premises.

Public Services

A building or part thereof, a roadway or land used for the provision of 'Public Services'. 'Public Services' include all service installations necessarily required by electricity, gas, telephone, radio, telecommunications, television, data transmission, water, drainage and other statutory undertakers; it

includes public lavatories, public telephone boxes, bus shelters, bring centres, green waste composting facilities, etc.

'Public Services' do not include commercial data centres.

Refuse Landfill/Tip

The use of land for the disposal of solid wastes or refuse generally of a non-toxic chemical nature by landfill.

Refuse Transfer Station

A structure or land usually enclosed and screened and which is used for the temporary storage of refuse and waste materials pending transfer to a final disposal facility, or for re-use. The definition includes a baling station, bring banks/bring centres recycling facility, civic amenity facility, materials recovery facility, and materials recycling facility.

Residential

The use of a building or part thereof including houses, apartments, flats, bed sitters, etc., designed for human habitation. See separate definition for Residential - Build-to-Rent.

(i) Residential - Build to Rent Accommodation

Purpose-built residential accommodation and associated amenities built specifically for long-term rental that is managed and serviced in an institutional manner by an institutional landlord. (Definition taken from section 5.2 of the DHPLG Section 28 Guidelines, Sustainable Urban Housing: Design Standards for new Apartments" (2020)

(ii) Student Accommodation

A building or part thereof used or to be used to accommodate students whether or not provided by a relevant provider (within the meaning of Qualifications and Quality Assurance (Education and Training) Act 2012), and that is not for use (i) as permanent residential accommodation, or (ii) subject to (b), as a hotel, hostel, apart-hotel or similar type accommodation, and (b) includes residential accommodation that is used as tourist or visitor accommodation but only if it is so used outside of academic term times. (from Planning and Development (Housing) and Residential Tenancies Act 2016).

Residential Institution

A building or part thereof or land used as a residential institution and includes a monastery, convent, hostel, nursing home.

Restaurant

A building or part thereof where the primary function is the sale of meals and refreshments for consumption on the premises.

Retail Parks

A single development of at least three retail warehouses with associated car parking.

Retail Warehouse

A large single-level store specialising in bulky household goods such as carpets, furniture, and electrical goods, and bulky DIY items, catering mainly for car-borne customers.

Rural Industry - Cottage

Small scale industrial undertakings related directly to the residence of the principal industrial undertaker.

Rural Industry - Food

The use of a building or part thereof or structure or land for the purpose of the intensive or large scale production or processing of food and related activities. This includes piggeries, hen batteries, mushroom farms, creameries, etc.

Science and Technology Based Industry

Knowledge based processes and industrial activities (including ancillary offices) in which research, innovation and development play a significant part and which lead to and accommodate the commercial production of a high technology output.

Scrap Yard

Land used for the reception, dismantling, packing and storing of waste and used materials and goods before transport for processing and recycling elsewhere.

Service Garage

A building or part thereof or land used for the maintenance and repair of motor vehicles.

Service Station

A structure or land used for the purpose of the selling by retail of petrol, fuel oils, lubricating oils, liquefied petroleum gas and low emission fuel generally for use in motor vehicles. It does not include a service garage or motor sales outlet. Service stations can provide electric vehicle charging points and a wide range of retail goods in an associated shop. In general, these shops should remain secondary to the use as a service station and their net floorspace shall not exceed 100 sq.m. (net) irrespective of location.

Shop – Neighbourhood

A neighbourhood shop is one which primarily serves a local community and does not generally attract business from outside that community. They will primarily serve a 'walk-in' population and will typically have limited carparking.

Shop - District

A shop (excluding retail warehousing) which is larger in scale and more varied in what it may sell than a neighbourhood shop, and therefore serves a wider area, including the district centres.

Shop - Major Convenience

Shops, which are larger in scale than neighbourhood shops or are very specialised and therefore serve a wider area including District Centres, and Major Town Centre. Convenience goods would include: food, alcoholic and non-alcoholic beverages, tobacco and non-durable household goods.

Shop - Major Comparison

Shops (excluding retail warehouses) which are larger in scale than neighbourhood/local or district centre shops, or are very specialised and therefore serve a wider area including Major Town Centre. Comparison goods would include clothing and footwear, furniture, furnishings and household equipment (excluding non-durable household goods), medical and pharmaceutical products, therapeutic appliances and equipment, educational and recreation equipment and accessories.

Shop - Specialist

A single retail unit which sells specialised merchandise.

Sports Facility

A building or part thereof or land used for organised and competitive activity that aims to promote physical activity and well being, e.g. sports hall, gym, squash centre, tennis club, golf club, swimming pool, sport pitch, athletic track, skate park, health studio, sport clubhouses, racecourse.

Tea Room/Café

A building or part thereof used as a small cafe serving tea and light refreshments.

Transitional / Step-Down Medical / Rehabilitation Services.

A building or part thereof or land used for post-acute hospital care or `step down`/transitional medical and rehabilitation services usually with associated on-site, short-stay accommodation.

Transport Depot

Use of a building or land as a depot associated with the operation of transport business to include parking and servicing of vehicles, particularly HGVs.

Traveller Accommodation

The use of a building or land for the temporary and/or permanent residential facilities specifically provided by the Council for occupation by members of the Travelling Community including group housing schemes, halting sites, residential caravan parks, and standard housing.

Utility Scale Photovoltaic Facility (Solar Farm)

A solar facility which generates solar power and feeds it into the grid, supplying a utility with energy. A solar farm is a large array of solar panels, installed in fields or other large spaces, feeding all of the generated power to the electricity grid. (SEAI)

Veterinary Surgery

Use of a building or part thereof or land as a clinic or surgery for the treatment and care of animals. Animals may be housed on the premises for short periods for treatment purposes but not as part of a boarding kennel operation.

Warehousing

A building or part thereof where goods are stored or bonded prior to distribution and sale elsewhere. It may include the storage of commercial vehicles where this is ancillary to the warehousing function.

Wholesale Outlet

A building or part thereof or land used for the sale of goods by wholesale to traders only. Processing and manufacturing of such goods is excluded.

13.2.1 Use Class definitions specific to Sandyford Urban Framework Plan

Local Shop

Local shop and services primarily serving the local/walk in community with basic day to day needs. Typically these comprise convenience stores and services such as newsagents, butchers, vegetable shop, hairdresser, beauty salon and other similar basic retail services.

Small scale convenience shop (less than 300 sq.m.)

A shop of less than 300 sq.m. selling convenience goods. Convenience goods would include: food, alcoholic and non-alcoholic beverages, tobacco and non-durable household goods.

14

Specific Local Objectives





10

14.1 Introduction

This Chapter sets out the Council's Specific Local Objectives (SLOs) which, detail the works that the Council intends to initiate and/or give effect to, within the lifetime of the DLR County Development Plan, 2022-2028, at specific locations.

Given that the objectives listed below are location specific these are highlighted on the Development Plan Maps Nos. 1-14 by means of a red hexagonal icon, with the relevant SLO number marked inside.

22

66

71

90

322

Map 1

Clonskeagh/Dundrum

SLO No:	It is an Objective of the Council:
1	To facilitate, support and enhance the development of University College Dublin including all associated and supporting facilities and to support the development of the Future Campus Project. A range of uses will be facilitated on Belfield campus lands to encourage and foster strong links between education, community, and the business sector in the County.
2	To accord with the policies of the adopted Goatstown Local Area Plan.
3	To encourage the retention and development of the Airfield Estate for educational, recreational, tourism, cultural and community uses.
4	To implement the requirements of the Dublin Eastern Bypass Corridor Protection Study Booterstown to Sandyford, 2011 and any subsequent updates to same and to promote potential additional future temporary uses of the Dublin Eastern Bypass reservation corridor, including a greenway /cycleway, a pedestrian walkway, biodiversity projects, recreational opportunities - inclusive of playing pitches - public transport provision and other suitable temporary uses, pending a decision from Transport Infrastructure Ireland/Central Government in relation to the future status of the Bypass. Any potential additional future short-term uses of the reservation corridor will be subject to a joint feasibility study to be undertaken by TII and the NTA. In the event that the corridor is no longer needed for the DEBP, a Dún Laoghaire-Rathdown County Council lead study should be carried out to determine the best use of the corridor prior to any development being permitted. This study may be informed by a future NTA study. This should include the consideration of sustainable transport, biodiversity and recreation projects including playing pitches, and engagement with the public.
5	To facilitate, support and enhance educational facilities in the County, in particular, the activities of Dundrum College of Further Education that will foster strong links between education, community, and the business sector in the County.
6	To complete a Local Area Plan for Dundrum.
7	To identify and address the on-going car parking issues within and surrounding UCD Campus. In particular, the Council will support, work in conjunction with and facilitate the on-going process of Mobility Management Planning for UCD, involving the University and the NTA, in order to achieve more sustainable travel patterns to and from the University and to work towards the implementation of the UCD Travel Plan 2016 – 2021 - 2026.
8	To ensure Dundrum develops beyond just a retail shopping destination. Any future redevelopment of the old shopping centre lands shall provide for residential use and a range of complementary non-retail uses including - but not limited to - employment, restaurant, leisure, entertainment, creche facilities, remote working hubs, cultural, community and civic uses – to supplement that already provided for within the wider Dundrum Town Centre.
9	To ensure that any future redevelopment of the old shopping centre lands, and adjoining /nearby properties on Main Street, take cognisance of the character and streetscape of the Old Main Street, and maintain where appropriate, and possible existing buildings and/or facades. Building Heights alongside Main Street must be sensitive to the original streetscape, in keeping with its character, scale and Architectural Conservation Area status.
10	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities.
11	To support the recommendations of the Dundrum Community, Cultural and Civic Action Plan.
113	Any integration of / or connectivity between the Central Mental Hospital lands with the adjoining residential area should include the development of enhanced sporting facilities/ infrastructure for existing and future residents.
114	To ensure any future redevelopment of the Old Shopping Centre site addresses the need for the provision of a future Dundrum Community, Cultural and Civic Centre facility, which also integrates into a civic square/plaza area.
120	Any redevelopment of the Goat site should include the creation of a village square/civic space and a new pedestrian friendly street and should improve the appearance, quality and overall function of the public realm within the area.

SLO No:	It is an Objective of the Council:
121	To support the retention of the existing medical/hospital uses at the Mount Carmel Community Hospital and facilitate its future development including the provision of supporting facilities.
122	To allow offices in excess of 200 sq. metres in the former Central Mental Hospital buildings which are included on the Record of Protected Structures. Any application for offices in excess of 200 sq. metres shall (i)relate only to the former Mental Hospital Buildings with any extension to the building in office use to be only small ancillary structures, (ii)shall include a report that demonstrates that other suitable uses that are permitted in principle or open for consideration have been explored and that the reasons for discounting same relate to the proper planning and sustainable development of the area.
123	To ensure that, as Strategic Regeneration Sites, residential provision on the Central Mental Hospital Site and the Old Shopping Centre site will provide for a balanced mix of housing tenure, including affordable homes, and an acceptable mix of larger flexible units, and lifetime adaptable homes to ensure balanced, sustainable communities in Dundrum.
124	Permeability through all developments on the west side of Main Street should ensure pedestrian/cycle links between Main Street and the Dundrum Bypass.
127	To prepare a Local Area Plan for Clonskeagh/UCD."

Map 2

Boosterstown/Blackrock/Stillorgan

SLO No:	It is an Objective of the Council:
1	To facilitate, support and enhance the development of University College Dublin including all associated and supporting facilities and to support the development of the Future Campus Project. A range of uses will be facilitated on Belfield campus lands to encourage and foster strong links between education, community, and the business sector in the County.
2	To accord with the policies of the adopted Goatstown Local Area Plan.
4	To implement the requirements of the Dublin Eastern Bypass Corridor Protection Study Booserstown to Sandyford, 2011 and any subsequent updates to same and to promote potential additional future temporary uses of the Dublin Eastern Bypass reservation corridor, including a greenway /cycleway, a pedestrian walkway, biodiversity projects, recreational opportunities - inclusive of playing pitches - public transport provision and other suitable temporary uses, pending a decision from Transport Infrastructure Ireland/Central Government in relation to the future status of the Bypass. Any potential additional future short-term uses of the reservation corridor will be subject to a joint feasibility study to be undertaken by TII and the NTA. In the event that the corridor is no longer needed for the DEBP, a Dún Laoghaire-Rathdown County Council lead study should be carried out to determine the best use of the corridor prior to any development being permitted. This study may be informed by a future NTA study. This should include the consideration of sustainable transport, biodiversity and recreation projects including playing pitches, and engagement with the public.
7	To identify and address the on-going car parking issues within and surrounding UCD Campus. In particular, the Council will support, work in conjunction with and facilitate the on-going process of Mobility Management Planning for UCD, involving the University and the NTA, in order to achieve more sustainable travel patterns to and from the University and to work towards the implementation of the UCD Travel Plan 2016 - 2021 - 2026.
10	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities.
12	To develop Blackrock Park in accordance with a Masterplan approved by the Council.
13	To accord with the policies of the adopted Blackrock Local Area Plan.
14	To support and enhance University College Dublin's third level education and associated facilities at Avoca Avenue/Carysfort Avenue.
15	To accord with the policies of the adopted Stillorgan Local Area Plan.

SLO No:	It is an Objective of the Council:
16	To facilitate, support and enhance educational facilities in the County, in particular the activities of Blackrock Further Education Institute that will foster strong links between education, community, and the business sector in the County.
17	To protect and conserve South Dublin Bay Special Area of Conservation.
18	To promote the development of the Sutton to Sandycove Promenade and Cycleway as a component part of the National East Coast Trail Cycle Route and also the Dublin Bay trail from the boundary with Dublin City up to the boundary with Co. Wicklow. Any development proposal will protect and enhance public access to the coast where feasible. Any development proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive to ensure the protection and preservation of all designated SACs, SPAs, and pNHA(s) in Dublin Bay and the surrounding area.
19	That no residential or commercial building development be permitted on this site, in recognition of its close proximity to Booterstown Marsh part of South Dublin Bay and River Tolka Estuary SPA and also a pNHA.
20	To recognise that infrastructure pertaining to the National Gas Grid runs through this site.
21	To support and facilitate the provision of a swimming pool, leisure facility and Library within the Stillorgan area.
22	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities within the outlined group of buildings / land.
125	To promote the lands located at the southern end of the Mount Anville Estate, accessed from the Lower Kilmacud Road, as a location for a mixed-tenure age-friendly housing development with associated supports, creating the opportunity to foster intergenerational links with the Schools, and sensitive to the amenity of the upper walled garden centred on the protected glasshouse.
126	To protect and retain the burial ground and associated oratory at the Cemetery for the Society of the Sacred Heart at Mount Anville.
127	To prepare a Local Area Plan for Clonskeagh/UCD.
128	To support the retention of the existing medical/hospital uses at the Blackrock Clinic and facilitate its future development including the provision of supporting facilities.
129	To provide for the development of the publicly owned lands at Bath Place, Blackrock for primarily public uses, in conjunction with the community of Blackrock during the lifetime of this Plan.
139	To support the retention of the existing medical/hospital uses at the St John of God Hospital on Stillorgan Road and facilitate its future development including the provision of supporting facilities.

Map 3

Monkstown/Dún Laoghaire

SLO No:	It is an Objective of the Council:
10	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities.
17	To protect and conserve South Dublin Bay Special Area of Conservation.
18	To promote the development of the Sutton to Sandycove Promenade and Cycleway as a component part of the National East Coast Trail Cycle Route and also the Dublin Bay trail from the boundary with Dublin City up to the boundary with Co. Wicklow. Any development proposal will protect and enhance public access to the coast where feasible. Any development proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive to ensure the protection and preservation of all designated SACs, SPAs, and pNHA(s) in Dublin Bay and the surrounding area.
22	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities within the outlined group of buildings / land.
23	To facilitate the continued development of the Harbour, ensuring at all times that the historic significance and natural beauty of this public amenity is protected, in accordance with any specific policies contained within the forthcoming Dún Laoghaire and Environs Local Area Plan.
24	To encourage the redevelopment of 'The Gut' adjacent to the West Pier to include improved access to the area.
25	To improve/upgrade access to Dún Laoghaire Harbour and lands adjacent to the West Pier at Coal Quay Bridge.

SLO No:	It is an Objective of the Council:
26	To retain the Carlisle Pier structure and to encourage redevelopment on it that will focus on the historical importance of the Pier and will incorporate uses that will bring significant cultural, social, recreational and economic benefits to Dún Laoghaire-Rathdown. Development should regenerate and enliven the waterfront, be sensitive to the setting and should include a significant portion of cultural and amenity uses with public accessibility and permeability to the waterfront paramount. Such proposals should be carefully scaled and should be designed with variety in the massing of built elements to avoid 'slab-like' infilling of the Pier. Any development should consider the sensitive incorporation and the re-use of remaining components of the original rail sheds, where appropriate.
27	To manage and enhance The Metals from Marine Road to Dalkey giving due regard to its historic importance while encouraging its use as a walking and cycling route between Dún Laoghaire and Dalkey.
28	Bulloch Harbour: That any development shall form part of a mixed-use scheme which will include commercial marine-based activity and public water-based recreational uses and shall have regard to the special nature of the area in terms of the height, scale, architecture and density of built form.
29	To prepare a Local Area Plan for Deansgrange.
30	To facilitate, support and enhance the development of the Dún Laoghaire Institute of Art, Design and Technology including all associated and supporting facilities. A range of uses will be facilitated on the campus lands to encourage and foster strong links between education, community, and the business sector in the County.
31	To seek the redevelopment of the obsolete area at the Fire Station in accordance with the objectives of the Interim Dún Laoghaire Urban Framework Plan and the forthcoming Dún Laoghaire and Environs Local Area Plan.
32	To retain the existing hospital uses at St. Michael's and to develop and upgrade the Hospital and Boylan Centre sites in accordance with the objectives of the Interim Dún Laoghaire Urban Framework Plan and the forthcoming Dún Laoghaire and Environs Local Area Plan.
33	To prepare a Local Area Plan for Dún Laoghaire and Environs, including the harbour lands. Any plan shall be informed by the outcomes of the two URDF funded studies – one on the town and one on the harbour.
34	To facilitate, support and enhance educational facilities in the County, in particular the activities of Dún Laoghaire Further Education Institute (DFEi) that will foster strong links between education, community, and the business sector in the County. Should the Institute seek to expand its operations into Dún Laoghaire Town, this would be encouraged and welcomed and would create a stronger connection between the educational facility and the Town itself, as well as providing for the potential for the use/reuse of existing buildings/facilities.
35	To promote Water Leisure Facilities for public use at the coastal fringe of the Gut and rear of the West Pier, subject to the appropriate environmental assessments including any assessment required under the Habitats Directive in co-operation with the relevant agencies.
36	That the future uses associated with Dún Laoghaire Carnegie Library explore the option of community use, ensure active street frontage, make a positive contribution to the public realm and takes cognisance of its Protected status.
37	That Dunleary House (Yellow Brick House) and associated boundary be retained in situ and renovated and ensure its rehabilitation and suitable reuse of the building which makes a positive contribution to the character and appearance of the streetscape at this location.
38	To encourage and support the redevelopment and refurbishment of the Dún Laoghaire Shopping Centre Site - in accordance with the provisions of the Interim Dún Laoghaire Urban Framework Plan - in advance of the forthcoming Dún Laoghaire and Environs Local Area Plan.
39	In accordance with National Policy, the Council shall, within the relevant planning frameworks, formulate and implement, where appropriate and applicable, a plan for the future development of Dún Laoghaire Harbour and its curtilage.

SLO No:	It is an Objective of the Council:
40	To support and encourage the development of a National Watersports Centre Campus to facilitate training and participation in a varied range of water sports and activities, accessible for all ages and abilities and socio-economic status, to provide a focus for national and international watersports events, subject to the finding of the future feasibility study to be carried out using funding secured under the Large Scale Sports Infrastructure Fund (LSSIF). Site appraisal and analysis of the Harbour environs to identify the optimum location(s) for such a centre to be expedited as an integral part of the forthcoming Dún Laoghaire and Environs Local Area Plan.
115	To provide an open seawater pool as a part of the next phase of the development at the Dún Laoghaire Baths site. This provision shall take into account environmental feasibility, including ecological, water and cultural heritage sensitivities. Any proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive and shall ensure the protection and preservation of all designated SACs, SPAs, and pNHA(s) in Dublin Bay and the surrounding area.
116	To provide a cultural and heritage centre in the environs of the Dún Laoghaire Harbour that focusses on the unique history of emigration from the Carlisle Pier, the construction of the harbour, the role of the harbour in the development of amateur watersports, and the celebration of the first suburban rail line and mail boat service. Any proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive and shall ensure the protection and preservation of all designated SACs, SPAs, and pNHA(s) in Dublin Bay and the surrounding area.
130	To ensure that development within this objective area does not (i) have a significant negative impact on the environmental sensitivities in the area including those identified in the SEA Environmental Report, and/or (ii) does not significantly detract from the character of the area either visually or by generating traffic volumes which would necessitate road widening or other significant improvements.
131	To encourage and support the development of Seaweed Baths on the former Dún Laoghaire Baths site.
132	To enhance the character, ambiance, quality of the environment and public realm of the Monkstown Farm area namely Oliver Plunkett Road and all the residential streets adjoining it maintaining it to the same standard provided for other residential and business districts in the area.
133	To protect and promote the development of the green space for recreational/sport facilities and projects to increase the biodiversity in this urban area, providing a benefit for residents, local schools, community and sport groups.
134	To support and facilitate the provision of a creche.
135	To enhance the character, ambiance and quality of the environment, historic streetscapes and public realm of the residential streets in the areas adjoining Lower George's Street, Dún Laoghaire and in particular, the areas of early twentieth century social housing, to ensure that the public realm in this older residential area - in close proximity to the core business district of the Town - is enhanced, improved and maintained to the standard provided for other residential and business districts adjoining Upper and Lower George's Street.

Map 4**Sandycove/Dalkey**

SLO No:	It is an Objective of the Council:
10	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities.
18	To promote the development of the Sutton to Sandycove Promenade and Cycleway as a component part of the National East Coast Trail Cycle Route and also the Dublin Bay trail from the boundary with Dublin City up to the boundary with Co. Wicklow. Any development proposal will protect and enhance public access to the coast where feasible. Any development proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive to ensure the protection and preservation of all designated SACs, SPAs, and pNHA(s) in Dublin Bay and the surrounding area.
22	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities within the outlined group of buildings / land.
28	Bulloch Harbour: That any development shall form part of a mixed-use scheme which will include commercial marine-based activity and public water-based recreational uses and shall have regard to the special nature of the area in terms of the height, scale, architecture and density of built form.
33	To prepare a Local Area Plan for Dún Laoghaire and Environs, including the harbour lands. Any plan shall be informed by the outcomes of the two Urban Regeneration and Development Fund (URDF) funded studies – one on the town and one on the harbour.
70	To prepare a Management Plan for Killiney Hill Park to include the area comprising the entire pNHA of Killiney Hill and Roches/Mullins Hill in consultation and liaison with the National Parks and Wildlife Service.
45	To implement the objectives of the Dalkey Island Conservation Plan 2013 - 2023.
46	To protect and conserve Rockabill to Dalkey Island Special Area of Conservation.
130	To ensure that development within this objective area does not (i) have a significant negative impact on the environmental sensitivities in the area including those identified in the SEA Environmental Report, and/or (ii) does not significantly detract from the character of the area either visually or by generating traffic volumes which would necessitate road widening or other significant improvements.
136	To protect the Dalkey Railway tunnel corridor for railway purposes in the interest of railway safety.
152	To offer a requisite level of protection and maintenance to the site known as Eire sign #7 (Hawk Cliff, Vico Road) such that this site will be afforded protection from any future activities which may either intentionally or unintentionally damage, undermine or remove this important historical heritage site and that this Council agrees to a reasonable level of maintenance of the site insofar as is practicable.

Map 5**Dundrum/Ballinteer**

SLO No:	It is an Objective of the Council:
3	To encourage the retention and development of the Airfield Estate for educational, recreational, tourism, cultural and community uses.
4	To implement the requirements of the Dublin Eastern Bypass Corridor Protection Study Booterstown to Sandycove, 2011 and any subsequent updates to same and to promote potential additional future temporary uses of the Dublin Eastern Bypass reservation corridor, including a greenway /cycleway, a pedestrian walkway, biodiversity projects, recreational opportunities - inclusive of playing pitches - public transport provision and other suitable temporary uses, pending a decision from Transport Infrastructure Ireland/Central Government in relation to the future status of the Bypass. Any potential additional future short-term uses of the reservation corridor will be subject to a joint feasibility study to be undertaken by TII and the NTA. In the event that the corridor is no longer needed for the DEBP, a Dún Laoghaire-Rathdown County Council lead study should be carried out to determine the best use of the corridor prior to any development being permitted. This study may be informed by a future NTA study. This should include the consideration of sustainable transport, biodiversity and recreation projects including playing pitches, and engagement with the public.

SLO No:	It is an Objective of the Council:
6	To complete a Local Area Plan for Dundrum.
10	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities.
22	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities within the outlined group of buildings / land.
47	To progress the Masterplan for Marlay Demesne with a focus on the conservation of the heritage of Marlay Park, the provision of quality recreational facilities, maintaining the highest standard of horticultural and landscape presentation and increasing accessibility of the Park, Marlay House and its amenities.
48	To support the development of a multi-sport complex at St Thomas's, Tibbradden Road.
137	To encourage and promote the use of these state-owned lands for the delivery of social and affordable homes, with an emphasis on affordable rental and affordable purchases. The urban form for this site shall be informed by a masterplan for the overall site included with any application.
138	To support and encourage a new sports complex with indoor and outdoor facilities allowing a mix of recreational sporting activities.

Map 6

Sandyford/Foxrock

SLO No:	It is an Objective of the Council:
4	To implement the requirements of the Dublin Eastern Bypass Corridor Protection Study Booterstown to Sandyford, 2011 and any subsequent updates to same and to promote potential additional future temporary uses of the Dublin Eastern Bypass reservation corridor, including a greenway /cycleway, a pedestrian walkway, biodiversity projects, recreational opportunities - inclusive of playing pitches - public transport provision and other suitable temporary uses, pending a decision from Transport Infrastructure Ireland/Central Government in relation to the future status of the Bypass. Any potential additional future short-term uses of the reservation corridor will be subject to a joint feasibility study to be undertaken by TII and the NTA. In the event that the corridor is no longer needed for the DEBP, a Dún Laoghaire-Rathdown County Council lead study should be carried out to determine the best use of the corridor prior to any development being permitted. This study may be informed by a future NTA study. This should include the consideration of sustainable transport, biodiversity and recreation projects including playing pitches, and engagement with the public.
10	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities.
29	To prepare a Local Area Plan for Deansgrange.
49	To support the status of and continued viability of Leopardstown Racecourse as one of Europe's premier racetracks and a major leisure facility in the County by encouraging its future development and facilitating the development of supporting facilities.
50	To seek the provision of ground floor uses that animate and provide extended life to the proposed civic plaza at the entrance to Ballymoss Road and the junction with Blackthorn Drive and the design principles and character areas indicated in the Sandyford Urban Framework Plan (SUFP).
51	To provide for primary and post primary education facilities at Legionaries of Christ lands and at Stillorgan Business Park/Benildus Avenue.
52	To facilitate the provision of community infrastructure at ground floor along the eastern outer edge of the Carmanhall residential neighbourhood along Blackthorn Road, to create active street frontage and to ensure the appropriate provision of social and community infrastructure to serve the needs of the resident and employee population.
53	To provide a Public Transport Interchange in the vicinity of the Stillorgan Luas Stop.
54	To retain and enhance the Sylvan character at South County Business Park.
55	To facilitate the provision of uses that will create an active street frontage and provide a transition between the residential neighbourhood and the opposing employment-based areas along Blackthorn Road, (where Blackthorn Road runs parallel with Carmanhall Road only). It is anticipated that these will be provided as own door units for small business.

SLO No:	It is an Objective of the Council:
56	To provide for the expansion of the existing use at Burton Hall.
57	To develop a Sandyford Business District Civic Park at the corner of Corrigan Road and Carmanhall Road.
58	To facilitate the further development of Sandyford Business District in accordance with the policies and objectives of the Sandyford Urban Framework Plan.
59	To ensure the provision of pocket parks and civic spaces at locations specified on the Sandyford Urban Framework Plan (SUIFP).
60	To facilitate the attraction of internationally trading services to South County Business Park. Office Based Employment will be permitted on these lands. It will be a requirement to provide activity along the route to the Luas and to have regard to the residential amenity of the local residents.
61	To implement and develop the lands at Ballyogan and Environs at the Ballyogan and Environs Local Area Plan, and the Specific Local Objectives, therein.
62	To protect and support the continuation of playing pitches at Páirc Uí Bhriain.
63	To improve, encourage and facilitate the provision and expansion of medical/hospital campus at Beacon and Leopardstown Hospital.
64	To provide for office-based employment uses in accordance with Section 2.3.6 of Appendix 16 and a Masterplan, outside of the campus required for primary and post primary school(s), on the lands known as the Legionaries of Christ.
85	To secure the use of lands at Stillorgan Reservoir for Public Amenity Purposes.
139	To support the retention of the existing medical/hospital uses at the St John of God Hospital on Stillorgan Road and facilitate its future development including the provision of supporting facilities.
140	To promote the subject lands as a location for an urban forest.
141	To facilitate completion of the unfinished Block and allow consideration of a maximum of 110 residential units.

Map 7

Cabinteely/Killiney/Sallynoggin

SLO No:	It is an Objective of the Council:
10	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities.
18	To promote the development of the Sutton to Sandycove Promenade and Cycleway as a component part of the National East Coast Trail Cycle Route and also the Dublin Bay trail from the boundary with Dublin City up to the boundary with Co. Wicklow. Any development proposal will protect and enhance public access to the coast where feasible. Any development proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive to ensure the protection and preservation of all designated SACs, SPAs, and pNHA(s) in Dublin Bay and the surrounding area.
22	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities within the outlined group of buildings / land.
29	To prepare a Local Area Plan for Deansgrange.
30	To facilitate, support and enhance the development of the Dún Laoghaire Institute of Art, Design and Technology including all associated and supporting facilities. A range of uses will be facilitated on the campus lands to encourage and foster strong links between education, community, and the business sector in the County.
41	To seek the retention of the existing streetscape at Baker's Corner, which comprises Baker's Corner Public House and its ancillary envelope of structures.
42	To retain, strengthen and improve important uses at Baker's Corner, which have a strong neighbourhood function, including Retail / Commercial elements and the Public House.
43	To support and facilitate the provision of direct pedestrian and cycle links between the employment zoned lands within the plan area and Clonkeen Park and to strengthen pedestrian and cycle links between the employment lands and adjacent neighbourhood and village centres in order to improve pedestrian and cyclist permeability within the overall area.

SLO No:	It is an Objective of the Council:
65	To prepare a Local Area Plan for Sallynoggin.
66	As part of the redevelopment of the National Rehabilitation Hospital a dedicated open space/recreational area shall be provided. The location and size of the area shall be agreed with the Planning Authority, to include details of the level of public accessibility, which will be appropriate to, and consistent with, the specialist rehabilitation services provided through the hospital. Any future redevelopment of the site shall also retain the pedestrian and cycle link that connects Rochestown Avenue to Pottery Road through the subject site.
67	To upgrade and improve Kilbogget Park in accordance with the future approved Masterplan.
68	To create a linear park along the Loughlinstown river incorporating a pedestrian route and cycleway (greenway), which will link Cabinteely Park to the sea at Rathsallagh.
69	To implement and develop the lands at Cherrywood in accordance with the adopted Strategic Development Zone Planning Scheme (SDZ), (as amended).
70	To prepare a management plan for Killiney Hill Park and to include the area comprising the entire pNHA of Killiney Hill and Roches/Mullins Hill in consultation and liaison with the National Parks and Wildlife Service, and to retain and preserve the natural environment and biodiversity on Roches/Mullins Hill, Killiney.
71	Any future development proposals contained within lands zoned objective 'E', and which immediately abut residentially-zoned land shall clearly demonstrate that the residential amenities of the neighbouring properties will be respected and protected through sensitive design with reference to height, scale and setback and will include the provision of appropriate high-quality landscaping and boundary treatments. Vehicular or pedestrian access through Oakdale Drive to lands zoned objective 'E' will not be permitted and this road will remain as a cul-de-sac. Consideration should be given to the use of the 'Former Workmans Club' for staff recreational facilities.
72	That a green buffer zone will be provided on the inside of the new boundary along Pottery Road on lands zoned 'SNI'. This green buffer zone will be extensively landscaped with trees and shrubs and will be 5 metres wide opposite 'E' zoned lands and 9 metres wide opposite 'A' zoned lands.
73	To limit development along the Brennanstown Road to minor domestic infills and extensions until a Traffic Management Scheme for the area has been completed and its recommendations implemented.
74	To encourage the redevelopment and refurbishment of the former Killiney Beach Tea Rooms in accordance with the zoning objective for the site to include a tea-room/café/restaurant use as part of any proposal on site.
130	To ensure that development within this objective area does not (i) have a significant negative impact on the environmental sensitivities in the area including those identified in the SEA Environmental Report, and/or (ii) does not significantly detract from the character of the area either visually or by generating traffic volumes which would necessitate road widening or other significant improvements.
142	It is the objective of Dún Laoghaire-Rathdown County Council to actively support and facilitate the redevelopment and expansion of strategic medical-hospital uses, services and ancillary facilities at the National Rehabilitation Hospital lands.

Map 8

Kilmashogue/Ticknock

SLO No:	It is an Objective of the Council:
22	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities within the outlined group of buildings / land.
75	To ensure the continued development of a regional park, the conservation of Fernhill House and the preservation of trees, woodlands and amenity gardens at Fernhill in accordance with the approved Masterplan and the Fernhill Sustainability Strategy.
76	To protect and conserve the Wicklow Mountains National Park Special Area of Conservation.

Map 9

Stepaside

SLO No:	It is an Objective of the Council:
10	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities.
61	To implement and develop the lands at Ballyogan and Environs in accordance with the adopted Ballyogan and Environs Local Area Plan, and the Specific Local Objectives, therein.
69	To implement and develop the lands at Cherrywood in accordance with the adopted Strategic Development Zone Planning Scheme (SDZ), (as amended).
73	To limit development along the Brennanstown Road to minor domestic infills and extensions until a Traffic Management Scheme for the area has been completed and its recommendations implemented.
75	To ensure the continued development of a regional park, the conservation of Fernhill House and the preservation of trees, woodlands, and amenity gardens at Fernhill in accordance with the approved Masterplan and the Fernhill Sustainability Strategy.
77	To provide for Phase 2 of the Samuel Beckett Civic Campus which includes a multi-purpose sports building, Sports Hall, Children's and 25 metre Swimming Pools, Dance Studio and Gym, a two-storey Library, a Changing Place facility, a two storey Car Parking Facility and a hard landscaped Civic Plaza on Council lands at Ballyogan. Provision shall be informed by the strategic review of the project.
78	To review and update the 2006 Masterplan for the proposed Jamestown Park to provide parklands in association with the developing areas of Stepside, Ballyogan and Kiltiernan. These lands will be gradually developed and opened to the public on an incremental basis.
79	To continue to develop the existing sports facilities at the site known as the '8-acre field'.
80	To accord with the policies of the adopted Kiltiernan/ Glenamuck Local Area Plan.
81	To ensure the provision of a combined pedestrian footpath/cycleway connection between Belarmine and Kilgobbin Road to improve overall local permeability and to facilitate direct access from new residential communities to the Luas Line B1 public transport corridor.
82	To provide for the development of a Neighbourhood Centre in the north-east 'quadrant' of the Park, Carrickmines, with a net retail floorspace cap of 6000 sq.m. (approximately), and a leisure facility, to assist the existing and future retail and leisure needs of the growth areas of Carrickmines, Stepside-Ballyogan and Kiltiernan-Glenamuck, while also protecting employment use at this location. Any future development of the north east quadrant should ensure that the Ballyogan link road, parkland area and greenway (as pertaining to the lands) are completed and available for use by the general public before occupation of development.
83	To protect the mosaic of habitats of the calcareous wetland and orchid grassland at Kingston/ Ballycorus, Kiltiernan.
84	To conserve and protect Carrickmines Castle site and to proceed to implement the Carrickmines Castle Conservation Plan 2015-2025.
86	To prepare a Local Area Plan for Rathmichael.
87	To seek the development of a multi-purpose, multi-functional community centre south of Enniskerry Road proximate to the Stepside Village Neighbourhood Centre.
143	To carry out in consultation with TII and the NTA a collaborative Area Based Transport Assessment (ABTA) prior to the development of lands at Racecourse South. The Local Authority will engage with the landowner on the preparation of the ABTA. The ABTA will address how development will avoid undermining the safe and efficient operation of the National Road and light rail network and ensure that the strategic function of the M50 will be maintained with full build out of the lands. The ABTA will include assessment of impact on Junction 15 and LUAS operation and will be carried out in accordance with the TII/NTA Area Based Transport Assessment (ABTA) Advice/Guidance Notes (2018). The outcome and recommendations of the ABTA shall be taken into account in the assessment of future planning applications.
144	To promote the use of the former Baling station in Ballogan as a multi-use indoor sport facility.
145	To investigate the feasibility of providing an animal sanctuary in Jamestown Regional Park.

Map 10

Laughanstown/Shankill

SLO No:	It is an Objective of the Council:
10	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities.
18	To promote the development of the Sutton to Sandycove Promenade and Cycleway as a component part of the National East Coast Trail Cycle Route and also the Dublin Bay trail from the boundary with Dublin City up to the boundary with Co. Wicklow. Any development proposal will protect and enhance public access to the coast where feasible. Any development proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive to ensure the protection and preservation of all designated SACs, SPAs, and pNHA(s) in Dublin Bay and the surrounding area.
67	To upgrade and improve Kilbogget Park in accordance with the future approved Masterplan.
68	To create a linear park along the Loughlinstown river incorporating a pedestrian route and cycleway (greenway), which will link Cabinteely Park to the sea at Rathsallagh.
69	To implement and develop the lands at Cherrywood in accordance with the adopted Strategic Development Zone Planning Scheme (SDZ), (as amended).
86	To prepare a Local Area Plan for Rathmichael.
88	To liaise with Transport Infrastructure Ireland (TII) to investigate potential improvements to the Loughlinstown Roundabout with any such improvements to be informed by the outcome of the TII's on-going Corridor Studies.
89	To retain the famine grave on the site adjacent to St. Columcille's Hospital.
90	To conserve the Bride's Glen as a public amenity.
91	To accord with the policies of the Woodbrook/Shanganagh Local Area Plan.
92	That no insensitive or large-scale development will take place above the 90 - metre contour line at Rathmichael, from Old Connaught Golf Course to Pucks Castle Lane (Maps 10-14).
94	To improve pedestrian/cycle connectivity between Kilbogget Park and Loughlinstown Linear Park and thus improve local community connectivity.
95	To develop and support sustainable neighbourhoods into the future through the delivery of social and community infrastructure such as schools, amenities, and childcare facilities, etc. in accordance with the adopted Woodbrook/Shanganagh Local Area Plan.
117	The feasibility of incorporating the East Coast Cycle Trail into any coastal protection works required between Corbawn Lane and the proposed DART station at Woodbrook should be investigated. Such works shall be carried out in accordance with the recommendations of the Coastal Defence Strategy (2010) or any future Strategy. Any proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive and shall ensure the protection and preservation of all designated SACs, SPAs, and pNHA(s) in Dublin Bay and the surrounding area.
130	To ensure that development within this objective area does not (i) have a significant negative impact on the environmental sensitivities in the area including those identified in the SEA Environmental Report, and/or (ii) does not significantly detract from the character of the area either visually or by generating traffic volumes which would necessitate road widening or other significant improvements.
146	To support the retention of the existing medical/hospital uses at St Columcille's Hospital, Loughlinstown and facilitate its future development including the provision of supporting facilities.
147	To protect and enhance the public realm in Ballybrack Village.
148	To protect and safeguard the roundabouts on the approaches into Shankill village at St. Anne's Church and at the junction of Dublin Road (R119) and Quinn's Road.
149	To establish a new pedestrian walkway that retains the established permeability from the N11 through the lands at St Laurence to the Wyattville Park estate in Loughlinstown. A walkway shall be retained until this specific new SLO is achieved.
150	To allow for the provision of a new pedestrian and cycle link via a new combined foot and cycleway bridge from Rathmichael Road towards the Luas station at Cherrywood Business Park passing under the existing M50 motorway bridge and crossing the R116 Brides Glen road and valley.

Map 11 and Insets**Glendoo/Boranaraltry**

SLO No:	It is an Objective of the Council:
76	To protect and conserve the Wicklow Mountains National Park Special Area of Conservation.
96	Through the Council's membership of the Dublin Mountains Partnership (DMP), to improve the recreation potential of the public lands in the Dublin Mountains.

Map 12**Glencullen/Boranaraltry**

SLO No:	It is an Objective of the Council:
22	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities within the outlined group of buildings / land.
76	To protect and conserve the Wicklow Mountains National Park Special Area of Conservation.
97	To prepare a Local Area Plan for Glencullen.
151	To provide for a number of holiday caravan/camping facilities within a 1km radius of the cross roads at Glencullen subject to the following: ensuring that there is not an over proliferation of such facilities, ensuring any proposals do not undermine the overall zoning objective, ensuring proposals do not have a negative impact on the source protection area or sensitive watercourses as identified in the Glencullen Local Area Plan and/or in section 10.2.2.5 of this Plan and ensuring that the development (including any resultant increases in visitor numbers and/or behaviour) does not affect the integrity of the Knocksink Wood Special Area of Conservation. Each facility shall be limited to a total of 10 pitches (combination of pods, glamping, tents, camper vans) and any glamping pods shall be commensurate in size and scale to a tent/camper van so as to avoid any negative visual impact on the landscape.

Map 13**Glencullen/Ballycorus**

SLO No:	It is an Objective of the Council:
22	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities within the outlined group of buildings / land.
80	To accord with the policies of the adopted Kiltiernan/Glenamuck Local Area Plan.
83	To protect the mosaic of habitats of the calcareous wetland and orchid grassland at Kingston/Ballycorus, Kiltiernan.
97	To prepare a Local Area Plan for Glencullen.
99	To protect and conserve the Knocksink Wood Special Area of Conservation.
100	To investigate and consider the feasibility of designing and implementing a Management Plan for Carrickgollogan Hill area, to the north of Murphy's Lane and including the Lead Mine complex.
101	To protect and conserve Ballyman Glen Special Area of Conservation.
102	The Council will assist the Dublin Mountain Partnership to facilitate enhancements to the public Right- of-way between Scalp Villa, Enniskerry Road and Ballybetagh Road, as part of the Dublin Mountains Way.
151	To provide for a number of holiday caravan/camping facilities within a 1km radius of the cross roads at Glencullen subject to the following: ensuring that there is not an over proliferation of such facilities, ensuring any proposals do not undermine the overall zoning objective, ensuring proposals do not have a negative impact on the source protection area or sensitive watercourses as identified in the Glencullen Local Area Plan and/or in section 10.2.2.5 of this Plan and ensuring that the development (including any resultant increases in visitor numbers and/or behaviour) does not affect the integrity of the Knocksink Wood Special Area of Conservation. Each facility shall be limited to a total of 10 pitches (combination of pods, glamping, tents, camper vans) and any glamping pods shall be commensurate in size and scale to a tent/camper van so as to avoid any negative visual impact on the landscape.

Map 14

Rathmichael/Old Connaught

SLO No:	It is an Objective of the Council:
18	To promote the development of the Sutton to Sandycove Promenade and Cycleway as a component part of the National East Coast Trail Cycle Route and also the Dublin Bay trail from the boundary with Dublin City up to the boundary with Co. Wicklow. Any development proposal will protect and enhance public access to the coast where feasible. Any development proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive to ensure the protection and preservation of all designated SACs, SPAs, and pNHA(s) in Dublin Bay and the surrounding area.
22	To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities within the outlined group of buildings / land.
92	That no insensitive or large-scale development will take place above the 90-metre contour line at Rathmichael, from Old Connaught Golf Course to Pucks Castle Lane – Maps 10-14.
98	To provide for the remediation of the Bray landfill site.
100	To investigate and consider the feasibility of designing and implementing a Management Plan for Carrickgollogan Hill area, to the north of Murphy's Lane and including the Lead Mine complex.
101	To protect and conserve Ballyman Glen Special Area of Conservation.
103	To accord with the policies of the adopted Woodbrook/ Shanganagh Local Area Plan.
104	To investigate the potential upgrading of the Wilford Interchange to provide connectivity to lands west of the M11 and Old Connaught Village with any such improvements to be informed by the outcome of the TII's on-going Corridor Studies.
105	To prepare a Local Area Plan for Old Connaught.
106	To support the development of a crematorium at Shanganagh Cemetery.
107	To co-operate with the National Transport Authority, Transport Infrastructure Ireland and Wicklow County Council in the establishment of a busway and bridge from Fassaroe to Old Connaught over County Brook at Ballyman Glen which facilitates walking and cycling to provide connections between the proposed new development areas of old Connaught and Fassaroe (Wicklow County).
108	To provide pedestrian/cycle access across the M11 corridor in the vicinity of Allies River Road, the corridor and route selection process outlined in Policy Objective T24 should be followed.
109	To continue the development of Shanganagh Park in accordance with the Masterplan, and to develop a sports facility and improved recreational facilities in the park.
110	To upgrade and enhance the linear park at Woodbrook Glen/Corke Abbey.
111	To provide a DART Station at Woodbrook.
112	To facilitate the provision of a pedestrian and cycle corridor connecting Cois Cairn to the Dublin Road, in conjunction with the development of the Council owned 'E' zoned lands and the upgrading of the Wilford Interchange, with any such improvements to be informed by the outcome of the TII's on-going Corridor Studies and any future studies.
119	To provide a permeability link between the Green Area/Linear Park between Corke Abbey and Woodbrook Glen, and any development on the Former Bray Golf Club lands to allow access towards Bray Harbour.

15

Implementation, Monitoring and Evaluation



Cherrywood (Credit: Hines)



Rosemount Housing Development

15.1 Introduction

The implementation and delivery of the County Development Plan is a key objective of the Planning Authority. The establishment of a performance management system is important to better understand whether, and to what extent, the Policy Objectives of the County Development Plan are being realised. The DLR County Development Plan introduces, for the first time, a more formalised approach to Plan implementation, monitoring and evaluation, which provides a framework for measuring the outcomes of the Policy Objectives of the Plan. The framework seeks to move beyond assessment of the planning system from a primarily procedural and administrative perspective (no. of planning applications / units permitted etc.) to a richer form of planning performance which incorporates planning outcome monitoring and evaluation across a broad range of policies. It is acknowledged that Policy Objectives often take a

number of Plan cycles to be fully realised and as such the framework provides a first step towards assessing the value and quality of planning outcomes which will continue through successive County Development Plans.

15.2 Implementation and Monitoring

The implementation and monitoring framework for the Plan is set out in Section 15.5 below. The framework is anchored to the Vision for the County Development Plan (see Section 1.7) and the Strategic County Outcomes which underpin its delivery (see Figure 15.1). The County Development Plan Vision and Strategic County Outcomes are themselves broadly aligned with the Regional Strategic Outcomes of the RSES, the National Strategic Outcomes of the NPF, and the United Nations Sustainable Development Goals.



Figure 15.1: County Development Plan - Strategic County Outcomes

The implementation and monitoring framework categorises key Policy Objectives in terms of their contribution towards the achievement of the Strategic County Outcomes. Many of the Policy Objectives are multi-faceted and as such contribute to the achievement of multiple Strategic County Outcomes, which themselves are interrelated. Policy Objectives are assessed in terms of means of implementation and also key performance indicators to monitor/ evaluate the delivery of the Policy Objective.

It is noted that the intention of Policy Objectives are wide-ranging and as such the implementation and monitoring framework does not comprise a comprehensive list of all policies. While every effort has been made to formulate Policy Objectives in the Plan that are SMART (Specific, Measurable, Assignable, Realistic and Time-Related) it is acknowledged that not all Policy Objectives may be measured in easily identifiable quantitative values. Many Policy Objectives relate to development management processes which may be implemented through established internal processes and procedures. Other Policy Objectives may relate to criteria which are considered as part of multi-faceted decision-making processes which require the balancing of a range of Policy Objectives against particular site-specific circumstances. In addition, it is noted that many Policy Objectives are intended to facilitate and support an intended outcome, rather than act as a direct means of delivering the outcome. In this regard, implementation of the Policy Objectives of the County Development Plan, and the delivery of desired planning outcomes, may be subject to a range of external factors, most notably wider economic circumstances and availability of resources. Notwithstanding these limitations, the implementation and monitoring framework seeks to align, where possible, the right indicators that appropriately reflect and measure whether a Policy Objective is being achieved. The Key Performance Indicators set out in the implementation and monitoring framework in Section 15.5 are not intended to comprise an exhaustive list and additional data / information – both quantitative and qualitative – may be incorporated for analysis purposes, as appropriate.

15.3 Plan Evaluation and Reporting

The implementation and monitoring framework is intended to function as a formal feedback loop with the evaluation and reporting processes intended to comprise a key input into the formulation and refinement of future planning policy. In this manner, the framework is intended to serve as an important evidence-based input and integrate with the review process of subsequent County Development Plans. In terms of its formal evaluation role, the framework is intended to assist the Planning Authority in meeting its statutory reporting requirements including:

- The 2 Year Progress Report of the County Development Plan (as required under Section 15(2) of The Act).
- Report to the Regional Assembly setting out progress made in supporting objectives of the RSES (as required under Section 25A(1) of The Act).

15.4 Environmental Monitoring

Article 10 of the SEA Directive requires monitoring of the significant environmental effects of the implementation of the County Development Plan in order to identify, at an early stage, unforeseen adverse effects and to enable appropriate remedial action to be undertaken. While the monitoring framework set out below incorporates some monitoring of environment related objectives, the full and comprehensive monitoring and evaluation assessment, required to be undertaken under Article 10 of the SEA Directive, is set out in the Strategic Environmental Assessment that accompanies the County Development Plan.

IME1: SEA Monitoring

It is a Policy Objective to monitor the significant environmental effects of the implementation of the County Development Plan through the monitoring measures and reporting requirements set out in Section 10 of the SEA Environmental Report for the County Development Plan.

15.5 Implementation and Monitoring Framework

15.5.1 Introduction, Vision and Context

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
RSES1- Regional Spatial and Economic Strategy	✓	✓	✓	✓	✓	Consistency with the RSES Regional Policy Objectives.	Prepare a Report setting out progress made in supporting the objectives of the RSES - in accordance with Section 25A(1) of The Act. Data sources: Various.
MASP1- Dublin Metropolitan Area Strategic Plan	✓	✓	✓	✓	✓	Consistency with the Dublin MASP.	Prepare a Report setting out progress made in supporting the objectives of the Dublin MASP - in accordance with Section 25A(1) of The Act. Data sources: Various.

15.5.2 Core Strategy

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
CS1 – Housing Need Demand Assessment			✓	✓		Review the HNDA 2022-2028.	Review the DLR HNDA 2022-2028 subsequent to the preparation of a Regional HNDA.
CS2 – Core Strategy	✓	✓	✓	✓	✓	Development management.	New dwelling completions. Data source: CSO.
CS3 – Supply of Zoned Land		✓	✓		✓	N/A	New dwelling completions. Data source: CSO.
CS5 – Strategic Land Reserve		✓	✓			Development management and LAP plan-making.	Assessment through development management functions and LAP provisions.
CS6 – Lands for Employment Use		✓	✓		✓	Spatial analysis.	Land availability study of employment zoned lands. Data source: Various.
CS7 – Strategic Employment Locations		✓	✓		✓	Development management.	Quantum of employment development in strategic employment locations. Data source: Planning data (APAS).
CS8 – Ecosystem Services Approach	✓		✓			Plan-making.	Application and specific recognition in LAPs identified as part of the LAP plan-making programme.

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
CS9 - Strategic Development Zone		✓	✓			Development management.	Progress with regards the implementation of the SDZ Scheme.
CS10 – Local Area Plans	✓	✓	✓	✓	✓	LAP preparation.	Preparation of an annual report setting out progress of the LAP programme.
CS11 – Compact Growth	✓	✓	✓	✓	✓	Development management.	Percentage of residential development within or contiguous to Dublin City and Suburbs. Data source: GeoDirectory.
CS12 - Brownfield and Infill Sites	✓	✓	✓			Undertake an audit of potential strategic brownfield and infill sites in DLR.	Establish a database of strategic brownfield and infill sites. Data sources: Various.
CS13 – Strategic Regeneration	✓	✓	✓			Development management.	Development at identified strategic regeneration sites. Data source: Planning data (APAS).
CS14 - Vacancy and Regeneration	✓	✓	✓			Development management.	Vacancy rates of existing properties. Data source: GeoDirectory.
CS15 - Vacant Site Levy	✓	✓	✓			Implementation of the provisions of the Urban Regeneration and Housing Act 2015.	Number of sites added to the Vacant Sites Register / Number of sites removed from the Register and brought forward for development. Data source: DLR Vacant Sites Register.
CS17 – Monitoring and Evaluation	✓	✓	✓	✓	✓	Plan monitoring and evaluation.	Prepare a 2 Year Progress Report of the County Development Plan. Prepare a Report on achieving the objectives of the RSES. Data sources: Various.

15.5.3 Climate Action

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
CA2: Regional Climate Action	✓		✓	✓		Consistency with the RSES Regional Policy Objectives relating to climate.	Prepare a Report setting out progress made in supporting the objectives of the RSES - in accordance with Section 25A(1) of The Act. Data sources: Various.
CA4: DLR Climate Change Action Plan 2019-2024	✓		✓	✓		Implementation of the Action Plan through a 'whole-of-Council' approach led by the DLR Climate Team.	Annual monitoring and updating of the DLR Climate Change Action Plan with a review and revision every five years. Data sources: Various.
CA11: Onshore and Offshore Wind Energy and Wave Energy	✓		✓			Development management.	Number of planning applications for wind and wave energy projects. Data source: Planning data (APAS).
CA13: Solar Energy Infrastructure	✓		✓			Development management.	Number of planning applications for strategic solar energy infrastructure. Data source: Planning data (APAS).
CA15: District Heating	✓		✓			Policy-making.	Preparation of a Council-wide District Heat policy for the County.
CA17: Electric Vehicles	✓		✓			Development management and operational works.	Increase in the number of electric powered vehicle recharging parking bays across the County. Data source: Various.

15.5.4 Neighbourhood – People, Homes and Place

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
PHP2: Sustainable Neighbourhood Infrastructure		✓	✓	✓		Development management (including Section 48 Scheme), Council works and plan/policy-making.	Preparation of a DLR Community Strategy which will include an audit.
PHP3: Planning for Sustainable Communities		✓	✓	✓		Development management (including Section 48 Scheme), Council works and plan/policy-making.	Preparation of a DLR Community Strategy. Integration of SNI provision as part of the LAP plan-making process.
PHP5: Community Facilities		✓	✓	✓		Audit and assessment / Development management.	Preparation of a DLR Community Strategy which will include an audit.

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
PHP7: Schools		✓	✓	✓		Plan-making and development management.	Increase in the number of schools / Expansion of existing schools, as required.
PHP8: Further and Higher Education Facilities			✓	✓	✓	Development management.	Development of Further and Higher Education facilities in the County.
PHP9: Health Care Facilities		✓	✓	✓		Development management.	Increased provision of health care facilities in the County, as required.
PHP11: Libraries		✓	✓	✓		Development management, operational works and plan-making.	Preparation of a new DLR Library Development Plan.
PHP12: The Local Economic and Community Plan			✓	✓	✓	Plan-making and public consultation.	Preparation of a new DLR Local Economic and Community Plan.
PHP13: Equality, Social Inclusion and Participation			✓	✓		Council operations.	Review and reporting requirements associated with the DLR Corporate Plan.
PHP14: Age Friendly Strategy			✓	✓		Plan/strategy making and implementation.	Annual Report by the DLR Age Friendly Alliance on the progress of the Strategy. Preparation of a new DLR Age Friendly Strategy.
PHP15: Healthy County Plan			✓	✓		Co-ordination and implementation.	Annual monitoring and reporting as provided for in the DLR Healthy County Plan.
PHP17: Changing Places Bathrooms			✓	✓		Operational works and development management	Number of Changing Place Bathrooms in the County.
PHP18: Residential Density	✓	✓	✓	✓	✓	Development management and plan-making.	Measure of residential density (units per gross hectare) within the boundary 'Dublin City and Suburbs'. Data source: GeoDirectory
PHP19: Existing Housing Stock - Adaptation	✓	✓	✓	✓		Development management and plan-making.	Increase in housing stock by geographic area / Increase in population by Small Area. Data sources: GeoDirectory and Census.
PHP23: Management of One-off Housing	✓	✓	✓			Development management.	Number of one-off houses granted planning permission in the defined rural area. Data source: Planning data (APAS)
PHP24: Housing in Green Belt Areas	✓	✓	✓			Development management.	Number of houses granted planning permission in the green belt area. Data source: Planning data (APAS)

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
PHP28: Build-to-Rent and Shared Accommodation / Co-living Developments		✓	✓		✓	Development management.	Number and location of Build to Rent and Shared Accommodation / co-living schemes. Data source: Planning data (APAS)
PHP29: Provision of Student Accommodation			✓			Development management.	Number and location of student accommodation schemes. Data source: Planning data (APAS)
PHP31: Provision of Social Housing			✓	✓		Provision and facilitation of social housing.	DLR Social Housing Progress Report.
PHP33: Traveller Accommodation			✓	✓		Operational works.	Progress with regards the implementation of the DLR Traveller Accommodation Programme.
PHP43: Design in Local Area Plans			✓			Plan-making.	Inclusion of local design-based frameworks as part of the LAP plan-making process.

15.5.5 Transport and Mobility

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
T1: Integration of Land Use and Transport Policies	✓	✓	✓	✓	✓	Plan-making and development management.	Spatial analysis - location of permitted residential development and proximity to sustainable modes of transport. Data source: Housing TaskForce.
T3: Delivery of Enabling Transport Infrastructure	✓	✓	✓	✓	✓	Co-ordination with relevant stakeholders.	Progress with regard to the delivery of enabling transport infrastructure projects identified in Appendix 1 'Tiered Approach to Land Zoning-Infrastructure Assessment'.
T4: Development of Sustainable Travel and Transport	✓	✓	✓	✓	✓	Co-ordination with relevant stakeholders, plan-making and development management.	Change in transport modal share for travel to work, school and college. Data source: Census. Walking mode share target - 15% Cycle mode share target - 20% Other micromobility mode share target - 5% Public transport mode share target - 30%
T6: Quality Bus Network/Bus Connects	✓	✓	✓	✓	✓	Continued co-ordination with relevant stakeholders including the NTA.	Progress with regard to improvements in bus infrastructure serving the County.

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
T7: Public Transport Interchanges	✓	✓	✓			Co-ordination, plan-making and development management.	Progress with regards to the development of public transport interchanges identified in Table 5.1 in Chapter 5.
T9: Luas Extension and MetroLink	✓	✓	✓	✓	✓	Co-ordination with relevant stakeholders and development management.	Development permitted within the provisional alignment of Luas Line B2 as detailed on Map Nos. 10 and 14. Data source: Planning data (APAS).
T10: Rail Stations/ Luas Stops	✓	✓	✓			Co-ordination, plan-making and development management.	Number of new rail stations/Luas stops opened in the County.
T11: Walking and Cycling	✓	✓	✓	✓		Plan-making, development management and operational works.	Change in modal share for travel to work, school or college on foot or by bicycle. Analysis of Inclusivity in cycling. Data sources: Census DLR Cycle Counter statistics.
T13: County Cycle Network	✓	✓	✓	✓		Operational works and development management.	Improvements to the DLR County Cycle Network and progress with regards pedestrian/cycle footbridges over the M50/M11 (see Table 5.2).
T14: Coastal Cycling Infrastructure Objective	✓	✓	✓	✓		Co-ordination with relevant stakeholders including adjoining Local Authorities and the NTA.	Progress with regards to the development of the Dublin Bay Trail.
T17: Travel Plans	✓	✓	✓	✓	✓	Development management.	Change in modal share for travel to work, school or college on foot or by bicycle. Data source: Census.
T21: Park and Ride		✓	✓			Development management.	Provision of new park and ride facilities.
T23: Roads and Streets	✓	✓	✓			Co-ordination, development management and delivery (as applicable).	Progress with regards the delivery of the 6 Year Roads objectives identified in Table 5.3.
T24: Motorway and National Routes		✓			✓	Co-ordination with relevant stakeholders.	Progress with regard to improvements to the County's motorway and national road network.
T25: Environmental Assessment of New Roads		✓				Assessment process.	Environmental assessment of new roads, as appropriate.
T35: Section 48 and 49 Levies	✓	✓	✓	✓	✓	Administrative and Planning function.	Preparation of new Section 48 Development Contribution Scheme.

15.5.6 Enterprise and Employment

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
E1 – Local Economic Community Plan			✓	✓	✓	Plan-making.	Preparation of a new DLR Local Economic Community Plan.
E2: Knowledge Economy			✓		✓	Development management and LECP.	Increase in the number of IDA supported companies in the County. ¹ Data source: IDA Ireland.
E3: Cultural and Creative Industries			✓		✓	Development management and the LECP (see LECP Objectives 1 and 9).	Monitoring and review of the actions set out in the DLR LECP. Data sources: Various.
E5: Education and Skills			✓	✓	✓	Development management and the LECP.	Educational attainment of DLR residents. Data source: Census. Monitoring and review of the actions set out in the DLR LECP.
E6: Tackling Unemployment			✓	✓	✓	Development management and the LECP.	DLR unemployment rate. Data source: Census. Monitoring and review of the actions set out in the DLR LECP.
E8: Sandyford Business District		✓	✓		✓	Development management.	Progress in delivery of the Sandyford Urban Framework Plan.
E10: Office Development		✓	✓		✓	Development Management.	Review of significant office development at strategic employment locations, Major Town Centres and District Centres. Data source: Planning data (APAS).
E15: Securing Employment Growth			✓		✓	Development Management.	Quantum of non-employment development permitted in employment zoned lands. Data source: Planning data (APAS).
E16: Home Working / E-Working	✓		✓	✓	✓	Development Management.	Number of persons working mainly at or from home. Data source: Census.
E17: Tourism and Recreation			✓	✓	✓	Co-ordination with relevant stakeholders and implementation of the DLR Tourism Strategy.	Monitoring and evaluation of the DLR Tourism Strategy and Marketing Plan 2017-2022.
E18: Maritime Economy			✓		✓	Development management and the LECP (see Objective 3).	Monitoring and review of the actions set out in the DLR LECP.

¹ It is acknowledged that IDA supported companies only comprise a part of the knowledge economy present in DLR. The IDA data-set does, however, provide a reliable source for comparative analysis purposes under the Knowledge Economy ‘umbrella’ and is available at County level.

15.5.7 Towns, Villages and Retail Development

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
RET2: Retail Strategy for the Greater Dublin Area			✓	✓	✓	Co-ordination and support.	Support the preparation of a new Retail Strategy for the Greater Dublin Area.
RET5: Major Town Centres		✓	✓	✓	✓	Development management and plan-making.	Preparation of Local Area Plans for the two Major Town Centres in the County – Dún Laoghaire and Dundrum.
RET6: District Centres		✓	✓	✓	✓	Development management.	Review of specific objectives identified for each District Centre (see Section 7.5.3.1).
RET12: Retail Warehousing			✓		✓	Development management.	Planning permission granted for new retail warehousing. Data source: Planning data (APAS).

15.5.8 Green Infrastructure and Biodiversity

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
GIB1: Green Infrastructure Strategy	✓	✓	✓	✓		Ongoing implementation of works and plan/strategy making.	Update the DLR Green Infrastructure Strategy during the lifetime of the Plan.
GIB3: Seascape	✓		✓	✓		Appraisal and assessment.	Preparation of a Seascape Assessment for coastal parts of the County.
GIB5: Historic Landscape Character Areas	✓		✓	✓		Development management and plan-making.	Integration, as appropriate, the findings of the HLCA's to the LAP plan-making process.
GIB8: Coastline Parks and Harbours			✓	✓		Operational works.	Progress with regards the upgrade of coastline parks and harbours.
GIB9: Beaches and Bathing Areas			✓	✓		Management and maintenance / On-going identification of bathing areas / DLR Tourism Strategy.	Number of bathing areas and 'identified bathing areas'.
GIB10: Dublin Bay Biosphere	✓		✓	✓		Plan/strategy making.	Preparation of an Education Strategy and subsequent implementation of same.
GIB17: Trails, Hiking and Walking Routes		✓	✓	✓		Promotion and co-ordination. LECP and DLR Tourism Strategy.	Increase in the number of trails, hiking and walking routes.

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
GIB20: Biodiversity Plan	✓		✓	✓		Plan-making and delivery of actions.	Preparation of a new DLR Biodiversity Action Plan.
GIB23: County-Wide Ecological Network	✓		✓	✓		Development management and plan-making.	Integration, as appropriate, of the Ecological Network, including Wildlife Corridors, at a local level through the LAP plan-making process.
GIB25: Hedgerows	✓		✓	✓		Survey work and report preparation.	Preparation of a new DLR Hedgerow Survey Report.
GIB28: Invasive Species			✓	✓		Plan-making.	Preparation of a DLR 'Invasive Alien Species Action Plan'.
GIB29: Nature Based Solutions	✓		✓	✓		Development management and preparation of guidelines.	Preparation of guidelines for the implementation of 'Nature Based Solutions'.

15.5.9 Open Space, Parks and Recreation

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
OSR1: Open Space Strategy			✓	✓		Plan/strategy preparation.	Review the DLR Open Space Strategy 2012-2015.
OSR3: Future Improvements			✓	✓		Plan-making and operational works.	Progress with regards the Parks Master Plan Programme.
OSR4: Public Open Space Standards			✓	✓		Development management and plan-making.	Identification of the preferred locations for larger open spaces at LAP plan-making stage for new residential communities. Collection and use of section 48 contributions.
OSR7: Trees, Woodland and Forestry	✓		✓	✓		Plan/strategy preparation.	Preparation of a new DLR Trees Strategy. Preparation of a decision-making procedure for 'Tree Preservation Orders'.
OSR8: Greenways and Blueways Network	✓	✓	✓	✓		Operational works.	Progress with regard the development of the greenways and blueways network.

15.5.10 Environmental Infrastructure and Flood Risk

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
EI1: Sustainable Management of Water	✓		✓	✓		Co-ordination with relevant stakeholders including Irish Water, plan-making and operational works.	Delivery of strategic water and wastewater infrastructure as identified in Appendix 1.
EI2: Irish Water Enabling Policies	✓		✓	✓		Co-ordination with relevant stakeholders including Irish Water, plan-making and operational works.	Delivery of strategic water and wastewater infrastructure as identified in Appendix 1.
EI11: Resource Management	✓		✓	✓		Implementation of the Actions set out in the 'Resource Management' section of the DLR Climate Change Action Plan.	Annual monitoring of the DLR Climate Change Action Plan with a review and revision every five years.
EI14: Air and Noise Pollution			✓	✓		Development management and co-ordination with relevant stakeholders including the EPA.	Air Quality Measurements. Preparation of an annual report by DLR on delivery of the objectives of the Dublin Agglomeration Noise Action Plan 2018 – 2023. Source: DLR and EPA
EI16: Water Pollution	✓		✓	✓		Operational works and co-ordination with relevant stakeholders including Irish Water, the EPA and Inland Fisheries Board.	Improve status of water bodies identified in the River Basin Management Plan for Ireland 2018 – 2021 and all updates thereof. Bathing water quality checks. Data source: water sampling.

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
EI18: Energy Facilities	✓		✓			Development management.	Planning permission for strategic energy infrastructure. Data source: Planning data (APAS).
EI20: Telecommunications Infrastructure		✓	✓	✓		Development management.	Number and percentage of households with access to broadband. Data source: Census.
EI21: Catchment Flood Risk Assessment and Management (CFRAM)	✓		✓	✓		Co-ordination with relevant stakeholders including the OPW.	Progression of the flood relief schemes approved in the ten-year Programme of Investment in Flood Relief Measures.
EI22: Flood Risk Management	✓		✓	✓		Development management and plan-making.	Inclusion of a SFRA in the preparation of all LAPs.
EI24: Coastal Defence	✓		✓	✓		Operational works.	Progression of measures identified in the Coastal Defence Strategy 2010.

15.5.11 Heritage

Policy Objective	Strategic County Outcomes					Implementation	Monitoring and Evaluation (Key Performance Indicator / Data Source)
	Climate Resilience	Compact and Connected	Liveable County	Inclusive and Healthy	Vibrant Economy		
HER1: Protection of Archaeological Heritage			✓			Development Management	Referral of planning applications which are in, or might affect, sites and features of archaeological interest, to the Minister through the Department of Arts, Heritage and the Gaeltacht and to the Heritage Council.
HER7: Record of Protected Structures			✓			Review and update.	Review and update, as necessary, the RPS subsequent to any Ministerial Direction or other recommendations.
HER8: Work to Protected Structures			✓			Development management.	Referral of planning applications relating to Protected Structures to the DLR Conservation Officer and relevant prescribed bodies.
HER12: National Inventory of Architectural Heritage (NIAH)			✓			Review and update.	Review and update, as necessary, the RPS subsequent to any Ministerial recommendations following publication of the full NIAH for the County.
HER13: Architectural Conservation Areas			✓			Development management.	Referral of planning applications within or adjoining an ACA to the DLR Conservation Officer and relevant prescribed bodies.
HER17: Candidate Architectural Conservation Areas			✓			Assessment.	Increase in the number of designated Architectural Conservation Areas in DLR.
HER25: Heritage Plan			✓	✓		Plan-making and implementation.	Preparation of the third DLR County Heritage Plan 2021-2025.



Acronyms & Glossary

Acronyms

AA:	Appropriate Assessment	DLR JPC:	Dún Laoghaire-Rathdown Joint Policing Committee
ABP:	An Bord Pleanála	DLR LCDC:	Dún Laoghaire-Rathdown Local Community Development Committee
ABTA:	Area Based Transport Assessment	DLR:	Dún Laoghaire-Rathdown County Council
ACA:	Architectural Conservation Area	DLUFP:	Dún Laoghaire Urban Framework Plan
AFA:	Area for Further Assessment (Flooding)	DMP:	Dublin Mountain Partnership
AHB:	Approved Housing Body	DMURS:	Design Manual for Urban Roads and Streets
BAF:	Biotope Area Factor	DoE:	Department of Education
BER:	Building Energy Rating	DoHLGH:	Department of Housing, Local Government and Heritage
BHS:	Building Height Strategy	DTTaS:	Department of Transport, Tourism and Sport
BID:	Business Improvement District	ECFRAM:	Eastern Catchment Flood Risk Assessment and Management Plan
BRT:	Bus Rapid Transit	EIA:	Environmental Impact Assessment
BS:	British Standard	EIAR:	Environmental Impact Assessment Report
BTR:	Build to Rent	ELC:	European Landscape Convention
cACA:	Candidate Architectural Conservation Area	EMRA:	Eastern and Midlands Regional Assembly
CAP:	Climate Action Plan	EPA:	Environmental Protection Agency
CARO:	Climate Action Regional Office	ESA:	Ecosystems Services Approach
CBC:	Core Bus Corridor	ESB:	Electricity Supply Board
CCAP:	Climate Change Action Plan	ESPON:	European Spatial Planning Observation Network
CCTV:	Close Circuit Television	EU:	European Union
CDP:	County Development Plan	EV:	Electric Vehicle
CFRAM:	Catchment Flood Risk Assessment and Management	GAA:	Gaelic Athletic Association
CIRIA:	Construction Industry Research and Information Association	FCC:	Fingal County Council
CMP:	Construction Management Plan	FRA:	Flood Risk Assessment
CNG:	Compressed Natural Gas	FRMP:	Flood Risk Management Plan
CPO:	Compulsory Purchase Order	FRS:	Flood Relief Scheme
CSO:	Central Statistics Office	GB:	Greenbelt
DAP:	Drainage Area Plan	GDA:	Greater Dublin Area
DART:	Dublin Area Rapid Transit	GFA:	Gross Floor Area
DC:	District Centre	GHG:	Greenhouse Gas
DCC:	Dublin City Council	GI:	Green Infrastructure
DCCAE:	Department of Climate Action and Environment	GLCE:	Green Line Capacity Enhancement
DCHG:	Department of Culture, Heritage and the Gaeltacht	GSi:	Geological Survey Ireland
DEBP:	Dublin Eastern Bypass	HAP:	Housing Assistance Payment
DEDP:	Destination and Experience Development Plan	HFF:	Housing Supply Coordination Task Force for Dublin
DES:	Department of Education and Skills	HLCA:	Historic Landscape Character Assessment
DHLGH:	Department of Housing, Local Government and Heritage (previously DHPLG, DHPCLG, DECLG, DEHLG)		
DLR CYPSC:	Dún Laoghaire-Rathdown Children and Young People's Services Committee		

HNDA:	Housing Need and Demand Assessment	NTA:	National Transport Authority
HRI:	Horse Racing Ireland	NZEB:	Nearly Zero Energy Building
HSE:	Health Service Executive	OCCP:	Open Charge Point Protocol
HV:	High Voltage	OHL:	Overhead Line
IAA:	Irish Aviation Authority	OPR:	Office of the Planning Regulator
IADT:	Institute of Art, Design and Technology	OPW:	Office of Public Works
IAS:	Invasive Alien Species	OREDPA:	Offshore Renewable Energy Development Plan
ICOMOS	International Council on Monuments and Sites	PCMSP:	Pilot Coastal Monitoring Survey Programme
ICT:	Information Communications Technology	PDA:	Planning and Development Act, 2000 (as amended)
IDA:	Industrial Development Agency	PFRA:	Preliminary Flood Risk Assessment
ILP:	Institute of Lighting Professionals	PPN:	Public Participation Network
IPPC:	Intergovernmental Panel on Climate Change	PV:	Photovoltaic
ISO:	International Standards Organisation	QBC:	Quality Bus Corridor
IUCN:	International Union for the Conservation of Nature	QGasSP:	Quantitative Greenhouse Gas Impact Assessment Method for Spatial Planning Policy
LAP:	Local Area Plan	RAS:	Rental Accommodation Scheme
LCDC:	Local Community Development Committees	RBMP:	River Basin Management Plan
LDA:	Land Development Agency	RFID:	Radio Frequency Identification
LECP:	Local Economic and Community Plan	RIA:	Retail Impact Assessment
LEO:	Local Enterprise Office	RIAI:	Royal Institute of the Architects of Ireland
LEV:	Low Emissions Vehicle	RMP:	Record of Monuments and Places
LIHAF:	Local Infrastructure Housing Activation Fund	ROW:	Right of Way
LPG:	Liquefied Petroleum Gas	RPO:	Regional Policy Objective
LSSIF:	Large Scale Sport Infrastructure Fund	RPS:	Record of Protected Structures
MASP:	Metropolitan Area Strategic Plan	RSES:	Regional Spatial and Economic Strategy
MTC:	Major Town Centre	RSGDA:	Retail Strategy for the Greater Dublin Area
MUGA:	Multiple Use Games Area	RSO:	Regional Strategic Outcome
MUHDS:	Major Urban Housing Development Sites	S2S:	Sutton to Sandycove Cycleway
NAF:	National Adaptation Framework	SAC:	Special Area of Conservation
NBS:	Nature Based Solutions	SBD:	Sandyford Business District
NC:	Neighbourhood Centre	SDCC:	South Dublin County Council
NDP:	National Development Plan	SDZ:	Strategic Development Zone
NECP:	National Energy and Climate Plan	SEA:	Strategic Environmental Assessment
NHA:	Natural Heritage Area	SEAI:	Sustainable Energy Authority of Ireland
NIAH:	National Inventory of Architectural Heritage	SDCC:	South Dublin County Council
NMPF:	National Marine Planning Framework	SEC:	Sustainable Energy Community
NPF:	National Planning Framework	SFRA:	Strategic Flood Risk Assessment
NPO:	National Policy Objective	SHD:	Strategic Housing Development
NPWS:	National Parks and Wildlife Service	SLO:	Specific Local Objective
NSO:	National Strategic Outcome	SLR:	Strategic Land Reserve
NSS:	National Spatial Strategy	SMART:	Specific, Measurable, Assignable, Realistic and Time-Related

SNI:	Sustainable Neighbourhood Infrastructure
SPA:	Special Protection Area
SPC:	Strategic Policy Committee
SPPR:	Specific Planning Policy Requirement
SSFRA:	Site Specific Flood Risk Assessment
SUDS:	Sustainable Urban Drainage Solutions
SUFP:	Sandyford Urban Framework Plan
TAP:	Traveller Accommodation Programme
TEN-T:	Trans European Transport Network
TIA:	Transportation Impact Assessment
TII:	Transport Infrastructure Ireland
TPO:	Tree Preservation Order
UCD:	University College Dublin
UFP:	Urban Framework Plan
UN:	United Nations
UNESCO:	United Nations Educational, Scientific and Cultural Organization
URDF:	Urban Regeneration and Development Fund
WCC:	Wicklow County Council
WHO:	World Health Organisation
WSSP:	Water Services Strategic Plan
WWTW:	Wastewater Treatment Works

Glossary

A

Active Travel:

Active Travel is travelling with a purpose using your own energy. Generally, this means walking (including all users of footpaths) or cycling as part of a purposeful journey. Increasingly, non-motorised scooters are also being used for urban transport, especially by school children, and this would also be considered as active travel. Walking as part of a commute to work, cycling to the shop or scooting to school are all considered active travel, whereas walking or cycling for purely leisure purposes is not.

Adaptability:

The potential to modify the spaces of a home by altering the fabric of the building to cater for the different needs of an individual's or family's life cycle (e.g. a study space becomes a bedroom; a living room area enlarges by merging with an adjacent room etc).

Apart Hotel:

A type of hotel providing self-catering apartments as well as ordinary hotel facilities.

Appropriate Assessment:

An appropriate assessment (AA) is an assessment of the potential adverse effects of a plan or project (in combination with other plans or projects) on Special Areas of Conservation and Special Protection Areas. These sites are protected by National and European Law.

Attendant Grounds:

The attendant grounds of a structure or lands outside the curtilage of the structure but which are associated with the structure and are intrinsic to its function, setting and/or appreciation.

Avoid-Shift- Improve:

Avoid-Shift-Improve of A-S-I approach is an approach to Transport Planning and Management. This approach changes the emphasis from moving cars to moving people with a focus on demand management. This approach is based on avoiding or reducing the need to travel, shifting to more environmentally friendly modes and improving the energy efficiency of motorised transport modes. The aim is to reduce congestion, create more liveable cities and reduce greenhouse gas (GHG) emissions.

B

Build to Rent:

Build to Rent describes the practice of delivering purpose-built residential rental accommodation and associated amenity space that is designed with the sole purpose of being used as long-term rental accommodation and professionally owned and managed by an institutional landlord.

Bike Rental Schemes:

Bike Rental Schemes are short term bike rental or sharing schemes which are a means of cycling without using your own vehicle. In more recent times public electric bike schemes are becoming more common.

Biodiversity:

Describes the variability among living organisms on the earth, including the variability within and between species and also within and between ecosystems.

Biosphere:

An area comprising terrestrial, marine and coastal ecosystems.

C

Car Sharing Schemes:

Car sharing schemes involve members pre-booking the use of communal cars for their personal use, thereby reducing the number of cars on the roads. They allow members access to a car when they need it, from a place near their home or workplace, without the potential difficulties or costs of owning a car. They are an important method of facilitating the reduction of car ownership, reducing GHG emissions and supporting the shift to low carbon modes.

Carbon Capture:

The process of trapping carbon dioxide at its emission source, transporting it to a usually underground storage location, and isolating it there so that it is not released into the air.

Carbon sequestration:

A technique for the long-term storage of carbon dioxide or other forms of carbon, for the mitigation of global warming. Carbon dioxide released by the burning of fossil fuels is usually captured from the atmosphere through biological, chemical or physical processes.

Circular Economy:

The circular economy is a model of production and consumption, which involves sharing, leasing, reusing, repairing, refurbishing and recycling existing materials and products as long as possible. In this way, the life cycle of products is extended.

Climate change:

Climate change includes both the global warming driven by human emissions of greenhouse gases, and the resulting large-scale shifts in weather patterns.

Combined Heat and Power:

Combined heat and power (CHP) is a process that captures and utilises the heat that is a by-product of the electricity generation process. CHP systems are highly efficient, making use of the heat which would otherwise be wasted when generating electrical or mechanical power.

Curtilage:

Curtilage is an area of land attached to a house and forming one enclosure with it, “the roads within the curtilage of the development site”.

D**Demand Management:**

Demand management, traffic demand management or travel demand management (TDM) is the application of strategies and policies to reduce travel demand, or to redistribute this demand in space or in time.

Destination and Experience Development Plan:

This approach identifies the key assets of an area and provides a framework to present the experiences and stories of that area in a way that tourists can readily and easily understand. It clearly identifies tangible actions and a process for businesses to shape their respective tourist experience(s) in line with the overall experience brand proposition and the key motivating themes for their area.

Development management:

This is a term to describe the process where the local authority assesses the merits of a proposed development through the planning process (where planning applications are lodged) including the processing, evaluation, decision making and notification components of that process.

District Heating:

A district heating scheme consists of an insulated pipe network, which allows heat generated from a single or several larger centralised source(s) (energy centres) to be delivered to multiple buildings to provide space heating and hot water.

E**Ecological Impact Assessment:**

Ecological Impact Assessment is a process by which the potential ecological impacts of a development proposal are assessed. The results of the assessment are presented either as a standalone Ecological Impact Statement or the ecology (flora and fauna) chapter of an Environmental Impact Statement (EIS).

Ecosystem:

An ecosystem is that it is a community or group of living organisms that live in and interact with each other in a specific environment.

Ecologically Resilient:

In ecology, resilience is the capacity of an ecosystem to respond to a perturbation or disturbance by resisting damage and recovering quickly.

Ecosystem Services Approach:

Ecosystem services approach is a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way.

Electric vehicles:

A battery-only electric vehicle or all-electric vehicle derives all its power from its battery packs and thus has no internal combustion engine, fuel cell, or fuel tank. A plug-in hybrid vehicle (PHV), is a hybrid electric vehicle which utilizes rechargeable batteries, or another energy storage device, that can be restored to full charge by connecting a plug to an external electric power source. A PHEV shares the characteristics of both a conventional hybrid electric vehicle, having an electric motor and an internal combustion engine (ICE), and of an all-electric vehicle, having a plug to connect to the electrical grid. E-bikes are electrically powered bicycles and E-cargo bikes are electrically powered cargo bicycles.

Employment Blackspot:

For Census 2016 analysis the CSO defined an unemployment blackspot as an ED whose labour force exceeded 200 persons and where the unemployment rate (on a Principal Economic Status basis) exceeded 27 per cent.

Environmentally Sensitive Areas:

Environmentally sensitive areas (ESAs) are landscape elements or places which are vital to the long-term maintenance of biological diversity, soil, water, or other natural resources both on the site and in a regional context. They include wildlife habitat areas, steep slopes, wetlands, and prime agricultural lands.

F**Fascia:**

The fascia on a shop or store front is any surface on the outside of the shop or store that displays the company name, company logo and company color scheme. The fascia is the most visible part of a retail brand - it is the name of the retailer, but it is also the logo and the graphics.

Fauna:

The animals of a particular region, habitat, or geological period.

Flora:

The plants of a particular region, habitat, or geological period.

Flood Risk Management:

Flood risk management aims to reduce the human and socio-economic losses caused by flooding while taking into account benefits from floods. Therefore, one important part of Flood Risk Management is to analyze the relationships between physical system, the institutional framework and socio-economic environment. The most effective approach is through the development of flood risk management programmes incorporating prevention, protection, preparedness, emergency response and recovery and lessons learned.

G**Green Factor Approach**

The Green Factor Approach, which appears under various names, including Biotope Area Factor (BAF), has emerged in cities such as Berlin and Seattle to assess the sustainability of development based on the proportion of green areas and built-up areas.

Green Infrastructure:

Green Infrastructure is defined as a strategically planned network of high quality natural and semi-natural areas with other environmental features, which is designed and managed to deliver a wide range of ecosystem services and protect biodiversity in both rural and urban settings.

Green Roof:

A green roof, also known as a living roof or rooftop garden, is a vegetative layer that is grown on a rooftop. They are living organisms and so, they change on a daily basis and are highly dependent on the weather conditions.

Gross Value Added:

Gross Value Added (GVA) is conceptually the same aggregate as Gross Domestic Product (GDP). They both measure the added value generated in an economy by the production of goods and services. The difference between the two concepts is that GDP is measured after including product taxes (e.g. excise duties, non-deductible VAT, etc.) and deducting product subsidies while GVA is measured prior to adding product taxes but includes product subsidies.

H**Heat Island:**

Heat islands are urbanized areas that experience higher temperatures than outlying areas. Structures such as buildings, roads, and other infrastructure absorb and re-emit the sun's heat more than natural landscapes such as forests and water bodies.

Hubwork:

An arrangement where an employee works from a hub close to or within their local community, either exclusively or some of the time.

I**Indicators:**

A measurable and quantitative statistic which, when grouped over a time period, shows a trend.

Invasive Species:

Invasive species are non-native species that have been introduced by human intervention, outside their natural range and that has the ability to threaten our native wildlife, cause damage to our environment, economy or human health.

Invasive Alien Species (IAS):

Invasive Alien Species are animals and plants that are introduced accidentally or deliberately into a natural environment where they are not normally found, with serious negative consequences for their new environment.

iTree:

i-Tree is a combination of science and free tools that: Quantifies the benefits and values of trees around the world, aids in tree and forest management and advocacy and shows potential risks to tree and forest health.

J**Jobs Ratio:**

The total number of jobs located within a County divided by its labour force.

K**Knowledge Economy:**

The knowledge economy is the use of knowledge to create goods and services. In particular, it refers to a high portion of skilled workers in the economy of a locality, country, or the world, and the idea that most jobs require specialized skills.

L**Labour Force:**

The labour force is comprised of all persons at work, looking for their first job or unemployed, while students, homemakers, retired persons and those unable to work are categorised as not being in the labour force.

Labour Force Participation Rate:

The labour force participation rate is calculated by expressing the labour force (i.e. those at work, looking for first regular job and unemployed) as a percentage of the total population aged 15 years and over.

Landscape:

An area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors.

Low Carbon Economy:

A low carbon economy is simply an economy that causes low levels of GHG emissions compared with today's carbon-intensive economy.

M**Maritime Economy:**

The maritime economy is now often referred to as the 'blue economy'. It covers all marketable activities linked to the sea. The link between activities and the sea may be explained by the use of marine resources, maritime areas or regions or by the vicinity of these spatial units.

Mitigation:

An action that helps to lessen the impacts of a process or development on the receiving environment. It is used most often in association with measures that would seek to reduce negative impacts of a process or development.

Modal shift:

The process where people change their travel behaviour (usually between home and work) from a particular type of transport (private car for example) to another more sustainable form of travel (public transport for example).

N**Nature-based Play:**

Nature-based play is any activity that gets children active or thinking actively outdoors, with the end goal of building skills and ability to play without the need for parental or adult control. This involves shifting the emphasis from merely equipment-based provision to using and leveraging the genius loci and landscape character of outdoor sites in combination with natural elements (e.g. earth sculpting, mounding, ponds, tree stumps).

Nature-based solutions:

The International Union for the Conservation of Nature (IUCN) defines NBS as "actions to protect, sustainably manage and restore natural or modified ecosystems, which address societal challenges [such as food security, climate change, water security, human health, disaster risk, social and economic development] effectively and adaptively, while simultaneously providing human well-being and biodiversity benefits.

Nearshore:

Relating to or denoting the region of the sea or seabed closest to a shore/land.

O**P****Photovoltaic:**

Photovoltaics (often shortened as PV) gets its name from the process of converting light (photons) to electricity (voltage), which is called the photovoltaic effect.

Pollinator Friendly Approach:

To attract native pollinators, an area—big or small—must offer adequate sources of food, water, and shelter. By maintaining natural and cultivated habitats where these insects can nest, rest, and forage, anyone can reap the rewards of healthy pollinator populations.

Powered personal vehicles:

These are devices such as electric scooters (e-scooters), segways, hoverboards, u-wheels, powered mini scooters (go-peds), and powered unicycles which are emerging around the world as new and innovative forms of personal transport.

Public Realm:

The public realm embraces the external places in our towns and cities that are accessible to all. These are the everyday spaces that we move through and linger within, the places where we live, work and play.

Q**R****Ramsar Site:**

A Ramsar site is a wetland site designated to be of international importance under the Ramsar Convention. The Convention on Wetlands, known as the Ramsar Convention, is an intergovernmental environmental treaty established in 1971 by UNESCO, which came into force in 1975.

Remote Work:

The term remote work refers to the broad concept of an arrangement where work is fully or partly carried out at an alternative worksite other than the default place of work.

Retail hierarchy:

The different levels or rank of importance of retail locations in either national, regional or city terms. Higher ranking centres have a far greater role in providing services for a very wide or specialist catchment (e.g. high street fashion stores in the Major Town Centres attract people across the city) and lower ranking centres have a more localised and neighbourhood role (corner shops for the convenience of local residents). Understanding the hierarchy can help to guide proper policies that protect the role and quality of varying different centres.

Right of way:

Right of way is the legal right, established by usage or grant, to pass along a specific route through grounds or property belonging to another, or a path or thoroughfare subject to such a right.

Riparian corridors:

A riparian corridor is a unique plant community consisting of the vegetation growing near a river, stream, lake, lagoon, or other natural body of water.

Roof Garden:

A roof garden is a garden on the roof of a building. Besides the decorative benefit, roof plantings may provide food, temperature control, hydrological benefits, architectural enhancement, habitats or corridors for wildlife, recreational opportunities, and in large scale it may even have ecological benefits.

S**Sequential test:**

A means of checking that the most suitable and best available location has been chosen for a new retail operation or commercial leisure operation.

Smarter Travel:

Smarter Travel is short for the Department of Transport's Sustainable Transport policy document 'Smarter Travel, A Sustainable Transport Future 2009 –2020'.

Social Enterprise:

An enterprise that trades for a social/societal purpose, where at least part of its income is earned from its trading activity, is separate from government, and where the surplus is primarily reinvested in the social objective (Forfás, 2013).

Solar Thermal:

Solar panels that produce hot water are known as solar thermal collectors or solar hot water collectors.

Streetscape Character:

The visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture, trees, and open spaces, etc., that combine to form the street's character.

Sustainable development:

The definition of sustainable development comes from the Brundtland Commission (1983) which states it as development 'that meets the needs of the present without compromising the ability of future generations to meet their own needs'. The Brundtland Commission was convened as a world commission on the environment amid growing concern for the deterioration of the natural environment, the depletion of natural resources and consequences for social and economic development.

Sustainable urban Drainage Systems (SuDS):

Sustainable urban drainage systems aim towards maintaining or restoring a more natural hydrological regime, such that the impact of urbanisation on downstream flooding and water quality is minimised. SuDS involve a change in our way of managing urban run-off from solely looking at volume control to an integrated multi-disciplinary approach which addresses water quality, water quantity, amenity and habitat. SuDS minimise the impacts of urban runoff by capturing runoff as close to source as possible and then releasing it slowly.

Sustainable Neighbourhood Infrastructure:

Sustainable neighbourhood infrastructure includes land or buildings that serve the needs of the local and wider community for social, educational, health, religious, recreational and leisure, community, cultural, and civic needs. These facilities and uses may be provided by public sector bodies, the community themselves or by the private sector. Facilities and services include, but are not limited to – schools, third level education, places of worship, hospitals, health centres/GPs, community centres, youth centres, leisure centres, family resource centres, libraries, church/parish halls, meeting rooms, scout dens, men’s sheds, theatres and civic offices.

T**Taking in Charge:**

The term “Taking in Charge” means that the Local Authority assumes responsibility for certain services located within the common areas and public areas associated with a particular estate.

10-Minute Settlement / Neighbourhood Concept:

The 10-minute settlement / neighbourhood concept is where homes have access to a range of facilities and services, such as sustainable neighbourhood infrastructure or local shops, are accessible from homes within a short 10-minute walk or cycle OR there is access to high quality public transport within a 10-minute walk from homes that provide access to a range of facilities or services.

Traffic Impact Assessment:

A detailed assessment of the nature and extent of the impact of any substantial development on the immediate and surrounding road network and, if deemed necessary, on the wider transportation system.

U**Urban Forest/Urban Forestry:**

An urban forest is a forest, or a collection of trees, that grow within a city, town or a suburb. In a wider sense, it may include any kind of woody plant vegetation growing in and around human settlements. Care and management of urban forests is called urban forestry. Urban forests can be privately and publicly owned.

Universal design:

The design and composition of indoor and outdoor physical environments so that they can be accessed and used to the greatest extent possible by all people regardless of their age, size or disability.

Urban Grain:

A measure of the pattern of building plots, building widths and streets in urban areas. Older parts of the city tend to have a fine grain with many streets/lanes and smaller plots.

Urban Greening:

Urban greening is the provision of all forms of planting/soft landscaping, including trees, shrubs, lawn, pervious soil etc in urban areas and can include features on buildings such as green or living roofs on larger or small buildings, green or living walls etc.

Utility Scale PV:

Utility-scale solar refers to large scale electricity generation through Photo Voltaic panels.

V**W****Waste Heat:**

Waste heat recovery is capturing and transferring the waste heat from a process with a gas or liquid back to the system as an extra energy source. The energy source can be used to create additional heat or to generate electricity.

X-Y-Z

Index

A

A (zoning objective), **309**
 A1 (zoning objective), **309**
 A2 (zoning objective), **313**
 Abattoir, **315**
 Accessibility, **58, 72, 82, 96, 98, 111, 118, 258, 288**
 Active Travel, **105, 110 115-117, 357**
 Advertising, **274-279, 315**
 Age Friendly Housing, **91-92, 250**
 Agricultural Buildings, **315**
 Agriculture, **87, 315**
 Air Pollution, **204, 293**
 Air Quality Management Plan for the Dublin Region, **204, 289**
 Airfield Estate, **323, 328**
 Allotments, **186, 315**
 Aparthotel, **270, 315, A2**
 Appropriate Assessment, **5, 174, 200, 228, 280, 308, 357**
 Approved Housing Bodies, **93**
 Archaeological Heritage, **215-216, 300, A4**
 Architectural Conservation Areas (ACAs), **83-84, 220-217, 276, 303-304, A4**
 Architectural Heritage, **95, 217-222, 300-304**
 Area Based Transport Assessment (ABTA), **103-104, 332**
 Arts, **78, 279**
 Assisted Living Accommodation, **91-92, 250-251, 315**

B

B (zoning objective), **309**
 Backland Development, **85, 246**
 Ballinteer, **107, 147, 328**
 Ballybetagh Bog pNHA, **170**
 Ballybrack/Loughlinstown
 Local Area Plan, **45**
 Ballycorus, **37, 163, 334**
 Ballycorus lead mines, **223**
 Ballyman Glen SAC, **174**
 Ballyman Road, **164**
 Ballyogan, **14, 31, 35, 45, 76, 108, 112, 115, 330, 332**
 Ballyogan and Environs Local Area Plan 2019-2025, **45**
 Barnacullia, **163**
 Baseline Emissions Report, **55, 60, 62, 64**

Bathing Areas, **166**
 Beaches, **166, 205, 318**
 Beacon Hospital, **78**
 Betting Office/Shop, **274, 315**
 Bicycle Parking (see cycle parking)
 Bike Rental Schemes, **112**
 Biodiversity Action Plan, **173, 175-176, 188**
 Biosphere, **166, 169, 172, 357**
 Blackrock, **39, 85, 106-107, 113, 127, 262, 324**
 Blackrock Clinic, **78, 325**
 Blackrock Dart Station, **107, 153**
 Blackrock District Centre, **141, 146-147, 153, 258**
 Blackrock Further Education Institute, **77, 325**
 Blackrock Library, **76**
 Blackrock Local Area Plan, **45, 149**
 Blackrock Park, **166**
 Blue Roof, **230, 289, A7**
 Blueways, **188**
 Boarding Kennels, **315**
 Booterstown, **143, 269, 324**
 Booterstown Marsh, **165, 174**
 Bray, **13, 23, 33, 36, 46, 103-108, 164, 179, 258, 259, 335**
 Bray and Environs Transport Study, **108**
 Bring Bank/Bring Centre, **202, 295, 315, 319**
 Broadband, **207**
 Brownfield Site, **10, 12, 13, 30, 40-42, 46-48, 53, 82, 129, 133, 245, 258-259, 296**
 Building Height, **85, 97-98, A5**
 Build-to-Rent, **90-91, 241, 291, 319**
 Bulloch Harbour, **166, 313**
 Burial Grounds (see cemetery)
 BusConnects, **104, 106, 107, 111**
 Bus Priority Route, **83, 107**
 Bus Shelter, **268-269, 278, 289**

C

Cabinteely House, **225**
 Cabinteely Library, **78**
 Candidate Architectural Conservation Areas, **84, 221, A4**
 Car Sharing Scheme, **113, 357**
 Caravan/Camping Park – Holiday, **255, 315, 334**
 Caravan Park – Residential, **315**
 Cargo Bike, **261, 265**
 Carlisle Pier, **326, 327**
 Carnegie Library, **78, 326**

Car park, **114, 267, 315**
 Carparking standards, **113, 257-264**
 Carrickgollogan, **37, 164, 334**
 Carrickmines, **39, 41, 42, 105, 114-116, 119, 126-130, 134-136, 141, 154, 156, 332**
 Carrickmines Castle, **216, 328**
 Carrickmines River Catchment, **199**
 Cash and Carry, **315**
 Casual Trading Areas, **155**
 Catchment Flood Risk Assessment and Management (CFRAM), **208-209, A15**
 Cemetery (see also Burial Grounds), **216, 315**
 Central Mental Hospital, **48, 149, 151, 152, 323, 324**
 Changing Places Bathrooms, **80**
 Cherrywood (SDZ), **14, 30, 31, 35, 36, 38, 39, 41, 42, 44, 46, 48, 98, 103, 115, 116, 120, 123, 127-130, 134-135, 141, 143, 146, 147, 153, 307, 308, 331-333**
 Cherrywood District Centre, **141, 146, 153**
 Cherrywood Interchange, **104, 107, 115**
 Childcare Services, **74, 316**
 Childcare Facilities, **74-77, 234-235, 268**
 Circular Economy, **123, 195-197, 201-203**
 Civic Memorial, **224**
 Climate Action Plan, **14, 53-55, 60, 62-65, 180, 201**
 Climate Action Regional Office, **54-55, 210**
 Climate Change, Chapter 3
 Climate Change Action Plan 2019-2024, **14, 53, 55, 57, 118, 184**
 Clonskeagh, **39, 127**
 Clonskeagh/UCD Local Area Plan, **45, 324, 325**
 Coal Harbour, **166**
 Coal Quay Bridge, **115, 325**
 Coastal Architecture Heritage Survey, **223**
 Coastal Area Feasibility Study, **165**
 Coastal Cycling Infrastructure, **112**
 Coastal Defence Strategy, **210, 298, 333**
 Coastal flooding, **210, 298, A15**
 Coastal Monitoring Survey Programme, **210**
 Coastal Protection, **195, 210**
 Coastline Heritage, **223**
 Coillte, **167, 169**
 Cois Cairn, **335**
 Co-living, **90-91**
 Commercial Leisure, **135**
 Community Audit, **74, 234**
 Community Facilities/ Facility, **74, 234**
 Community Gardens, **186, 318**
 Community Woodlands, **68**
 Comparison Goods, **273, 320**

Composting, **186, 239, 319**
 Conference Facility, **316**
 Construction 2020, **48**
 Convenience Goods, **273, 320**
 Convenience Shops, **154, 273, 320**
 Core Bus Corridor, **83, 104, 106-107, 258**
 Core Strategy, Chapter 2
 Cornelscourt District Centre, **141, 143, 146, 147, 153**
 Corner/side garden sites, **245-246**
 County Cycle Network, **111-112**
 County Geological Sites (CGS), **178-179**
 Craft Centre / Craft Shop, **316**
 Crematorium, **316, 335**
 Cultural and Creative Industries, **131**
 Cultural Use, **316**
 Cycle Parking, **105, 107, 108, 114, 118, 244, 248, 257, 264-265, 267, 268, 275, 297**

D

Dalkey, **84, 85, 216, 224, 326, 328**
 Dalkey Coastal Zone and Killiney Hill pNHA, **165, 174**
 Dalkey Hill, **164**
 Dalkey Island, **Conservation Plan 2013-2023, 328**
 Dalkey Islands SPA, **174**
 Dalkey Library, **78**
 Dalkey Railway Tunnel, **328**
 DC (zoning objective), **311**
 Deansgrange, **39, 127, 147**
 Deansgrange Library, **78**
 Deansgrange Local Area Plan, **45, 326, 329, 330**
 Definitions (Use Classes), **315-320**
 Density, Residential, **82-84, 101, 238**
 Dentist, **236, 316**
 Design Manual for Urban Roads and Streets (DMURS), **97, 110, 111, 115, 118, 238, 256, 266, 269**
 Design Statements, **98, 227**
 Development Management Thresholds, **A3**
 Dingle Glen pNHA, **174**
 Disabilities, **91-92, 96, 118, 264**
 District Centre, **83, 91, 134, 135, 141, 142-143, 145-147, 152-153, 155, 274, 275, 277, 311, 320**
 District Heating, **62-64, 230**
 Dublin Agglomeration Environmental Noise Action Plan 2018-2023, **117, 204, 293**
 Dublin Bay, **112, 325, 327, 330, 333, 335**
 Dublin Bay Biosphere, **166, 172**
 Dublin Bay Trail, **112, 325, 328, 330, 333, 335**
 Dublin Bus, **64**
 Dublin Eastern Bypass, **116, 269, 323, 324, 328, 329**

Dublin Eastern Bypass Corridor Protection Study, **323, 324, 328, 329**

Dublin MASP, **9, 13-14, 23, 28, 36-38, 42, 44, 46, 103, 105, 123, 133-135, 179**

Dublin Mountains Partnership, **170, 169, 334**

Dublin Mountains Strategic Plan, **167**

Dublin Mountains Way, **167, 334**

Dublin Region Homeless Executive (DRHE), **93**

Dún Laoghaire, **39, 76, 77, 83, 85, 89, 106, 107, 115, 119, 125, 127, 134, 141-143, 145-149, 224, 258, 325-327**

Dún Laoghaire and Environs Local Area Plan, **45, 325-328**

Dún Laoghaire Baths, **80, 223, 327**

Dún Laoghaire Further Education Institute, **77, 326**

Dún Laoghaire Harbour, **48, 116, 166, 191, 192, 223, 325-327**

Dún Laoghaire Port, **119**

Dún Laoghaire Shopping Centre, **326**

Dún Laoghaire Urban Framework Plan, **98, 149, 326, A17**

Dundrum, **39, 85, 106-107, 127, 128, 149-152, 323-324, 328-329**

Dundrum ACA, **149-151, A4**

Dundrum Bypass, **146, 151-152, 324**

Dundrum College of Further Education, **77, 323**

Dundrum Community, Cultural and Civic Action Plan, **323**

Dundrum Community, Cultural and Civic Centre, **323**

Dundrum Library, **78**

Dundrum Local Area Plan, **45, 149, 323, 329**

Dundrum Main Street, **151-152, 324**

Dundrum Town Centre (MTC), **48, 113, 134, 141-143, 145-152, 159, 323**

Dundrum Town Centre (Shopping Centre), **1495-152**

Dundrum Urban Framework Plan, **149**

E

E (zoning objective), **312**

East Pier, **164, 166**

Eastern and Midlands Regional Spatial and Economic Strategy, **3, 5, 9, 12-16, 21, 23-25, 27-29, 33, 36-38, 46, 49, 55-56, 64, 69, 82, 88, 94, 102-105, 114, 123-124, 129, 132, 133, 143, 145-146, 160, 198, 214, 338**

Ecological Impact Assessment, **228**

Ecological Network, **173, 175-178, A9**

Economic Development, **135, 312**

Education, **75-77, 131-132, 235, 317**

Further and Higher Education, **77, 131-132**

Electric Vehicles, **64, 65, 268**

Electric Vehicle (Re-)Charging Point, **65, 268, 319**

Embassy, **317**

Employment, **38-42, Chapter 6, 230, 312**

Energy, **60-66, 206, 219, 229-230, A10**

Energy Efficiency, **60-63, 219**

Energy Storage Systems, **63**

Enterprise Centre, **134, 317**

Environmental Impact Assessment, **172-173, 227-228**

Equine Industry, **138**

Estate Management, **80**

Existing Built Up Area, **11, 82, 84, 233-234, 237, 242-250**

Extensions, **242-243, 254, 301**

F

F (zoning objective), **311**

Fassaroe, **13, 103, 104, 108, 114, 115, 335**

Fast Food Outlets/Takeaways, **274**

Fernhill, **187, 331, 332**

Fernhill House, **224, 331, 332**

Financial Contributions, **120, 267, 290**

Fitzsimons Wood, **174**

Flood Risk Assessment, **5-6, 208-209, A15**

Forestry, **187**

Frascati Shopping Centre, **141, 146, 147**

Funeral Home, **263, 317**

G

G (zoning objective), **310**

Garden Centre, **319**

GB (zoning objective), **310**

Geological Sites, **167, 178-179**

Glamping, **255, 315, 334**

Glenamuck (See Kiltiernan)

Glenamuck District Distributor Road, **114, 118**

Glencullen, **37, 89, 163, 200, 299, 334**

Glencullen Local Area Plan, **49, 89, 252, 334**

Glencullen River, **199**

Goatstown, **76, 187**

Goatstown Local Area Plan, **49, 323, 324**

Granada Convention, **217**

Greater Dublin Area Cycle Network Plan, **11, 104, 111, 188**

Greater Dublin Area Retail Planning Strategy, **273**

Greater Dublin Drainage Study, **197**

Green Belt, **88, 179, 254-255**

Green Infrastructure Strategy, **161, 176-177, A14**

Green Roof, **65-66, 289, A7**

Greenhouse Gas, **54-56, 117, 138**
 Greenways Network, **183-184, 188**
 Grey Water, **197**
 Guest House, **317**
 “Gut” The, **116, 325, 326**

H

Harbours, **165-166, 191**
 Hazardous Waste, **203**
 Health Centre, **317**
 Health Care Facilities, **77-78, 236**
 Healthy Placemaking, **94-96, 186**
 Heavy Vehicle Park, **317**
 Hedgerows, **178, 291-292**
 Helipads, **138**
 Herbicides and Pesticides, **180**
 Heritage, **Chapter 11, 300-304, A4**
 Heritage Plan, **169, 223, 224**
 Historic Landscape Character Areas, **163, A8**
 Historic Towns, **216**
 Home Based Economic Activities, **136, 317**
 Homeless Accommodation, **93**
 Hospital, **77-78, 263, 317, 320**
 Hotel, **262, 317**
 Housing (see residential)
 Housing For All, **88, 91-92, 250-251**
 Housing Mix, **89-90, A2**
 Housing Needs Demand Assessment (HNDA), **28, 69, A2**
 Housing Strategy, **69, A2, 88-89**
 Housing Supply, **29-30**

I

IADT, **42, 77, 126, 131, 326, 330**
 Incubator Units (enterprise), **130, 134, 317**
 Industrial Heritage, **223, A4**
 Industry (Extractive, General, Light, Special), **134, 262, 317**
 Infill Development, **31, 35, 46-47, 246**
 Infrastructure Assessment, **A1**
 Institutional Lands, **85-86, 249-250**
 Integrated Implementation Plan, **105-107**
 Invasive Species, **179-180, 281**
 Irish Water, **195-200, 299**
 Irish Water Capital Investment Plan, **197**

J

Jamestown Park, **332**

K

Kilbogget, **39, 188, 331, 333**
 Killiney, **84, 330-331**
 Killiney Bay, **165**
 Killiney Beach, **166, 331**
 Killiney Hill, **164, 166, 170, 174, 328, 331**
 Killiney Shopping Centre, **107**
 Kiltiernan, **14, 31, 35, 45, 76, 120, 147, 154, 163, 164, 299, 332, 334**
 Kiltiernan/Glenamuck Local Area Plan, **45, 120, 332, 334**
 Knocksink Wood, **174, 334**
 Knowledge Economy, **131**

L

Land Development Agency, **87**
 Land Use Zoning Objectives, **Chapter 13**
 Landfill, **201, 202, 319**
 Landscape, **162-166, 281-282, A8**
 Landscape Character Assessment, **162-163, A8**
 Landscape Plans, **227, 283**
 Leisure Facility, **318**
 Leopardstown, **114, 118**
 Leopardstown Park Hospital, **80, 330**
 Leopardstown Racecourse, **329**
 Leopardstown Valley, **154**
 Levies, **49, 120**
 Lexicon, **78, 149**
 Libraries, **78-79, 263, 316**
 Library Development Plan, **78**
 Library Development Programme, **78**
 Light Pollution, **205, 297**
 Live Register, **125**
 Living Over the Shop, **248**
 LIW (zoning objective), **313**
 Local Area Plans, **44-46, 98**
 Local Economic and Community Plan, **79, 128**
 Local Enterprise Office, **124, 134**
 Local Shop, **154, 273, 320**
 Loughlinstown, **115, 333**
 Loughlinstown Linear Park, **333**
 Loughlinstown River, **331, 333**
 Loughlinstown Roundabout, **118, 333**
 Loughlinstown Wood, **174**
 Low Emission Vehicles, **64, 65, 275**
 Luas, **64, 83, 102, 105, 107, 108, 114, 118, 143, 149, 151, 152, 250, 258, 264, 269, 277, 294, 297, 330, 332**
 Luas Extension, **104, 105, 108, 120, 259**

Luas Green Line (B1), **14, 42, 103, 108, 332**
 Luas Green Line Capacity Enhancement Project,
104, 107, 108

M

Major Accidents Directive, **205**
 Major Town Centre, **42, 48, 91, 128, 130, 134, 135, 142-143, 146-152, 155, 156, 236, 258, 273- 275, 277, 308, 312, 320**
 Management Companies, **239**
 Marine Leisure Facility, **318**
 Marlay Park, **82, 164, 185, 329**
 Metals, **224, 326**
 MetroLink, **14, 103, 104, 108**
 Mews Lane Housing/ Development, **86-87, 248-249**
 MIC (zoning objective), **314**
 MOC (zoning objective), **314**
 Modal Change, **102-108**
 Monitoring, **Chapter 15**
 Motorcycle Parking, **265**
 Motorways, **116-117**
 Monkstown, **85, 325-327**
 Motor Sales Outlet, **318, 319**
 Mount Carmel Community Hospital, **78, 324**
 MTC (zoning objective), **312**

N

National Cycle Manual, **113, 117, 269**
 National Development Plan, **9, 105, 108, 196**
 National East Coast Trail Cycle Route, **112, 323, 326, 328, 331, 333**
 National Flood Policy, **208**
 National Gas Grid, **325**
 National Hazardous Waste Management Plan, **203**
 National Inventory of Architectural Heritage (NIAH), **217, 219**
 National Landscape Strategy, **162-163**
 National Marine Planning Framework, **63, 165**
 National Monuments, **167, 215, 229**
 National Parks and Wildlife Service, **172, 173, 178, 280, 281**
 National Peatland Strategy, **172**
 National Physical Activity Plan, **160, 186**
 National Planning Framework, **9, 11, 69, 160, 214**
 National Play Policy, **192, 290**
 National Pollinator Plan, **230**
 National Rehabilitation Hospital, **78, 331**
 National Routes, **116-117**
 National Seascape Character Assessment, **162**
 National Sports Policy, **189**

National Student Accommodation Strategy, **91, 250**
 National Transport Authority, **106, 110, 335**
 National Water Resources Plan, **197, 198**
 National Watersports Centre, **327**
 National Way, **167**
 Natura 2000, **172, 176, 308**
 Natural Heritage Areas (proposed), **170-174, 178**
 Nature Based Play, **192, 283, 290**
 Nature Based Solutions, **66, 177, 180**
 NC (zoning objective), **312**
 Near Zero Energy Buildings, **60**
 New Residential Community, **231-234, 237-238**
 Newtownsmith, **166**
 Nightclub, **318**
 Nineteenth and Twentieth Century Buildings, **222, 251**
 Noise, **119, 204-205, 293-294**
 Noise Pollution, **204, 293**
 Non-conforming Uses, **307**
 Non-designated Areas of Biodiversity Importance, **175-176**
 Nutgrove, **39, 93, 107, 125, 127, 156**
 Nutgrove District Centre, **141, 143, 146-147, 153**

O

Odour, **293-294**
 Office Based Industry, **318**
 Office Development, **134**
 Off-Licence, **274**
 Old Connaught, **13-14, 23, 31, 33, 35-37, 46, 76, 93, 103, 104, 116, 147, 161, 224, 335**
 Old Connaught Local Area Plan, **36-37, 45, 104, 154, 335**
 On-street Parking, **113**
 Open Space, **Chapter 9, 267, 283-292, 307, 318**
 Communal Open Space, **283, 284-285, 288-289**
 Private Open Space in Residential Developments, **283, 285-286**
 Public Open Space, **183-185, 188, 267, 283, 284, 287-289**
 Overhead Cables, **210**

P

Parks, **165-167, Chapter 9**
 Park and Ride, **107, 116, 315**
 Parking Standards (see Carparking Standards)
 Parking Zones, **258-259, 262-263**
 Part V, **89, 93**
 Pedestrian Routes, **111, 118, 268, 297**
 Place of Public Worship, **263, 318**

Playgrounds/Play Facilities, **192, 287, 288, 290-291**
 Pollution, **204-205, 293, 297**
 Population Projections, **23-25**
 Ports, **119**
 Public Art, **279**
 Public House, **318**
 Public Rights of Way/Recreational Access Routes, **A11**
 Public Transport, **Chapter 5**
 Public Transport Interchanges, **107**

Q

Quality Bus Network, **106-107**
 Quarry (see Industry: Extractive)

R

Racecourse South, **48, 332**
 Radon Gas, **62**
 Rail Stations, **108**
 Rathmichael, **31, 35, 37, 46, 104, 115, 163, 179, 299, 333, 335**
 Rathmichael Local Area Plan, **37, 45, 332, 333**
 Record of Monuments and Places, **215, A4**
 Record of Protected Structures, **217-219, 300-303, A4**
 Recreation Access Routes, **169**
 Refuse Landfill, **319**
 Refuse Storage, **239-240**
 Refuse Transfer Station, **296, 319**
 Regional Spatial and Economic Strategy, **12, 14, 160, 214**
 Remote Working, **323**
 Renewable Energy, **60, 62-64, 229**
 Replacement Dwelling, **251, 253**
 Residential Development, **236-255, 283-286, 290-291, A2**
 Apartment Development, **237, 240-241, 285-286**
 Backland Development, **246**
 Corner/side Garden, **245-246**
 Existing Housing Stock, **84-85**
 Family Member / Granny Flat, **244, 254**
 O/O Zone, **246-248**
 Residential Development Capacity Audit, **30-32**
 Restaurant, **263, 274, 319**
 Retail, **42, Chapter 7, 271-279**
 Retail Design Manual (2012), **144-145**
 Retail Hierarchy, **141, 146-154**
 Retail Planning Guidelines for Planning Authorities (2012), **144-145, 155, 156**

Retail Strategy for the Greater Dublin Area (2008), **15, 145**
 Retail Park/Warehouse, **156, 273, 319**
 Retrofit and Reuse, **60**
 Re-use Centre, **202**
 Rights of Way, **167, A11**
 Rivers and Waterways, **177-178**
 River Basin Management Plan, **197, 199**
 Roads, **115-118**
 Roads Safety Audit, **117**
 Rockabill to Dalkey Islands SAC, **174, 328**
 Roof Gardens, **288**
 Rural Design Guide, **252**
 Rural Development, **137, 252-255**
 High Amenity Zoning, **37-38, 87, 163, 282, 310**
 Occupancy, **253**
 Road Frontage, **254**
 Vehicular access, **254**
 Waste Water Treatment, **254, 299**
 Water Supply, **254**
 Rural Industry, **319**

S

Sallynoggin, **39, 45, 156, 330-331**
 Sallynoggin College of Further Education, **77**
 Sallynoggin Local Area Plan, **331**
 Sandycove, **85, 166, 328**
 Sandycove Harbour, **166**
 Sandyford, **14, 38, 76, 103-105, 107, 112, 115-116, 120, 123, 130, 133-135, 164, 269, 307, 323, 324, 328-330, A16**
 Sandyford Business Park, **98, A16**
 Sandyford Business District, **13, 39-42, 127-129, 133, 156, 307, 330, A16**
 Sandyford Urban Framework Plan, **42, 47, 89, 133-135, 233, 263, 307-308, 313-314, 320, 329, A16**
 Scalp, **The, 164**
 Schools, **75-76, 235, 262**
 Science and Technology Based Industry / Enterprise, **131, 262, 319**
 Scrap Yard, **319**
 Seascape, **162-163**
 Section 48 Levy, **73, 120, 185, 233, 283-284**
 Section 49 Levy, **120**
 Separation (Distance / Between Dwellings), **83, 240, 249, 289**
 Septic Tank, **198, 205**
 Service Garage, **320, 321, 323**
 Service Station, **274-276, 321, 323**

Seveso II Directive (see Major Accidents Directive)
 Shanganagh (see Woodbrook)
 Shankill, **106-107, 116, 143, 164, 167, 179, 187, 333**
 Shankill Beach, **165**
 Shankill Library, **78**
 Shared Accommodation, **90-91**
 Shopfronts, **Design of, 220, 222, 276, 279**
 Shop – Major Comparison Sales Outlet, **324**
 Shop – Major Convenience Sales Outlet, **324**
 Shops – Neighbourhood, **323**
 Shops – Specialist, **324**
 Signage, **118, 222, 268-269, 275, 276-277, 279, 304**
 Sláintecare, **78**
 Smart Dublin, **133**
 Smart Sandyford, **133, A16**
 Smart Tourism, **133**
 Smarter Travel: A Sustainable Transport Future (2009), **102, 105, 110, 257**
 SNI (Zoning Objective), **314**
 Social Housing, **92-93**
 Social Housing Strategy, **92**
 Social Inclusion, **80**
 Solar Energy Infrastructure, **63, 229**
 Solar Farm, **229, 324**
 South County Business Park, **112, 128, 329, 330**
 South Dublin Bay, **165, 170, 174, 325**
 South Dublin County Council, **167**
 Special Areas of Conservation, Candidate, **170-174**
 Special Protection Areas, **170-174**
 Specific Local Objectives, **Chapter 14**
 Sporting Facilities, **189**
 St Collumcille's Hospital, **78, 333**
 St John of God Hospital, **78, 325, 330**
 St Michael's Hospital, **78**
 Statutory Undertakers, **206, 221, 322**
 Stepside, **115, 147, 154, 333**
 Stillorgan, **93, 107, 141, 143, 324-325, 330**
 Stillorgan Business Park, **329**
 Stillorgan College of Further Education, **77**
 Stillorgan District Centre, **141, 143, 146, 153**
 Stillorgan Industrial Estate, **135, 156**
 Stillorgan Library, **78**
 Stillorgan Local Area Plan, **45, 153, 324**
 Stillorgan Shopping Centre, **141, 146**
 Strategic County Outcomes, **16-17, 337-350**
 Strategic Environmental Assessment, **5, 338**
 Strategic Land Reserve, **36-37**
 Strategic Planning Policy Requirements, **5, 15, 21, 91**
 Street Furniture, **96, 220-22, 272, 278-279**

Student Accommodation, **91, 250, 323**
 Sub-division of Dwellings, **244**
 SuDS, **66, 199, 230, 289, A7**
 Sustainable Energy Community Initiatives, **62**
 Sustainable Neighbourhood Infrastructure, **34, 71, 73, 74, 76, 88, 98, 139, 235-237, 312, 314, 366**
 Sustainable Travel, **105**
 Sutton to Sandycove Cycleway, **112, 325, 328, 330, 333, 335**

T

Takeaways (see Fast Food Outlets)
 Taxis, **114, 268-269, 278**
 Tea Rooms, **184, 324, 331**
 Telecommunications, **207, 296-297, 322**
 Telecommunications Antennae, **296-297**
 Temporary Accommodation, **255**
 Ten Minute Neighbourhood, **73-74, 83, 105, 110, 134, 145**
 Ticknock, **331**
 TLI (Zoning Objective), **315**
 Tourism, **114, 136-137, 161, 165, 188, 191, 192**
 Tourism Strategy, **136-137**
 Town and Village Improvement Schemes, **277**
 Traffic Calming, **97**
 Traffic and Transport Assessment, **117, 257**
 Traffic Management, **115-116, 118, 256, 294**
 Traffic Noise, **117, 204-205**
 Transitional Zonal Areas, **311**
 Trails, Hiking and Walking Routes, **169**
 Transport Interchanges, **107**
 Transportation, **Chapter 5, 256-269**
 Travel Demand Management, **113**
 Travel Plan, **113, 235, 257, 270**
 Traveller Accommodation, **93, 322**
 Traveller Accommodation Programme, **93**
 Tree Planting, **66, 180, 229, 230, 252, 272**

U

UCD Travel Plan, **323, 324**
 UN Sustainability Goals, **14**
 Underwater Archaeology, **216**
 Universal Design, **92, 96, 118, 287**
 University College Dublin, **39, 42, 77, 106-107, 126, 127, 131, 323, 324**
 Urban Cooling, **230, 289**
 Urban Design, **96-98, 145, 259**
 Urban Greening, **53, 58, 65-66, 96, 110, 230, 283, 288, 289**

Urban Run-off, **180**
 Urban Villages, **73, 147**
 Use Classes, **319-324**
 Utility Scale Photovoltaic Facility (see Solar Farms)

V

Vacant Site Levy, **49**
 Veterinary Surgery, **324**
 Vibration, **293-294**
 Views and Prospects, **164, 282**
 Village Design Statements, **96**

W

W (zoning objective), **317**
 Walking, **112-114, 169**
 Warehousing, **156, 273, 317, 324**
 Waste Management, **202-203, 296, A6**
 Waste Management Plan for the Eastern-Midlands Region 2015 – 2021, **201, 202**
 Waste Water Treatment Systems, **198, 254, 299**
 Water Pollution, **138, 198, 205**
 Water Services Policy Statement, **196**
 Water Services Strategic Plan, **196, 197, 198**
 Water Sports, Development associated with, **298-299**
 West Pier, **93, 166, 325, 326**
 Wholesale Outlet, **324**
 Wicklow Mountains National Park, **169, 174, 331, 334**
 Wildlife Corridor, **175-179**
 Wind and Wave Energy, **62-63, A10**
 Woodbrook(-Shanganagh), **14, 31, 35, 46, 76, 103, 105, 107, 114, 147**
 Woodbrook Dart Station, **104, 108, 333, 335**
 Woodbrook/Shanganagh Local Area Plan, **45, 333, 335**
 Woodlands, **66**

Z

Zoned Land Supply, **38**
 Zoning Objectives, **Chapter 13**
 Not Permitted, **311**
 Open for Consideration, **311**
 Permitted in Principle, **311**
 Zone of Archaeological Potential, **215, 216**

