

Sustainable Communities Strategy

2



Vision Statement: To develop sustainable and successful communities across the County both through the continuing consolidation and redevelopment of the established built up areas, and the promotion of new, compact mixed-use urban villages optimally located in greenfield areas well served by existing or planned public transport networks and where residents will be within walking distance of supporting social and community infrastructure – including shops, services, employment opportunities, schools and leisure facilities.

2.1 Residential Development

2.1.1 Introduction

The overall strategic objective of housing policy in Ireland is “...to enable all households access good quality housing appropriate to household circumstances and in their particular community of choice”. (Housing Policy Statement, June 2011). In terms of spatial planning the overall objective in relation to housing is the creation of sustainable neighbourhoods. In a predominantly urban county such as Dún Laoghaire-Rathdown this translates into the creation of new communities serviced by high quality transport links, in addition to sensitive infill and re-use of brownfield sites in areas already served by public transport and close to established social and community infrastructure.

This Chapter sets out the objectives for residential development in Dún Laoghaire-Rathdown over the lifetime of this Development Plan 2016-2022. Residential development in Dún Laoghaire-Rathdown is set within the context of overarching National, Regional and local policy guidance documents - all of which are comprehensively set out in Appendix 1.

In accordance with National, Regional and local imperatives the majority of future population growth within the County needs to be accommodated in the Metropolitan urban area. The growth of future households in Dún Laoghaire-Rathdown will be

accommodated using two quite different models, namely:

- Through the continuing promotion of additional infill accommodation in existing town and district centres at public transport nodes, brownfield sites and established residential areas.
- The creation of new residential/mixed-use sustainable communities at already identified greenfield growth nodes proximate to planned strategic public transport corridors.

2

2.1.2 Housing Strategy

The preparation of a Housing Strategy is a mandatory requirement under the Planning and Development Act 2000 - 2012. An Interim Housing Strategy for the period 2016-2022 has been prepared taking account of the changes to Part V as outlined in the Urban Regeneration and Housing Act 2015 and is included as Appendix 2 accompanying the Written Statement. The primary objectives of the Interim Housing Strategy are:

- (i) to enable every household to have available to it a good quality dwelling, suited to its needs, and in the context of a high quality environment, and



Social Housing Scheme, Goatsown Close

(ii) to ensure that Dún Laoghaire-Rathdown County Council provides for the development of sufficient housing to meet its obligations as set out in the Regional Planning Guidelines for the Greater Dublin Area 2010- 2022.

The Housing Strategy is a pivotal component of the Development Plan process as it must:

- Estimate housing needs, and ensure that zoned and serviced land is available. (Refer to Core Strategy Section 1.2).
- Provide, as a general policy, that a specific percentage (not exceeding 10%) of land zoned for residential use, or for a mixture of residential and other uses, be reserved for social/affordable housing.
- Ensure a mix of house types and sizes for different categories of households.
- Counteract undue segregation between different social backgrounds.

2.1.3 Housing – Supply and Demand

The Housing Strategy is a very numerically-based process taking into account the interrelated issues of projected household growth, housing land availability and supply, demographic profile and house prices.

The issue of supply of zoned land and the provision of units to meet the targets as set out in the Regional Planning Guidelines has already been addressed in the Core Strategy (Refer to Section 1.2). The Core Strategy outlines how Dún Laoghaire-Rathdown is required to deliver c.30,800 or 3,800 units per annum over the period 2014 to 2022. Sufficient land is currently zoned for c.30,000 units.

Actual delivery of housing units over the lifetime of the 2010 – 2016 Plan has been very low as a consequence of the economic climate and market conditions. Only 260 no. houses were completed in 2013 - creating a huge anomaly between actual output and projected outputs. However, with latent demand for housing, particularly in the Dublin Region, and given Government policy as outlined in ‘Construction 2020’ (May 2014) the Development Plan has a key role to act as a catalyst for positive change and progress and to plan for future growth in the County.

The Council must 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 response in relation to residential development will focus on three interrelated strands, namely:

- Increasing the supply of housing.
- Ensuring an appropriate mix, type and range of housing.
- Promoting the development of balanced sustainable communities.



Apartment scheme, Olcovar, Shankill

2.1.3 (i) Increase the Supply of Housing

2.1.3.1 Policy RES1: Supply of Zoned Land

It is Council policy to seek to ensure that sufficient zoned land continues to be available to satisfy the housing requirements of the County over the lifetime of the Plan thereby meeting the household/population targets set by the Regional Planning Guidelines.

As a predominantly Metropolitan County, housing delivery will continue to be focused on strengthening the urban form of the County. This will be achieved by densifying and consolidating established town and district centres – particularly at public transport nodes - continuing sensitive infill development and supporting new housing growth along key new public transport corridors throughout the County. Locating homes beside established social, community and retail structures lessens the needs to travel by car thereby reducing emissions of greenhouse gases and reducing carbon footprint.

2.1.3.2 Policy RES2: Implementation of Interim Housing Strategy

It is Council policy to facilitate the implementation and delivery of the Interim Housing Strategy 2016 – 2022.

The Council has prepared an Interim Housing Strategy in accordance with the Planning and Development Act (as amended) and the Urban Regeneration and Housing Act 2015. The Interim Housing Strategy will be reviewed and updated as part of the mandatory 2 year report of progress under Section 15 (2) of the Act taking account of future population and housing allocations outlined in any new Regional Spatial and Economic Strategy (RSES).

The Interim Housing Strategy provides that a 10% social housing requirement will be applied in relation to all sites that are:

- (i) residentially zoned, or
- (ii) mixed use development proposals including residential on any zoning in the County, unless it is of a type otherwise stated to have a reduced/modified obligation or is otherwise exempted.

The application of the 10% requirement to particular lands, will be determined both by the provisions of the Act and the requirements of the Housing Strategy.

In deciding upon the type of agreement to be entered into, the Planning Authority shall consider, in accordance with the Planning and Development Act and the Urban Regeneration and Housing Act 2015, whether the agreement:



Apartment scheme, South Central, Sandyford

- Will contribute effectively and efficiently to the achievement of the objectives of the Housing Strategy.
- Will constitute the best use of resources available to the Planning Authority to ensure an adequate supply of social housing and any financial implications of the agreement for its functions as a Housing Authority.
- Will counteract undue segregation in housing between persons of different social background in the area of the Authority.
- Is in accordance with the provisions of the Development Plan.
- The timeframe within which housing referred to in Section 94(4) (a) is likely to be provided as a consequence of the agreement.

Consideration will also be given to housing market conditions prevailing at the time of entering into any such agreement.

Specific exemptions to Part V where a reduced social/affordable element may be acceptable are:

- Third level student accommodation of the type that has/or would have otherwise qualified for tax relief under Section 50 of the Finance Act 1999 (Refer also to Policy RES12).
- Where it is proposed that a site or a portion of a site is to be developed for elderly persons accommodation (Refer also to Policy RES9).



Apartment scheme, The Grange, N11

- Semi-independent or supported living accommodation for people with intellectual and/or physical disabilities.

2.1.3.3 Policy RES3: Residential Density*

It is Council policy to promote higher residential densities provided that proposals ensure a balance between the reasonable protection of existing residential amenities and the established character of areas, with the need to provide for sustainable residential development. In promoting more compact, good quality, higher density forms of residential development it is Council policy to have regard to the policies and objectives contained in the following Guidelines:

- ‘Sustainable Residential Development in Urban Areas’ (DoEHLG 2009).
- ‘Urban Design Manual - A Best Practice Guide’ (DoEHLG 2009).
- ‘Quality Housing for Sustainable Communities’ (DoEHLG 2007).
- ‘Irish Design Manual for Urban Roads and Streets’ (DTTaS and DoECLG, 2013).
- ‘National Climate Change Adaptation Framework - Building Resilience to Climate Change’ (DoECLG, 2013).

Policy in relation to density will also be informed by the Department of the Environment, Community and Local Government and the National Transport Authority non-statutory Study ‘Planning and Development of Large-Scale, Rail Focussed Residential

Areas in Dublin’ (2013) and ‘Construction 2020 - A Strategy for a Renewed Construction Sector’ (2014).

The question of density plays an important part in ensuring that the best use is made of land intended for 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 form that more readily supports an integrated public transport system. This has the potential to reduce the urban and carbon footprint of the County. While it is acknowledged that there appears to be a current short term market-led demand for own door houses, the Development Plan has a much wider role in determining the ‘bigger picture’ over a longer time frame. Widespread endorsement of lower density standards would undermine the very development imperatives that are required to provide and support high capacity public transport modes and the promotion of sustainable residential communities.

‘Construction 2020’ makes reference to two key findings of the National Housing Agency (April 2014):

- (i) nationally 80,000 dwelling are required for the period 2014 – 2018 or 16,000 per annum (with 47% of that number in the Dublin Region), and
- (ii) 57% of all households in the Dublin Region over this period will be for one or two person households. This has implications for the type of housing required.

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 a role in climate change adaptation. There

is, therefore, a need to balance between achieving higher densities with the retention of green spaces.

The Government issued guidance to Planning Authorities in 2009 through the document 'Sustainable Residential Development in Urban Areas' and the accompanying 'Urban Design Manual'. These Guidelines include recommendations regarding appropriate densities for various types of locations.

Where a site is located within circa 1 kilometre pedestrian catchment of a rail station, Luas line, BRT, Priority 1 Quality Bus Corridor and/or 500 metres of a Bus Priority Route, and/or 1 kilometre of a Town or District Centre, higher densities at a minimum of 50 units per hectare will be encouraged.

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. This density may not be appropriate in all instances, but will serve as a general guidance rule, particularly in relation to 'greenfield' sites or larger 'A' zoned areas. 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 also be appropriate. (Refer also to Section 6.1 Archaeology and Architectural Heritage)

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 ACA's, cACA's, 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.

Notable Character Area Exclusions

There are significant parts of Dalkey and Killiney characterised by low density development. Some of these areas have been identified as areas where no increase in the number of residential buildings will normally be permitted (i.e. the 'o/o' zone). However, much of this area lies close to the DART line where higher densities would, in normal circumstances, be encouraged. Sensitive infill development will be considered in these areas on suitable sites, where

such development would not detract from the unique character of the area either visually or by generating traffic volumes which would necessitate road widening or other significant improvements. (Refer also to Section 8.2.3.4(viii)).

The Kickstart Approach

The 'Kickstart' Incremental Development Approach as outlined in the Department of Environment, Community and Local Government and the National Transport Authority Study 'Planning and Development of Large-Scale, Rail Focussed Residential areas in Dublin', (2013) applies primarily to large scale development nodes proximate to the Luas Greenline including such areas as Sandyford, Cherrywood, Stepside and Carrickmines.

The 'Kickstart' Incremental Development Approach, while allowing initial residential development at a lower density, nevertheless requires delivery of an overall higher density through phased development (50 units per hectare net density throughout an entire site) in order to support high capacity public transport infrastructure.

This approach is aimed at improving the marketability of a scheme in its early stages, which may not be an issue in some areas of the County that are mature high value residential locations.

This approach can only take place where a legally binding agreement, which has addressed overall phasing of development throughout the larger area, has been reached between the developer and the Planning Authority. Any such agreement will be required to clearly demonstrate how eventually overall higher densities are to be achieved.



Bowling green, Dún Laoghaire

The gestation for the development of the 'Kickstart' approach was early 2012. Economic circumstances have already changed and will continue to change over the lifetime of this Plan. It is questionable as to whether the 'Kickstart' approach remains relevant now or into the future.

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2.1.3.4 Policy RES4: Existing Housing Stock and Densification*

It is Council policy to improve and conserve housing stock of the County, to densify existing built-up areas, having due regard to the amenities of existing established residential communities and to retain and improve residential amenities in established residential communities.

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 existing housing stock is recognition that suitable greenfield lands, particularly in a very small County such as Dún Laoghaire-Rathdown, are a very finite resource which must be managed carefully to achieve sustainable development whilst protecting the Council's rural/high amenity hinterland. There is the need to retain residential services and amenities in existing built-up areas. It is important to stem population loss in these areas by promoting and encouraging additional dwelling units. 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 suburbs in order to help retain population levels – by 'infill' housing. Infill housing in existing suburbs should respect or complement the established dwelling type in terms of materials used, roof type, etc.



Infill development, Beaufield Park, Stillorgan

- Actively promote and facilitate:
 - conversion of existing housing stock to accommodate a larger number of households - principally by subdivision of larger-than-average family houses - in well serviced urban areas.
 - development of mews buildings and other infill accommodation which is in harmony with existing buildings.
- 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 8.2.3.4(ix)).
- 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 suburbs, infill will be encouraged while still protecting the character of these areas. Any new communities and additional residential units to be integrated into established residential areas shall be designed to the highest standards 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 8.2.3.4(i)). The Planning Authority proposes to produce a specific Design Guide for domestic extensions, within the lifetime of this Development Plan, subject to available resources.

In certain specific circumstances the Council will 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 (Refer also to Section 6.1.3.8, Policy AR8 and Section 8.2.3.4(xiv)).

2.1.3.5 Policy RES5: Institutional Lands

Where distinct parcels of land are in institutional use (such as education, residential or other such uses) and are proposed for redevelopment, it is Council policy to retain the open character and/or recreational amenity of these lands wherever possible, subject to the context of the quantity of provision of existing open space in the general environs.



Belarmine, Stepside

It is recognised that many institutions in Dún Laoghaire-Rathdown 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 and the open character of the lands being retained.

A minimum open space provision of 25% of the total site area (or a population based provision in accordance with Section 8.2.8.2 whichever is the greater) will be required on Institutional Lands. 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 8.2.3.4(xi) and 8.2.8).

In the development of such lands, average net densities should be in the region of 35 - 50 units p/ha. In certain instances higher densities will be allowed where it is 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 possible need for the future provision of additional facilities related to the residual retained institutional use retained on site may require to be taken into

account. (This particularly applies to schools where a portion of the site has been disposed of but a school use remains on the residual part of the site.)

2.1.3.6 Policy RES6: Mews Lane Housing

It is Council policy to facilitate measured and proportionate mews lane housing development in suitable locations.

Policy RES6 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 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 Dún Laoghaire-Rathdown 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 8.2.3.4(x)).

The design and finish of mews lane developments should reflect the characteristic features of the surrounding area taking into account local materials. The Council will evaluate development proposals in accordance with the criteria set out in the Development Management Section (Refer also to Section 8.2).

2.1.3 (ii) Categories of House Types, Sizes and Tenures

2.1.3.7 Policy RES7: Overall Housing Mix

It is Council policy to encourage the establishment of sustainable residential communities by ensuring that a wide variety of housing and apartment types, sizes and tenures is provided within the County in accordance with the provisions of the Interim Housing Strategy.

The Planning and Development Act 2000, as amended, requires Development Plans to take into account the need to ensure that a mixture of house types, sizes and tenures is developed to reasonably match the requirements of different categories of households. The provision of a range of housing types and sizes in the County will increase in importance as trends show a decline in family housing and an increase in elderly and single person households. Many of the new households that will form in the County during the period of this Development Plan will be below the current average size and will often consist of one or two persons. The overall aim is to have a balance of housing types and tenure in the County that reflects this changing household composition and is responsive to the local context.

It is an objective of Dún Laoghaire-Rathdown that all housing developments, including apartment developments, contain an acceptable proportion of larger flexible units to ensure that such developments are sustainable and provide suitable and viable long-term options for families. Providing an appropriate

mix of housing and implementing measures to mitigate against undue segregation of tenure types is also important.

Providing a good mix of house types creates neighbourhoods for people of different ages and lifestyles. 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' (DoEHLG, 2007). This approach helps foster a greater sense of community and allows for increased social inclusion. The 'Development Management' Section (Section 8.2.3) contains further details regarding the Council's requirements in relation to mix of house types and sizes to address specific sets of circumstances.

2.1.3.8 Policy RES8: Provision of Social Housing

It is Council policy to promote the provision of social housing in accordance with the projects outlined in the Council's Interim Housing Strategy and Government policy as outlined in the DoECLG 'Social Housing Strategy 2020'.

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. Part V of the Planning and Development Act 2000 (as amended) and the Urban Regeneration and Housing Act 2015 are only one such





means through which the Local Authority can seek to address demand for social housing in the County. Emphasis has shifted from Council-driven building programmes to provision by Approved Housing Bodies (AHBs) and rental schemes in recent years. In addition, and in furtherance of Policy RES8, the Council will inter alia:

- Support the work of the Dublin Social Housing Delivery Taskforce (DSHDT).
- Acquire land or buildings for future housing and community facilities where services exist/or are planned.
- Make sites available in serviced areas for housing development for persons in need of housing, including homeless accommodation.
- Rehabilitate its housing stock where necessary, and encourage same in private housing.
- Utilise the private rental sector, and continue to work with Approved Housing Bodies (AHBs).
- Continue to house persons through the Rental Accommodation Scheme (RAS), the Housing Assistance Payments Scheme (HAP) and the Social Housing Leasing Initiative (SHLI).
- Ensure provision of a range of house types/sizes to cater for different needs, including sheltered and special needs housing.

The Interim Housing Strategy contained in Appendix 2 identifies the need for 4,531 new social housing units over the lifetime of the Plan.

Existing sites for Local Authority housing have been identified on the Development Plan maps and are depicted by an 'H' symbol. However, the maps do not depict any additional sites which may be acquired over the lifetime of this Plan 2016 - 2022.

Table 2.1.1: Current Proposed Social Housing Sites

Map number	Proposed Social Housing Sites
5	Blackglan Road
5	Lambs Cross
9	Kiltiernan (Cromlech)
9	Ballyogan Grove
9	Ballyogan Court
10	Lehaunstown
10	Rathmichael
14	Ballyman
5	Broadford Rise
3	Fitzgerald Park
7	Rochestown House
14	Shanganagh Castle (lands only)
2	Mount Anville Road
3	Eden Road Lower
3	St. Michael's Terrace
14	Old Connaught Avenue
1	Rosemount
9	Enniskerry Road

The 'Housing Policy Statement' (2011) highlights the restructuring of the social housing investment programme, enabling the delivery of new social housing through more flexible funding models. The Council recognises and supports the growing



Mixed Tenure Social Housing , Goatstown Close

importance of Approved Housing Bodies and the significant contribution they make in the provision of social housing in the County. The Council shall seek to allow conversion of existing housing, social and private, allowing expansion to accommodate growing households and or seeking to improve and expand living space.

2.1.3.9 Policy RES9: Housing for All

It is Council policy to support the concept of independent and/or assisted living for older people and people with disabilities/mental health issues. In this regard the Council will support the provision of specific purpose-built accommodation, or adaptation of existing properties, and will promote opportunities for elderly householders to avail of the option of 'downsizing' within their community.

(i) Housing for Older People

The changing demographics and the ageing of the County's population profile pose challenges for the development of responsive health and social policies. As a key social policy area, housing is a function that needs to adapt in order to meet these changing needs. 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 opportunity exists to trade down or downsize in the area in which they live (to a smaller dwelling or apartment) or there may be opportunity to adapt their existing home to suit their needs e.g. by converting a garage or building an attached 'family flat' or annex.

It is Council policy that proposals for accommodation for the elderly should be located in existing residential areas well served by social 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 8.2.3.4(xiii)).

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 suitable housing for older people throughout the County, the Council will work closely with other housing bodies and agencies associated with the provision of elderly housing and/or assisted living accommodation.

(ii) Housing for People with Disabilities/Mental Health Issues.

Location is critical when considering housing for people with disabilities, particularly for those with a mobility-related 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 people 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 also support development which will provide 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 'Building For Everyone' publication and shall have regard to the Government's 'National Disability Strategy' (2004) and 'National Disability Strategy Implementation Plan 2013-2015'.

It is an objective of the Council to encourage the provision of suitable housing for people with intellectual disabilities which will allow them to live within their communities in an appropriately independent or supported manner.

2.1.3.10 Policy RES10: Homeless Accommodation

It is Council policy to support the provision of homeless accommodation or support services throughout the County.

In this regard, proposals for such facilities should not result in an over-concentration 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 (DRHE) it is an objective to implement the actions of the Homeless Strategy National Implementation Plan and the Dublin Homeless Action Plan Framework 2014- 2016. Proposals for homeless accommodation or support services within Dún Laoghaire-Rathdown shall have regard to the requirements of the Dublin Region Homeless Executive.

2.1.3.11 Policy RES11: Traveller Accommodation

It is Council policy to implement the 'Traveller Accommodation Programme 2014-2018'. In accordance with the Programme, halting sites, including temporary emergency halting sites and Traveller-specific group housing schemes, will be provided for the accommodation of Travellers who normally reside in the County and who are included in the most recent 'Assessment of Need' for Traveller-specific accommodation, in addition to providing standard social housing to meet their needs.



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 2014 – 2018'.

Sites for Traveller accommodation have been identified on the Development Plan maps and are depicted by the 'TA' symbol. In addition to the sites identified by the 'TA' symbol, and in accordance with the 'Traveller Accommodation Programme 2014 – 2018', the Council will continue, where possible, to provide temporary/emergency halting site accommodation for Travellers who (i) are in need of accommodation (ii) who are permanently resident in the County and (iii) also participated in the 'Assessment of Need' carried out in by the Council in September 2013. Basic facilities will be provided in these sites and they will continue in operation until the families are allocated permanent accommodation.

Table 2.1.2 Current Proposed Traveller Accommodation Sites

Map number	Proposed Traveller Accommodation Sites
	Halting Sites
8	Cloragh
9	Kiltiernan / Glenamuck
3	West Pier
	Grouped Housing
9	Enniskerry Road / Kilgobbin
1	Bird Avenue
2	Mount Anville Road
7	Pottery Road
10	Lehaunstown
2	Stillorgan Grove
10	Rathmichael Road
2	University College Dublin

2.1.3.12 Policy RES12: Provision of Student Accommodation

It is Council policy to facilitate student accommodation on student campuses or in 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. In considering planning applications for student accommodation the Council will have regard to the 'Guidelines on Residential Developments for Third Level Students' and its July 2005 Review (particularly in relation to location and design).

The largest Third Level institution in the County – University College Dublin – is located within Dún



Student Accommodation, UCD

Laoghaire-Rathdown. It has a full-time equivalent population of over 30,000. Combined with the student populations for IADT and the various Colleges of Further Education and privately-run colleges – these figures mean that demand for student accommodation in the County is significant and has to be addressed.

No social/affordable housing will be required in instances where it is proposed that bona fide/purpose built student accommodation is to be provided on the campus of a recognised Third Level institution. (Refer also to Section 8.2.3.4 (xii)).

2.1.3.13 Policy RES13: Provision of Womens and Family Refuges

It is Council Policy to encourage and support any proposals from the HSE and/or other relevant agencies, which seek to provide Womens and Family Refuge facilities within the County.

It is an objective of the Plan to support the facilitation of the provision of womens and family refuges for victims of domestic violence in the County, with the involvement and support of the HSE and other relevant agencies.

2.1.3 (iii) Planning for Sustainable Communities

It is recognised that the creation of sustainable communities requires more than the provision of housing - sustainability must also extend beyond the physical environment to embrace the concept of stable, integrated communities. As highlighted in the 'Sustainable Residential Development in Urban Areas' guidelines document, the ability to live with a feeling of comfort and safety in a residential area is an essential component of sustainable communities while considered design of the public realm has a significant role to play in the 'quality of life' of urban areas. Well designed public realm can contribute to a sense of security, enjoyment and ownership of the built environment. 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'*. The 'Sustainable Residential Development in Urban Areas' guidelines document and its accompanying 'Urban Design Manual – A Best Practice Guide' synthesise a number of relevant National policy positions into a series of high level aims and recommendations for local application towards the promotion of developing sustainable residential communities. Common features of exemplar sustainable communities include:

- Promote sustainable communities which cater to the needs of people in all stages of their lifecycle i.e. children, people of working age, elderly, people with disabilities.
- Prioritising cycling, walking and public transport and so minimise the need to use cars.
- Delivering a quality of life in terms of amenity, safety and convenience.
- Providing a good range of community and support facilities when and where they are needed.
- Presenting an attractive, well-maintained appearance with a distinct sense of place and a quality public realm.
- Are easy to access and find one's way around.
- Promoting the efficient use of land and of energy and minimising greenhouse gas emissions.
- Providing a mix of land uses to minimise transport demand.
- Promoting social integration with a diverse range of accommodation for different household types and age groups.
- Enhancing and protecting the built and natural heritage.
- Providing adaptability of homes to climate change, through good design.

- Providing homes capable of adapting to changing household needs in line with the principles of 'Lifetime Homes'.

The policy document 'Design Manual for Urban Roads and Streets' (2013) is also of some guidance. At the neighbourhood scale, the 'Sustainable Residential Development in Urban Areas' document provides detailed guidance – both qualitative and quantitative – in relation to the delivery of what is considered to be the four key strands that combine to promote sustainable communities namely:

- Provision of community facilities.
- Efficient use of resources.
- Amenity/'quality of life' issues.
- Conservation of the natural and built environment.

2.1.3.14 Policy RES14: Planning for Communities*

It is Council policy 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'. In all new development growth areas, and in existing residential communities it is policy to ensure that proper community and neighbourhood facilities are provided in conjunction with, and as an integral component of, major new residential developments and proposed renewal/redevelopment areas, in accordance with the concept of sustainable urban villages outlined under Policy RES15.

All new residential development - existing, ready formed or planned - shall be properly integrated as part of sustainable communities.

It is considered reasonable that the developers or promoters of major residential or mixed-use schemes will be required to make provision for new sports, recreational, community and other support infrastructure - including active recreational space for children - commensurate with the needs of the new community as an integral part of their proposal.

Control will be exercised over phasing and the rate of primary development through Development Management practices to ensure that delivery of residential development and the provision of commensurate services are implemented in tandem. In areas of redevelopment, where a deficiency has been identified, it is considered reasonable that facilities are provided concurrently. (Refer also to Sections 7.1 and Development Management Section 8.2).

2.1.3.15 Policy RES15: Urban Villages*

In new development growth nodes and in major areas in need of renewal/regeneration it is Council policy to implement a strategy for residential development based on a concept of sustainable urban villages.

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 walking distance, of their homes. This concept, which focuses on reducing the need to travel by private car, is central to the principles of sustainable development. It involves the commensurate and



School Crossing, Monkstown Road



concurrent provision of primary schooling, childcare, local shopping, and small commercial/community/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.

In accordance with the provisions of the 'Sustainable Residential Development in Urban Areas' and the 'Urban Design Manual', a variety of dwellings by type and size to accommodate households with different needs will be a cornerstone of the urban village concept. Developments will include a mixture of apartment blocks, terraced houses and other house types. The requirement for residential variety complements the necessity to design and allow for variety in layout by way of different lengths and types of residential roads, mixes of 'culs-de-sac', loop roads, set-back road sections, loose grid layouts and similar. (Refer also to Sections 8.1 and 8.2). The 'Design Manual for Urban Roads and Streets' (2013) provides the rationale and tools needed to enact the changes required by broader Government policies, with the emphasis on a plan-led approach to design and the inclusion of and engagement with all sectors. The promotion of sustainable settlement and transportation strategies in urban areas shall be informed by the principles embedded in the 'Design Manual for Urban Roads and Streets'.

Further variety is sought by variation in building lines and the inter-relationship of dwellings, roads, pedestrian ways, neighbourhood centre facilities and local parks and green areas. The 'Urban Design Manual – Best Practice Guidelines' provides comprehensive guidance on these matters for developers, architects, planners, transport engineers and other building practitioners.

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).

2.1.4 Rural Housing

2.1.4.1 Policy RES16: Management of One-off Housing*

It is Council policy 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. It is recognised that much of the demand for one-off housing is urban-generated and this can result in an unsustainable pattern of development, placing excessive strain on the environment, services and infrastructure. However, it is recognised that one-off housing may 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).

The policies of the 'Sustainable Rural Housing Guidelines for Planning Authorities' (2005) are fully recognised and embodied within the Council's own policies and approach to one-off houses in its rural areas. (Refer also to Section 8.2).

Urban-generated one-off housing which is not directly linked to the rural area can create unsustainable travel patterns, over-dependence on the private car, negative impact on the landscape, increased urban footprint and pressure on the environment and infrastructure. All of these elements can increase carbon footprint.

In order to protect the rural character of the countryside and foster sustainable development it is necessary to restrict the growth of what is generally described as 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 following criteria:

High Amenity Zoning '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 Zoning '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 Section 8.2.3.6 and Appendix 11 - Rural Design Guide).

2.1.4.2 Glencullen Local Area Plan

Glencullen Village and its environs are covered by a Local Area Plan (LAP) adopted in 2007, and subsequently extended until 2018. The Plan sets out the criteria and framework for the future development of this very sensitive landscape and it includes policies in relation to local housing need, the village core and rural clusters and site suitability. Other issues incorporated in the Plan include:

- Physical and social infrastructure.
- Design principles (Glencullen Design Guide).

- The Glencullen River Corridor (and its tributaries).
- Protection of water sources and well fields.
- Settlement pattern.
- Future economic trends.
- Occupancy agreements.

It is considered the broad policies and objectives – including the Glencullen Design Guide – potentially have a wider application beyond the confines of the Glencullen LAP area. In evaluating development applications in other rural parts of the County regard will be had to the guiding principles set out in the Glencullen Design Guide.

2.1.4.3 Green Belt Areas

The use of lands in Green Belt areas for outdoor recreational purposes is permitted in principle. However, where complementary development is allowed, stringent conditions governing the height, scale and density of development will be imposed to protect the open nature of the lands. In relation to residential development, only individual dwellings on lands comprising at least 4 hectares per dwelling will be considered. Applications for other uses will be considered subject in all cases to the overall objective of maintaining the open character of these lands. Green Belt open lands also serve an important function in providing an easily identifiable buffer between expanding, built-up areas - in particular between Shankill and Bray. (Refer also to Policy LHB 26).



Rural Dwelling, Glencullen

2.2 Sustainable Travel and Transportation

2

2.2.1 Introduction

People travel to access essential services (work, education, shops), or to satisfy other social, personal or leisure needs, it is incumbent that transport solutions are in place appropriate to address these needs.

There are, however, many transport solutions available but the types of solution adopted and promoted will, in turn, have economic and social impacts, as well as consequences for the natural and built environment. The maintenance and delivery of an efficient, cost-effective, integrated and coherent transport network in line with National and Regional policy is vital to the future economic, social and physical development of Dún Laoghaire-Rathdown.

This Chapter will establish the essential policies and measures required to support the County in meeting its full potential in a sustainable and achievable manner as expressed in the overarching Vision Statement and comprehensively set out in the Core Strategy (Refer also to Section 1.2).

Dún Laoghaire-Rathdown County Council recognises that the current trends in transportation, in particular the domination of the private car as the preferred mode choice – are unsustainable. A continuing increase in car ownership, time pressures and the design of developments where homes are disconnected from retail and community facilities

have all led to an increase in car use and contributed to a more sedentary lifestyle for many children and adults.

In response, the emphasis must be on developing an efficient transport network where an increased proportion of residents of the County are within reasonable walking/cycling distance of local services and quality public transport infrastructure. There must also be a focus on promoting and facilitating the optimum use of existing (and proposed) transport services.

The County is heavily dependent on both the quality and quantity of its public transport infrastructure as the attractiveness of the County is inextricably interlinked with its accessibility and connectivity to surrounding areas. The Council will continue to provide for all components of the transportation system which are within its own remit and will encourage and facilitate the development of those other elements provided by external agencies, such as the National Transport Authority (NTA).

In addition, Dún Laoghaire-Rathdown County Council now has to ensure the County Development Plan is consistent with the NTA's 'Greater Dublin Area Draft Transport Strategy 2016-2035' and the NTA's 'Integrated Implementation Plan 2013-2018'.



Blackrock Dart Station



2.2.2 Policy Context

Transportation policy in Dún Laoghaire-Rathdown is influenced and informed by International, National and Regional policy such as:

- EU Transport White Paper – ‘European Transport Policy for 2010 – Time to Decide’.
- ‘European Climate Change Programme’.
- ‘National Spatial Strategy 2002-2020’.
- ‘Regional Planning Guidelines for the Greater Dublin Area 2010-2022’.
- ‘Infrastructure and Capital Investment 2012 – 2016 Medium Term Exchequer Framework’.
- ‘Greater Dublin Area Draft Transport Strategy 2016-2035’ (NTA).
- ‘Integrated Implementation Plan 2013-2018’ (NTA).
- ‘Smarter Travel - A Sustainable Transport Future 2009-2020’ (DTTaS).
- ‘National Cycle Policy Framework 2009-2020’.
- ‘Spatial Planning and National Roads, Guidelines for Planning Authorities’ (2012).

The implementation of a County Development Plan which is consistent with both the ‘Regional Planning Guidelines for the Greater Dublin Area 2010-2022’, the NTA’s ‘Greater Dublin Area Draft Transport 2016-2035’, will provide a strong framework for the delivery of the Smarter Travel objectives and the other wider economic, social and environmental objectives of this Plan.

2.2.3 Objectives

The delivery of the appropriate transport network for the County will be focused on an objective-based approach. All policies contained within this Chapter will support those overarching objectives which are targeted at delivering as follows:

- An increased travel mode share for walking and cycling. This increase will be mainly related to local trips to work, schools, retail and leisure within the larger urban areas.
- An increased travel mode share for public transport for work trips to the main employment zones of Sandyford, Cherrywood and Dublin City Centre and between the other larger urban centres. There may be scope to improve public transport mode share to larger urban centres along the main bus and rail corridors, particularly where this improves access and interchange between bicycle and rail.
- Enhanced safety for all modes - especially for vulnerable road users.
- The delivery of major strategic transportation projects and infrastructural improvements such as, the Council Cycle Network, an expanded Bus Network, Luas Line B2 from Brides Glen to Fassaroe and the package of interventions to realise the full potential of the Sandyford Business District.

Dún Laoghaire-Rathdown County Council will strive to meet these objectives but acknowledges that timing/phasing of the delivery of these objectives will undoubtedly be affected by the availability of capital funding both from Central Government and other sources.

2.2.4 Current Travel Patterns

(i) Travel Mode Share

In terms of current travel patterns, the travel mode share (as detailed in Census 2011) for all trips to work, school or college for residents of Dún Laoghaire-Rathdown is shown in Table 2.2.1 below.

- the west of the County including Knocklyon and Firhouse.
- 41,000 residents of Dún Laoghaire-Rathdown were commuting out of the County for work.
 - The main commuter destinations being the City Centre (39%), West Dublin (M50) (11%), South City (11%) and the IFSC/ Docklands (10%).

Table 2.2.1: Modal Share for Travel to Work, School and College

Travel Mode Share for Trips to Work, School and College	Numbers	Percentage	GDA %
On foot	18,450	15%	19%
Bicycle	6,869	5%	4%
Bus, minibus or coach	13,908	11%	14%
Train, DART or Luas	15,570	12%	6%
Motorcycle or scooter	935	1%	1%
Car driver	49,525	39%	39%
Car passenger	19,569	15%	15%
Van	2,225	2%	2%
Total	127,051	100%	100%

Table 2.2.1 illustrates that, in terms of trips to work, school and college, walking travel mode share is below the GDA average, cycling is higher than the GDA average, while overall public transport usage is also above the GDA average. The car, however, remains the dominant mode of transport with 54% of trips being undertaken by this mode (including car passengers).

(ii) Commuting Patterns

In terms of commuting patterns, Census 2011 data reveals the following (numbers are approximates):

- 69,000 jobs were located within Dún Laoghaire-Rathdown.
 - 44% or 30,000 of all workers were residents of Dún Laoghaire-Rathdown.
 - 56% or 39,000 of all jobs within the County were staffed by workers originating from outside the County.
 - The majority of workers commuting into the County originated from the surrounding GDA Local Authorities of Dublin City (19%), South Dublin (12%), Wicklow (11%) and Fingal (5%).
 - A large proportion of these commuting trips originate from areas to the south of the County such as Bray, Greystones and the Wicklow Town Environs. In addition there are also significant pockets of workers commuting from areas to



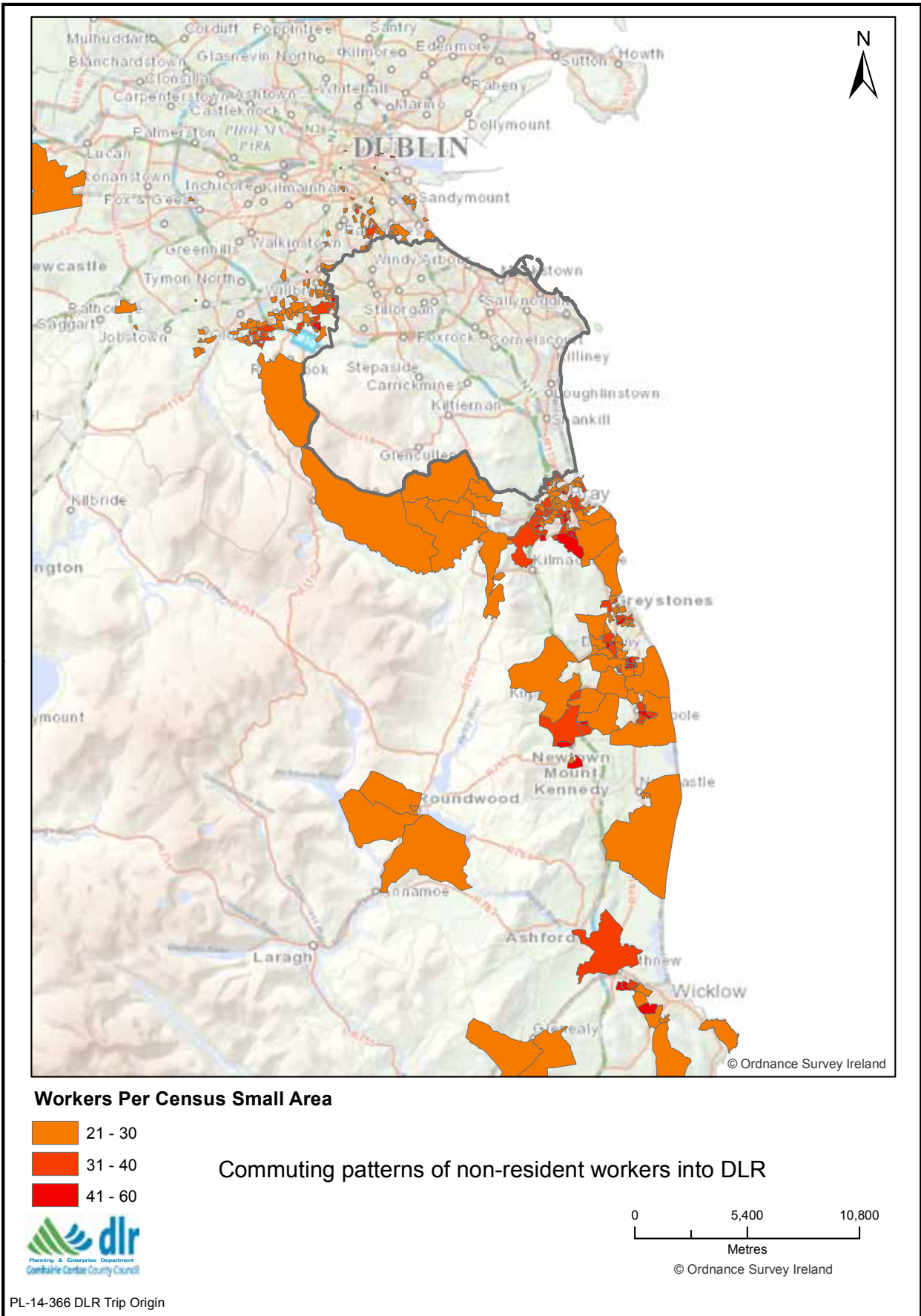


Figure 2.1: Origin Point Commuting Patterns

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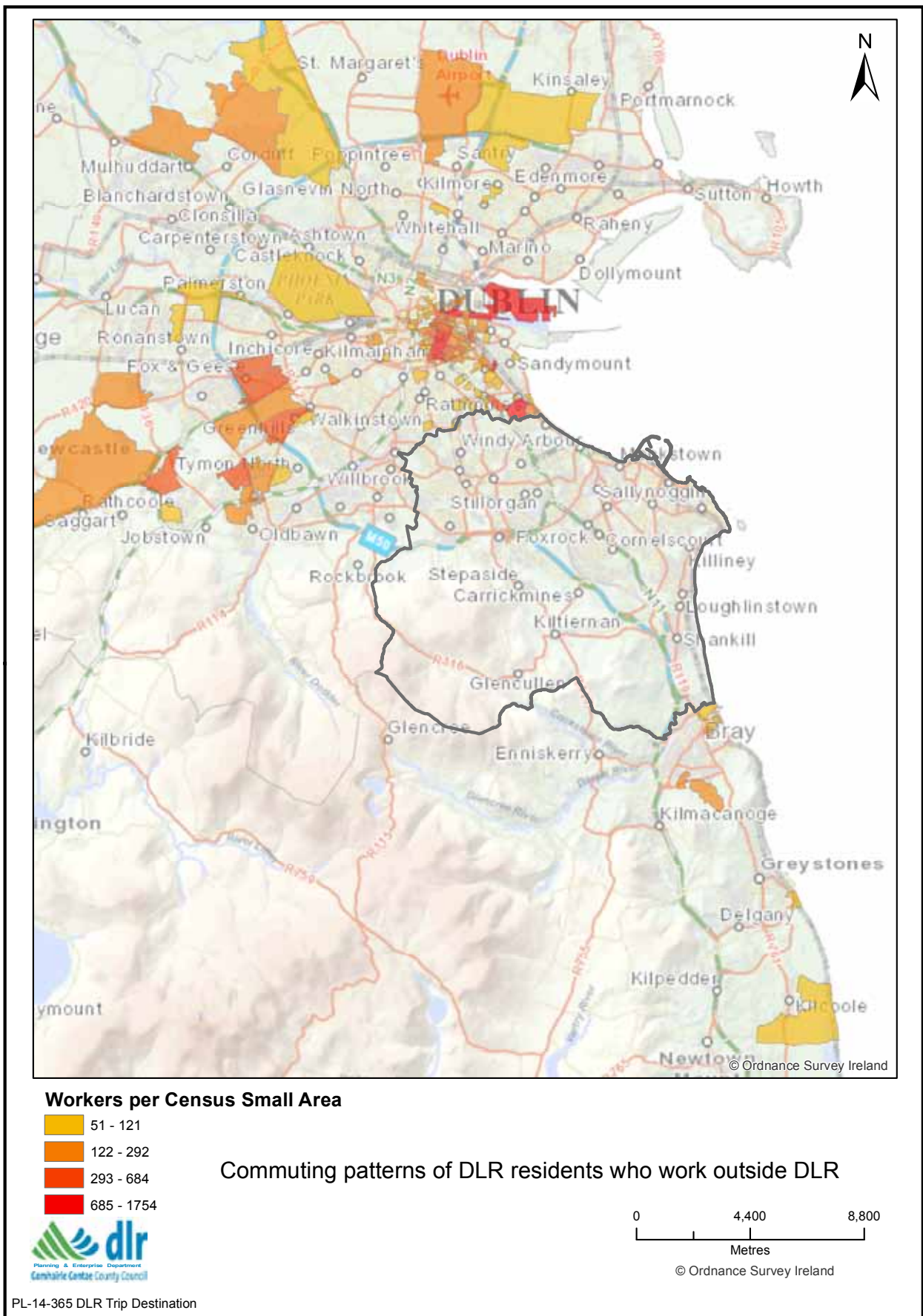


Figure 2.2: Destination Point Commuting Patterns

2.2.5 Current Public Transport Networks

Pedestrians

There is a relatively high quality pedestrian network throughout the County. In recent years, there has been significant investment in pedestrian infrastructure with a particular focus on the larger urban areas such as Dún Laoghaire, Blackrock, Dundrum and Stillorgan. The key issue is to confer a high quality offer, if not a competitive advantage, on pedestrian movements for short trips related to the main towns, key local destinations and transport hubs/ interchanges.

Cycling

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. Currently over 250km of cycle routes

exist in the County with many off-road routes through the major parks. The Cycle Network aims to connect the main attractors (e.g town centres, colleges etc) within the County and to provide effective through-movement for cyclists. It also provides a priority list for the development of a network of Primary Routes (between locations of highest cycling demand) and Secondary Routes (routes through residential estates and parks) to give cyclists route options alternative to cycling along main road traffic corridors.

Bus

There is a well established network of bus routes in the County including a number of significant radial bus corridors. The busiest of these is the N11, where there is a high frequency and high capacity services operating along most of the corridor. There are also frequent services operating on the Rock Road radial corridor. There are, however, a more limited number of east-west orbital services in the County and those that do originate-terminate at Blackrock and Dún Laoghaire DART Stations. The continued expansion of the Bus Network is of the upmost importance. In

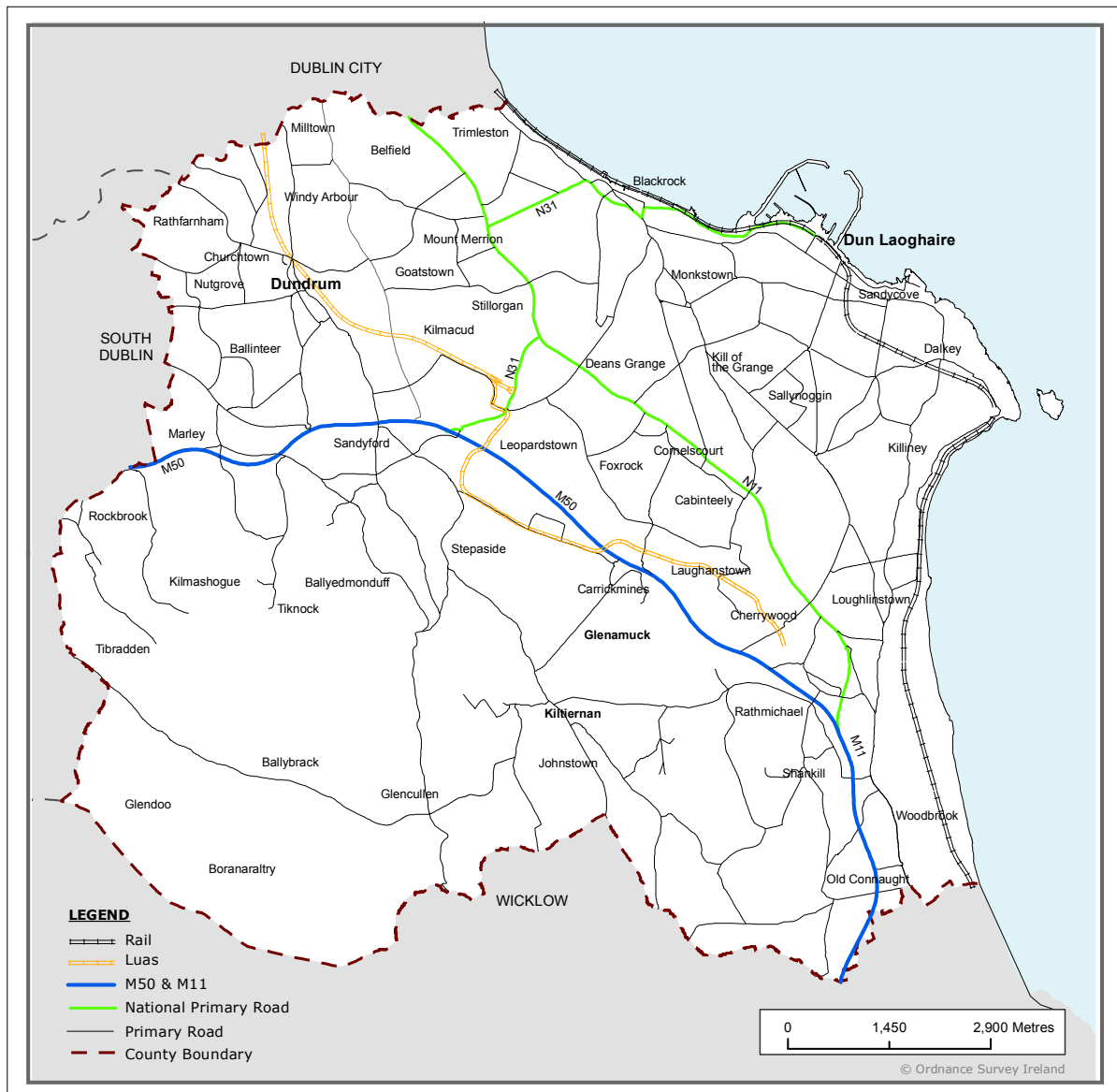


Figure 2.3: Current Public Transport Network

addition, the continuation and improvement of existing bus services along radial and orbital routes, subject to sufficient demand and availability of finance, is also considered a priority.

Rail

There are two rail corridors in Dún Laoghaire-Rathdown, the Luas Green Line and the South East rail line (DART). Frequent, high capacity services operate along both these routes. A continuing commitment to the maintenance of frequent, high capacity services operating on both lines is essential.

Roads

There are three significant National Road corridors that operate through the County – M50, N11/M11 and N31. The safety, capacity and efficiency of these important corridors will be maintained and protected through Development Management measures in line with Transport Infrastructure Ireland (TII) policy and other ongoing improvements to optimise the effectiveness of these routes.



Glasthule DART Station

2.2.6 Planning for Sustainable Living

2.2.6.1 Policy ST1: Future Transport Infrastructure and the Requirements of EU Directives*

It is Council policy to require that all developments relating to the provision of future transport infrastructure integrate the requirements of EIA Directive, Habitats Directive, Water Framework Directive and Floods Directive, as appropriate.

2.2.6.2 Policy ST2: Integration of Land Use and Transportation Policies*

It is Council policy to actively support sustainable modes of transport and ensure that land use and zoning are fully integrated with the provision and development of high public quality transportation systems.

Fundamental to future land use planning in the County will be the consolidation of development into the appropriate areas that can enable such development to be well served by sustainable modes of travel. 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 inescapable and is a central and reoccurring theme throughout this Plan.

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

These requirements reflect and accord with the overall development for land use and zoning in this Plan set out in the Core Strategy (Refer to Section 1.2).

2.2.6.3 Policy ST3: Development of Sustainable Travel and Transportation Policies*

It is Council policy to promote, facilitate and co-operate with other transport agencies in securing



the implementation of the transportation strategy for the County and the wider Dublin Region as set out in Department of Transport's 'Smarter Travel, A Sustainable Transport Future 2009 –2020' and the NTA's 'Greater Dublin Area Draft Transport Strategy 2016-2035'. Effecting a modal shift from the private car to more sustainable modes of transport will be a paramount objective to be realised in the implementation of this policy.

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 non-car based modes. Reduction in car trips and avoidance of travel by car, especially during peak travel periods, is seen as desirable and measures such as off-peak shift working and flexible working from home is to be encouraged where feasible.

The Department of Transport's 'Smarter Travel, A Sustainable Transport Future 2009-2020' and the NTA's 'Greater Dublin Area Draft Transport Strategy 2016-2035' set out an integrated and balanced sustainable transportation strategy for the wider Dublin Region dealing with all sustainable travel modes (bus, rail, Luas, cycling and walking) and road transportation as well as issues such as road safety, traffic management, accessibility, enforcement, social inclusion and guidance on complementary land use policies. The Council, acting primarily as facilitator rather than the direct provider of some sustainable transportation networks, will, nevertheless, have a significant role to play both in the development of an efficient transportation 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.

It is Council policy to encourage better integration of transport services in the County, where possible,

and to encourage and foster improved consultation and co-operation between both public and private providers of transport services operating in the County and in the Greater Dublin Area, including all providers of bus, train and light rail services. In this regard, the Council shall be open to supporting NTA initiatives, where practicable, to facilitate discourse and co-operation between transport service providers with a view to facilitating improved integration of public transport services. The Council also continues to support and promote sustainable travel initiatives as set out in Smarter Travel, including the promotion of the NTA's 'Smarter Travel Workplace Programme' and the promotion of the 'Transport for Ireland Journey Route Planner'.

2.2.6.4 Policy ST4: Accessibility*

It is Council policy to support suitable access for people with disabilities, including improvements to buildings, streets and public spaces.

Accessibility primarily concerns people with reduced mobility, persons with disabilities, the elderly and children. Accessibility is vital to the efficient functioning of the various activities taking place throughout 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 elements in the design of all facilities for pedestrians, cyclists and public transport passengers, including people with disabilities.

All developments shall be in accordance with Technical Guidance Document M of the Building Regulations 2010 and shall meet the Accessibility requirements contained within the Design Manual for Urban Roads and Streets.

2.2.7 Walking and Cycling

2.2.7.1 Policy ST5: Walking and Cycling*

It is Council Policy to secure the development of a high quality walking and cycling network across the County in accordance with relevant Council and National policy and guidelines.

A key aim of Smarter Travel is to ensure that walking and cycling become the mode of choice for local trips. The Council will continue to promote and provide for the development of cycling and walking as healthy sustainable attractive transport modes in the County for commuting, short utility trips, recreation trips and trips to schools/colleges. It is proposed that, over the lifetime of the Plan, the Council will develop a walking and Cycling Policy for the County. This will be undertaken in conjunction with all interested stakeholders and will incorporate items such as mountain trails, cycle tourism and cycling promotion.

As part of the Development Management process, new development will be required to maximise permeability and connectivity for pedestrians and cyclists to create direct attractive links to adjacent road and public transport networks in accordance with in the 'Urban Design Manual – A Best Practice Guide', (2008) and 'Design Manual for Urban Roads and Streets' (DMURS) (2013). Where practicable, retrospective implementation of walking and cycling routes - to maximise permeability and connectivity - may also be required within existing neighbourhoods.

To provide for cyclists as part of the Development Management process, cycle facilities shall be provided in accordance with the Council's 'Cycling Policy Guidelines and Standards'. Additional design guidance can be found within the NTA 'National Cycle Design Manual' and in the TII 'Rural Cycle Scheme Design' (April 2014).

2.2.7.2 Policy ST6: Footways and Pedestrian Routes*

The Council will continue to maintain and expand the footway and pedestrian route network to provide for accessible pedestrian routes within the County in accordance with best accessibility practice.

The Council will seek to deliver the following in accordance with the requirements set out in the 'DMURS':

- 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 to achieve this objective. Maintaining the local character of the road will be a key consideration in the design of all upgrading of facilities.

Recreational pedestrian routes will also be encouraged and will be developed in accordance with the Green Infrastructure Strategy (Refer to Appendix 14).

2.2.7.3 Policy ST7: County Cycle Network*

It is Council policy 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 Cycle Network Plan for the Greater Dublin Area.

The Council has developed a Cycle Network –with an associated Cycle Network Map - that provides a priority listing for the development of Primary and Secondary



Children walking to school



Cycle parking, Dundrum Luas stop

Cycle Routes in the County. All new development, and improvements to existing development, must demonstrate how it can provide improved linkages to-and-from this County Cycle network. New cycle tracks or cycle lanes, or upgrades to cycle routes, shall be designed in accordance with the 'National Cycle Design Manual'. 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.

The following are the main Primary Routes listed in the County Cycle Network Plan and can also be seen on Map No. T1 (Refer to Supplementary Mapping Booklet):

Primary Radial Routes

- Dún Laoghaire Radial Cycle Route – Trimleston Avenue to Dún Laoghaire via Temple Crescent.
- N11 Radial Cycle Route – UCD to Corbawn Lane, Shankill via Wyattville Road.
- Goatstown Radial Cycle Route - Clonskeagh Road to Carrickmines Interchange via Blackthorn Drive.
- Dundrum Radial Cycle Route - Milltown Road to Hillcrest Road via Blackthorn Drive.
- Nutgrove Radial Cycle Route - Grange Road to Braemor Road via Nutgrove Avenue.

Primary Orbital Routes

- Churchtown to Booterstown Orbital Cycle Route - Braemor Road to Dundrum to N11 to the Rock Road.
- Dundrum to Dún Laoghaire Orbital Cycle Route - Nutgrove Way to York Road via Drummartin Link Road and N11.
- Ballinteer to Stillorgan Orbital Cycle Route - Grange Road to Lower Kilmacud Road via Blackthorn Drive.
- Leopardstown to Blackrock Orbital Cycle Route - Hillcrest Road to N11 to Stradbroke Road.
- Carrickmines to Dún Laoghaire Orbital Cycle Route - Ballyogan Road to N11 to Lower Georges Street via Clonkeen Road.

- Cherrywood to Dún Laoghaire Orbital Cycle Route - Glenamuck Road to Summerhill Road via Wyattville Road and the Graduate Roundabout.

In addition, twelve supplementary cycle route links are specified in the Cycle Network linking the radial and orbital routes.

With specific reference to the County's M11/M50 motorway corridors - which undoubtedly create barriers to cycle/pedestrian movements - the 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 as shown in Table 2.2.2 below.

Table 2.2.2: Pedestrian/Cycle Footbridges over M50/M11

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).
M50 Carrickmines Junction (east to west).
Allies River Road (in conjunction with Luas Line B2).
Blind Lane, Love Lane.

The Council supports the continuing development of the Dodder Greenway (Grand Canal to Bohernabreena) and the Sutton to Sandycove Promenade and Cycleway, as a component part of the National East Coast Trail Cycle Route, which will both be progressed in conjunction with adjoining Local Authorities and in co-operation with other agencies, including the NTA.

Appropriate Assessment and Coastal Cycling Infrastructure Objective

It is an 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. It should be noted that these coastal routes will be subject to a feasibility study, including an assessment of the route options. 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 pNHAs in Dublin Bay and the surrounding area.

2

2.2.7.4 Policy ST8: Public Bike Facilities*

It is Council policy to work towards the provision of ‘public bike’ facilities across the key urban areas of the County, subject to initial feasibility studies being undertaken for these areas to be followed by detailed business case analysis, taking due cognisance of the Dublinbikes and Regional Cities Bike Schemes.

Public bikes (short term bike rental) are seen as an important element of the public transport system with very successful schemes already well developed in many UK and European cities. 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 bike mode share.
- Reduce car use and congestion and subsequently provide more liveable towns through the provision of a healthier mode of transport.

A feasibility study carried out in 2014 indicated that there is demand for a Public Bike scheme in Dún Laoghaire town and its environs.

A feasibility study will be carried out on the demand for a public bike scheme in the entire County of Dún Laoghaire-Rathdown.

2.2.7.5 Policy ST9: Directional/Information/Waymarking Signage

It is Council policy 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.

Due consideration should be given to the location of street signage, particularly in urban areas, in the interest of minimising street clutter. Due cognisance shall also be taken of the signage requirements in Section 3.8 of ‘Spatial Planning and National Roads, Guidelines for Planning Authorities’ (2012) relating to signage along National Roads.

Where feasible and appropriate, waymarking signage will also be provided, over the period of the Plan, along cycle routes and pedestrian routes, including along Public Rights-of-Way (Policy LHB14), Recreation Access Routes (Policy LHB15 and Trails, Hiking and Walking Routes (Policy LHB17) (Refer to Section 4.1.2.).

2.2.7.6 Policy ST10: Street Lighting

It is Council policy to provide and maintain street lighting on the public road/footway/cycleways throughout the County in accordance with commonly accepted best practice.

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 8.2.4.4).



2.2.8 Public Transport

2.2.8.1 Policy ST11: Public Transport Improvements*

It is Council policy to secure improvements to the public transport system as set out in 'Smarter Travel, A Sustainable Transport Future 2009-2020' and the NTA's 'Greater Dublin Area Draft Transport Strategy 2016-2035' by optimising existing or proposed transport corridors and interchanges and by developing new Park and Ride and taxi rank facilities at appropriate locations.

To provide an efficient public transport system and to reduce car dependency, the Council will promote the following as part of the Development Management process in cooperation with relevant transport agencies subject to appropriate study, approval and availability of finance and resources:

- Increased densification and consolidation along strategic public transport corridors and close to public transport nodes to encourage greater usage of public transport.
- Greater range and flexibility of land uses in Town and District Centres that will facilitate the maximum usage of public transport during both peak and off-peak times.
- Increased public transport connections, including licensed private operators, to and between public transportation nodes.
- The protection, free from development, of such lands as are required for the development of planned public transport facilities (transport corridors) and interchanges.
- For new large scale developments in areas where there is an existing public transport deficit, private buses shall be provided by developers for an interim period until a public transport network for the area is in place.
- The location of and design of local facilities with walking and cycling in mind.
- The control of development away from public transport.
- The use of Travel Plans to embed sustainable travel into developments at an early stage.

2.2.8.2 Policy ST12: Quality Bus Network*

It is Council policy 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 Draft Transport 2016-2035' and to extend the bus network to other areas where



Dublin Bus, Dún Laoghaire

appropriate subject to design, public consultation, approval, finance and resources.

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

As part of the continuing development of the Bus Network in the County, the Council will facilitate the provision of radial and orbital bus priority schemes to integrate with established high quality and frequency bus and rail routes. The provision of bus priority measures on a route may include some, but not all, of the following measures:

- The deployment of advanced traffic management techniques and Intelligent Transport Systems (ITS) applications, i.e. the provision of an urban traffic signalling systems such as SCATS (Sydney Coordinated Adaptive Traffic System), changes to the traffic signalling configuration, public transport traffic signal priority, route optimisation through traffic signal co-ordination, junction redesign.
- Reallocation of existing road space with increased levels of segregation from other vehicular traffic.
- Enhancement of nearby pedestrian and cycle facilities.
- High quality running surfaces.
- Widening of the roadway where appropriate.
- Traffic Management measures to include turning movement bans or a restriction on some, or all, other road vehicles on a section of road etc.

2

The Council will work closely with the NTA to introduce new bus routes and locations for bus set down/bus depots will be identified as the bus network develops in the County.

All new bus stops will be made wheelchair accessible with improved transport information displays (RTPI where feasible) and bus shelters provided at main transport nodes. Existing bus stops that currently do not meet these requirements will also be upgraded as part of an ongoing programme - subject to finance and resources.

Table 2.2.3 below shows the principle new Bus Priority Schemes to be implemented which will link to the existing bus network. The proposed bus network – including the existing and proposed Bus Priority Schemes - is also detailed on Map No. T2 (Refer to Supplementary Mapping Booklet).



Table 2.2.3: Proposed Bus Priority Schemes

The South Orbital QBC linking Dún Laoghaire/ Blackrock area to Sandyford/Dundrum and the Tallaght area - as proposed in the NTA's 'Greater Dublin Area Draft Transport Strategy 2016-2035'.
Cherrywood to Blackrock via Wyattville Dual Carriageway, Church Road, Rochestown Avenue, Abbey Road, Stradbroke Road, Monkstown Link Road, Temple Hill and Frascati Road.
Cherrywood to Dún Laoghaire via Wyattville Dual Carriageway, Church Road, Sallyglan Road, Upper Glenageary Road and Mounttown Lower (including Graduate and Deerhunter Roundabouts).
Cherrywood SDZ (necessary bus priority measures as detailed in Cherrywood SDZ).
Old Connaught Avenue to Old Dublin Road, Bray.
Old Dublin Road, Bray - Wilford Interchange to County boundary.
Enniskerry Road - Glenamuck Road South - The Park - Ballyogan Luas stop.
Sandyford Business Estate internal roads (as shown on map).
Sandyford Business Estate to Blackrock DART via existing QBC on Kilmacud Road Upper, Kilmacud Road Lower, existing QBCs on the N11 and Mount Merrion Avenue.
Sandyford/Enniskerry Road (Coolkill to Aikens Village).
Sandyford Business Estate to Rathfarnham / Tallaght via existing QBCs on Blackthorn Drive, Sandyford Road and Wyckham Way to Ballinteer Avenue, Brehonfield Road and Grange Road.
Sandyford Business Estate to Rathfarnham/Tallaght via Drummartin Link Road, Parallel Roads between M50 junctions 13 and 14, Brehonfield Road and Grange Road.
Sandyford Business Estate to N11 QBC via Leopardstown Road.
Lower Kilmacud Road – Drummartin Road – Goatstown Road - Clonskeagh Road.
Taney Road - Mount Anville Road – Foster's Avenue.

2.2.8.3 Policy ST13: Bus Rapid Transit (BRT)*

It is Council policy to co-operate with the NTA and other relevant agencies to facilitate the introduction of Bus Rapid Transit measures as set out in the NTA's 'Greater Dublin Area Draft Transport Strategy 2016-2035' where appropriate subject to design, public consultation, approval, finance and resources.

BRT is a high-quality, high-capacity, comfortable form of transport offering attractive multi-door vehicles,

off-board ticketing and frequent services along key strategic corridors using a priority bus lane. It offers the performance and service characteristics of a light-rail system with the flexibility, lower cost and simplicity of a bus system.

In the NTA's 'Greater Dublin Area Draft Transport 2016-2035', the Stillorgan Road (N11) QBC is listed as a Priority 1 Quality Bus Corridor with the potential to upgrade to a BRT route. The NTA has conducted feasibility studies and has identified Blanchardstown to UCD, along the N11, as one of three "Emerging Preferred Routes" for BRT in Dublin.

In addition, the NTA's 'Greater Dublin Area Draft Transport Strategy 2016-2035', makes reference to the Proposed Blue Line BRT route linking the DART line at Sydney Parade Avenue to Sandyford/Dundrum Town Centre via UCD utilizing, where possible, parts of the Eastern Bypass reservation corridor. Any potential additional future short-term uses of the reservation corridor will be subject to a joint feasibility study to be undertaken by the TII and NTA.

2.2.8.4 Policy ST14: Public Transport Interchanges*

It is Council policy to facilitate the provision of quality public transport interchanges at strategic Rail and Luas stations 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.

To make public transport a more attractive travel choice, it is essential that it operates as an integrated network that is attractive, comfortable, safe, accessible and easy to use. The travelling public need to be able to move easily between different services with a high quality travel experience at all times. This requires good public transport information, integrated ticketing and fares, easy passenger interchange between services and Park and Ride facilities where needed and appropriate.

It is essential that public transport interchange facilities, both local and strategic, are integrated into the overall mixed-use 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, allowing rail to act as the backbone of a coherent and integrated transport network. Table

2.2.4 below identifies the primary public transport interchanges to be developed.

Table 2.2.4 Public Transport Interchanges

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

Cycle parking and cycle facilities provision at public transport interchanges shall be in accordance with the requirements in the Council's 'Cycling Policy Guidelines and Standards'.

2.2.8.5 Policy ST15: Luas Extension

It is Council policy to promote, facilitate and co-operate with other agencies in securing the extension of the Luas network in the County as set out in the NTA's 'Greater Dublin Area Draft Transport Strategy 2016-2035' and including any future upgrade to Metro.

The Luas light rail service provides a high frequency reliable service with relatively closely spaced stops providing good levels of access to those living, working or visiting points along the routes. Since 2004, the number of passengers using the service has been growing. In 2013 30 million journeys on Luas were made using the service.

Included in the NTA's 'Greater Dublin Area Draft Transport Strategy 2016-2035', are the following proposals:

- To upgrade passenger capacity on the existing Luas Green Line, as required to meet demand.
- 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 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.

2.2.8.6 Policy ST16: Rail Stations/Luas Stops

It is Council policy to co-operate with the NTA, Iarnród Éireann, Transport Infrastructure Ireland and other relevant authorities to secure the improvement and further development of railway stations and Luas stops in the County.



This may include the provision of a new railway station at Woodbrook (Refer to SLO No. 127 Map 14) and the upgrading of existing stations/stops, to rectify existing constraints and shortcomings in the network.

It should be noted that the provision of a new railway station at Woodbrook is predicated on the phased implementation proposals approved as part of the Woodbrook/Shanganagh Local Area Plan 2006-2016.

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 'Cycling Policy Guidelines and Standards'.

2.2.8.7 Policy ST17: Park and Ride*

It is Council policy to facilitate the provision of Park and Ride facilities, with suitable charging structures, in appropriate locations along strategic transport corridors.

Park and Ride facilities assist those in more peripheral areas who are not well served by public transport to access more readily, higher quality public transport facilities. Park and Ride facilities can improve public transport accessibility without unduly worsening road congestion, or increasing the total distance travelled by car. In practice, this means 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. It also follows that Park and Ride sites should 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. Any necessary improvements to the onward public transport service will need to be identified and developed in conjunction with any decision to proceed with a Park and Ride facility.

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. In this regard, suitable charging structures for Park and Ride facilities should be applied 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 'Cycling Policy Guidelines and Standards'.

Temporary Park and Ride sites will also be considered as part of the Development Management process near public transport terminus points to meet any potential shortfall in patronage as a consequence of delays in the development of key growth nodes.

2.2.8.8 Policy ST18: Taxi/Minibus/Hackney Transport

It is Council policy 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.

- The location of office and retail developments in central areas where access by walking, cycling and public transport is good.
- Restrictions on car parking provision at key destinations to encourage public transport use.
- The location of residential developments on public transport corridors that provide good access to central areas.
- Dedication of road space to certain transport modes, whose users are higher up in the transport user hierarchy e.g. the development of cycle tracks.
- Travel Plans (workplace, school and residential Travel Plans).
- Car clubs (short term car hire, reducing the need to own a car).
- Marketing, promotion and other travel behaviour change measures to promote walking, cycling, public transport use and use of electric vehicles.
- On street parking controls.

2.2.9 Travel Demand Management

2.2.9.1 Policy ST19: Travel Demand Management*

It is Council policy, 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.

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.

Travel Demand Management measures are consequently primarily demand-oriented rather than supply-oriented i.e. they attempt to manage people's travel rather than seeking to provide more physical capacity for travel (such as more roads, bus and train services etc).

The following are some of the measures being actively implemented and promoted by the Council under the umbrella of Travel Demand Management:

- More considered and objective planning to manage travel demand.
- The consolidation of housing, employment and retail developments into the Metropolitan Area of Dublin and the larger Hinterland town centres.

2.2.9.2 Policy ST20: Travel Plans*

It is Council policy to require the submission of Travel Plans for developments that generate significant trip demand. Plans should seek to reduce reliance on car-based travel and encourage more sustainable modes of transportation over the lifetime of a development.

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.

2.2.9.3 Policy ST21: Electric Vehicles*

It is Council policy to support the Government's Electric Transport Programme by facilitating the roll-out of Electric Powered Vehicle Recharging Parking Bays for electric vehicles across the County through the planning system and on public roads.

To assist Ireland in meeting EU targets on carbon emissions the Government launched a new 'Electric Transport Programme' (2008) with a target that 10 percent of the national road transport fleet be electrically powered by 2020.

A major shift to electric vehicles would require changes to the electricity grid system, with the installation of charging points across the country, plus chargers at on-street parking meters, Park and Ride facilities and in homes.



Electric Car Charging Point, Honeypark

2.2.9.4 Policy ST22: Low Emission Vehicles*

It is Council policy to support and facilitate the roll-out of alternative low emission fuel infrastructure through the Development Management process.

Alternative low emission fuel infrastructure is required for the various low emission vehicle options including electricity, hydrogen, biofuels and natural gas. Developing and expanding the infrastructure for alternatively fuelled vehicles will be a vital step in encouraging consumers to make more environmentally friendly transport choices.

2.2.9.5 Policy ST23: Car Clubs*

It is Council policy to support the set up and operation of Car Club schemes to facilitate an overall reduction in car journeys and car-parking requirements.

Low cost initiatives such as the introduction of car clubs (short term car hire, similar in concept to public bike hire scheme) to reduce the need to own a car will be encouraged throughout the County.

Car Clubs 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. An operator makes cars available to members who pay a joining and yearly subscription fee and then can book a car and pay for the time they utilise the car. Private car club schemes already operate in Dublin City and Cork City.

2.2.9.6 Policy ST24: Control of On-Street Parking*

It is Council policy 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. The Council will extend its current Car Parking Control Scheme into other areas of the County as appropriate through the parking 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 also facilitate the provision of car parking spaces for the charging of electric vehicles at appropriate locations.

2.2.10 Roads

2.2.10.1 Policy ST25: Roads

It is Council policy, 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.

To support the National and Regional economy, requires that strategic roads in the Greater Dublin Area be managed or developed to ensure timely, reliable journeys for business traffic and freight.

The specific principles that will underpin decisions made in relation to the development of road schemes within Dún Laoghaire-Rathdown will aim to be consistent with the objectives contained within the NTA's 'Greater Dublin Area Draft Transport Strategy 2016-2035'.

The 6-Year and Long-Term Road Objectives proposed by the Council are listed in Table 2.2.5 and Table 2.2.6 below and displayed graphically on the related 14 no. Development Plan Maps and also on Map No. T3 (Refer to Supplementary Mapping Booklet). 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.

The priority of certain Road Schemes in Table 2.2.5 may be transferable to Table 2.2.6 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.

Note: 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.

Table 2.2.5: Six-Year Road Objectives

Access road through Industrial Yarns site to access Bray Golf Course lands.
Ballinteer Road (M50 to Ballinteer Avenue).
Blackglan Road.
Bracken Road Extension to Drummartin Link Road.
Cherrywood SDZ (necessary roads infrastructure as detailed in Cherrywood SDZ Planning Scheme) ¹ .
Cherrywood to Dún Laoghaire Strategic Route (R118, Wyattville Road to Glenageary Roundabout).
Clay Farm Loop Road.
Coal Quay Bridge. ²
Dublin Road, Bray (Wilford to Wicklow County Boundary).
Enniskerry Road (Stepaside to Glenamuck District Distributor Road).
Glenamuck District Distributor Road.
Glenamuck Local Distributor Road (including Ballycorus Link).
Glenamuck Road South.
Harolds Grange Road, College Road.
Hillcrest Road.
Kilgobbin Road (Mount Eagle to Ballyogan Road).
Leopardstown Link Road Phase 1 and Roundabout Reconfiguration.
M11 Upgrade (M50 to Fassaroe).
M50 Junction 14 diverge, ramp access to Sandyford (provided via a free-flow slip to ESB Link Road (preferred option) or Heather Road).
ESB Link Road and Link to Arena Road.
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.



It is an objective of the Council to preserve the existing character of Brennanstown Road whilst undertaking a Traffic Management Scheme that will:

- reduce traffic speeds and improve road safety.
- provide improved facilities for vulnerable road users.
- reduce through traffic.
- facilitate the development of zoned lands.

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.

The Brennanstown Road Traffic Management Scheme may determine the future development potential of the area and therefore it is also an objective of the Council to limit developments along Brennanstown Road to minor domestic infills and extensions until the Scheme has been completed and its recommendations implemented (Refer to SLO No. 130 Maps 7 and 9).

¹ Not demarcated on the 14 No. County Development Plan Maps

² Demarcated via a Specific Local Objective (SLO)



Table 2.2.6: Long Term Road Objectives
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 .
Dublin Eastern Bypass (as identified in the Dublin Eastern Bypass Corridor Protection Study, TII 2011) ³
Leopardstown Link Road Phase 2.
Link Road from Leopardstown to Carrickmines Interchange.
Loughlinstown Roundabout (grade separation) ² .
Murphystown Link Road.
M50 3rd lane (Sandyford Interchange to M11).
M50 Western Parallel Road from Old Conna to Cherrywood environs ¹ .
Old Conna (necessary roads infrastructure) ¹ .
Rathmichael Road.
Slip from N31 Leopardstown Road onto M50 Southbound.
Stepaside Bypass.
The Park, Carrickmines to Glenamuck District Distributor Road ¹ .

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, it is the intention of the Council to reserve any necessary lands free from development and to designate building lines, where required. Where possible and appropriate, existing roads in the County may be improved by the setting back of building or frontage lines and by the setting back of proposed new structures at road junctions to improve sightlines in the interests of traffic safety, subject to maintaining visual amenities and sound urban design principles.

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.

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.

¹ Not demarcated on the 14 No. County Development Plan Maps.

² Demarcated via a Specific Local Objective (SLO).

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.

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.

Any road proposals shall be subject to Appropriate Assessment Screening.

2.2.10.2 Policy ST26: Motorway and National Routes

It is Council policy 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 Council will facilitate the protection of all National Routes from frontage access and to minimize the number of junctions in accordance with Transport Infrastructure Ireland’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

2.2.10.3 Policy ST27: Traffic and Transport Assessments and Road Safety Audits*

It is Council policy to require Traffic and Transportation Assessments and/or Road Safety Audits for major developments – in accordance with the TII 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 8.2.4.2).

Road Safety Audits (RSAs) involve the evaluation of road schemes during design, construction and early operation to identify potential hazards to all road users. RSAs are to be carried out on all new National Road infrastructure projects and on any schemes/proposal which results in a permanent change to the layout of a national road.

2.2.10.4 Policy ST28: Traffic Noise

It is Council policy 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 2013 – 2018'.

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 good practice guidance document titled, 'Treatment of Noise during the Planning of National Road Schemes'.

and understanding provided by the first three strategies with the objective of sustainably improving safety on Irish roads.

Road Safety is a key consideration in the engineering design and/or improvement of roads, junctions and traffic schemes. The ongoing programme of collision investigation and prevention will continue and the Council will work closely with An Garda Síochána in addressing ongoing safety issues.

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. The ongoing programme of road safety education and training will continue to be implemented in schools throughout Dún Laoghaire-Rathdown.

2.2.10.5 Policy ST29: Road Safety

It is Council policy to implement the Road Safety Authority's 'Road Safety Strategy 2013 - 2020' in conjunction with relevant stakeholders and agencies.

Reducing the risk of collisions for all road users is a key objective of the Council. The Council's five-year 'Road Safety Plan 2010-2015' contains an action plan to reduce collisions and casualties based on implementation of 'Engineering, Education, Enforcement and Evaluation' measures. The Road Safety Plan was developed in line with the Road Safety Authority's 'Road Safety Strategy 2007 – 2012'. Ireland's fourth Road Safety Strategy 2013-2020 'Closing the Gap', builds on the progress



Pedestrians and Cyclist at Pedestrian Crossing

2.2.10.6 Policy ST30: Traffic Management*

It is Council policy 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 for traffic diverting to the surrounding road network.

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.

Over the lifetime of this Plan, a 'Countywide Speed Limit Review' will be undertaken in accordance with National Guidelines. In addition, an Accident Investigation and Prevention (AIP) Programme - that will examine in detail road safety issues throughout the County - will be introduced by the Transportation Section over the lifetime of this Plan.

2.2.11 Ports

2.2.11.1 Policy ST31: Ports

It is the policy of the Council to improve access to and support the continued development of Dún Laoghaire Port in accordance with the 2013 'National Ports Policy'.

The Council recognises the importance of Dún Laoghaire Port as an international gateway and consequently strongly supports any improvements in terms of accessibility.

Improvements to the vehicular 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

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. T4 (Refer to Supplementary Mapping Booklet). The Luas Line B1 catchment is defined by an area 1 kilometre '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.

2.2.12 Financial Contributions

2.2.12.1 Policy ST32: Section 48 and 49 Levies

It is Council policy 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