



DUN LAOGHAIRE – RATHDOWN  
COUNTY DEVELOPMENT PLAN

2004  
2010

## WRITTEN STATEMENT

Comhairle Chontae Dhun Laoghaire – Rath an Duin  
DUN LAOGHAIRE – RATHDOWN COUNTY COUNCIL

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DUN LAOGHAIRE – RATHDOWN COUNTY COUNCIL

# COUNTY DEVELOPMENT PLAN 2004 - 2010

Written Statement

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*County Manager*

**Michael Gough**  
*Director of Services  
Economic Development  
& Planning Department*

20th April, 2004

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*Councillor* Niamh Bhreathnach

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*Councillor* Vincent MacDowell (Deceased 31st August, 2003)

*Councillor* Donal Marren

*Councillor* Trevor Matthews

*Councillor* Olivia Mitchell (Resigned 24th September, 2003)

*Councillor* Jim Murphy (Deceased 1st May 2002)

*Councillor* Tom Murphy

*Councillor* Denis O'Callaghan

*Councillor* Fiona O'Malley (Resigned 20th August 2003)

*Councillor* Chris O'Malley

*Councillor* Barry Saul

*Councillor* Carrie Smyth

*Councillor* Frank Smyth (Resigned March 2003)





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# INTRODUCTION TO THE DEVELOPMENT PLAN

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This County Development Plan has been prepared in accordance with the requirements of the Planning and Development Act, 2000 and the Planning and Development (Amendment) Act, 2002.

It was adopted by Council and it came into effect on 20th April, 2004.

### 1.1 Form and Content of the Plan

Section 9 of the Planning and Development Act, 2000 states that every planning authority shall every six years make a development plan. The Dun Laoghaire-Rathdown County Development Plan is for a period of six years from the date of adoption on 20th April, 2004.

The County Development Plan relates to the whole functional area of the Authority.

The Plan consists of a Written Statement and fourteen maps and it is essential that the Written Statement and appropriate map(s) be referred to in considering the proper planning and sustainable development of the area.

The Written Statement contains the following sections:

- Introduction
- Overall Strategy
- 13 Topic based chapters indicating:
  - Vision
  - Context
  - Policy
  - Specific Objectives
  - Development Control Objectives
- Specific local objectives
- Land Use Zoning Objectives
- Strategic Environmental Assessment of the Plan
- 1 Appendix
- 3 Schedules

The Overall Strategy and Policy sections set out the aims of the Council for the proper planning and sustainable

development of the County and the Plan also sets out the Housing Strategy for the area (Appendix A). The sections on development objectives set out the many detailed objectives which the Council wishes to achieve in the six years of the Plan – zoning, infrastructure, conservation, preservation, renewal, community facilities and implementation of objectives. The Development Control objectives deal with the standards that will be applied to development proposals in the County. Their purpose is to regulate the impact of development on the environment in pursuance of the declared policies. Chapter 16 on Strategic Environmental Assessment sets out the information on the significant effects on the environment of implementing the Plan.

The maps give a graphic representation of the proposals of the Plan, indicating land use and other development criteria together with various objectives of the Council. In particular, the maps contain the details of local objectives and it is essential therefore, that particular attention is given to maps when considering the local objectives. There are fourteen maps covering the County at a scale of 1:5,000. They do not purport to be accurate survey maps from which site dimensions or other survey data can be measured.

Should any conflict arise between the Written Statement and the maps, the Written Statement shall prevail.

### 1.2 Dun Laoghaire-Rathdown County

Dun Laoghaire-Rathdown County was established on the 1st of January 1994. This followed the dissolution of Dublin County Council and the Borough Corporation of Dun Laoghaire and their replacement with three new administrative counties – Dun Laoghaire-Rathdown, Fingal and South Dublin.

The County of Dun Laoghaire-Rathdown covers an area of 125.8 km<sup>2</sup> south of Dublin City. The longest east-west kilometres distance is 14.8 and the longest north-south distance is 14.6. There are 17 kilometres of coastline along the north and east of the County. The County consists of extensive suburbs with embedded towns and villages, agricultural



## INTRODUCTION TO THE DEVELOPMENT PLAN

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lands and upland areas of outstanding natural beauty. Approximately 54% of the County is urban and 46% may be described as rural.

The population of the County was 189,999 in 1996 and only grew by 1,793 persons to 191,792 in the six years to 2002. This is the slowest rate of population growth (0.9%) of any county in Ireland. Dun Laoghaire-Rathdown is also the only county experiencing net outward migration, with 5,339 in the six years from 1996 to 2002. The County is not retaining its own natural increase (excess of births over deaths) which was 6,729 in the same period. It is important to note that while the population of the County grew by only 1,793 in the six years to 2002 the number of houses constructed in the same period was c.5,750.

### 1.3 International, National and Regional Context

Planning in Dun Laoghaire-Rathdown is influenced by international, national and regional factors. International influences can be seen in the high technology facilities throughout the County (e.g. Microsoft and Dell); in the ferry port with fast ferry links to the United Kingdom; in the Euro Route traversing the County; in the institutions such as the European Foundation for Living; in the embassies, chanceries, consulates and ambassadors' residences in the County; in that 10% of the County's population was born outside the state.

### 1.4 National Policy

The Planning and Development Act, 2000 states that a Development Plan shall in so far as is practicable be consistent with such national plans, policies or strategies as appropriate.

The national plans, policies and strategies include:

1. *The National Spatial Strategy 2002-2020 People, Places and Potential, DOELG, November 2002.*
2. *Architectural Heritage Protection – Draft Guidelines for Planning Authorities, DOELG, December 2001.*
3. *Childcare Facilities – Guidelines for Planning*

*Authorities, DOELG, June 2001.*

4. *Retail Planning - Guidelines for Planning Authorities, DOELG, December 2000.*
5. *The National Climate Change Strategy DOELG, October 2000.*
6. *Action on Housing, DOELG, June 2000.*
7. *Residential Density – Guidelines for Planning Authorities, DOELG, September 1999.*
8. *Ireland - National Development Plan 2000-2006, GOI, 1999*
9. *Framework and Principles for the Protection of the Archaeological Heritage, Department of Arts, Heritage, Gaeltacht and the Islands, 1999.*
10. *Sustainable Development – A Strategy for Ireland, DOE, 1997.*
11. *Windfarm Developments, Guidelines for Planning Authorities, September DOE, (1996).*
12. *Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities, July DOE, (1996).*
13. *Waste Management – Changing Our Ways, DOELG.*
14. *Social Housing Design Guidelines, DOELG.*
15. *Draft Landscape and Landscape Assessment Guidelines, DOELG.*

*The Regional Context:*

1. *Retail Planning Strategy for the Greater Dublin Area, November 2001.*
2. *A Platform for Change, Strategy 2000-2016 - Final Report, Dublin Transportation Office, November 2001.*
3. *Strategic Planning Guidelines for the Greater Dublin Area, March 1999 and Annual Review and Update for 2000, 2001 and 2002.*
4. *The Greater Dublin Water Supply Strategic Study, 1996-2016.*
5. *Dublin Drainage – A Strategic Study for Greater Dublin.*
6. *Waste Management Plan for the Dublin Region 1999-2003.*
7. *Air Quality Management Plan for the Dublin Region, 1999.*

Development Plans of adjoining planning authorities:

The Planning and Development Act, 2000 states that in making a Development Plan a planning authority shall have regard to the development plans of adjoining planning authorities and shall co-ordinate the objectives in the plans

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## INTRODUCTION TO THE DEVELOPMENT PLAN



of those authorities except where the planning authority considers it to be inappropriate or not feasible to do so. A planning authority must also take into account any significant likely effects the implementation of the plan may have on the area of any adjoining planning authority.

The relevant Development Plans are:

1. *Dublin City Development Plan 1999.*
2. *South Dublin County Development Plan 1998.*
3. *Wicklow County Development Plan 1999.*
4. *Bray Development Plan 1999.*
5. *Enniskerry Local Area Plan 2002.*

The following policy documents were also taken into consideration:

1. *An Integrated Strategy for Social, Economic and Cultural Development 2002-2012, Dun Laoghaire-Rathdown County Development Board, (June 2002).*
2. *Traveller Accommodation Programme 2000-2004, Dun Laoghaire-Rathdown County Council April 2000.*
3. *Landscape Assessment Study, Dun Laoghaire-Rathdown Economic Development and Planning Department, (May 2002).*
4. *Local Coastal Plan Booterstown to Sandycove, Dun Laoghaire-Rathdown Economic Development and Planning Department, (June 2002)*

### 1.5 Requirements of a Development Plan

The Planning and Development Act, 2000 sets out clearly those matters that must be included in a County Development Plan as well as those matters that may be included. Consideration can only be given to matters that relate to the proper planning and sustainable development of the County. In summary the main requirements are that the Plan must:

- Set out an overall strategy for the proper planning and sustainable development of Dun Laoghaire-Rathdown County.
- Be consistent as far as possible with national plans,

strategies and policies which relate to proper planning and sustainable development.

- Include objectives for the zoning of land in accordance with the proper planning and sustainable development of the area.
- Include objectives for the provision of infrastructure including transport, energy and communication facilities, water supplies, waste recovery and disposal facilities, waste water facilities and ancillary facilities.
- Include objectives for the conservation and protection of the environment.
- Include objectives for the integration of the planning and sustainable development of the area with the social, community and cultural requirements of the County.
- Include objectives for the preservation of the character of the landscape.
- Include objectives for the protection of structures which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.
- Include objectives for the preservation of the character of architectural conservation areas.
- Include objectives for the development and renewal of areas in need of regeneration.
- Include objectives for the provision of accommodation for travellers.
- Include objectives for the preservation, improvement and extension of amenities and recreational amenities.
- Include objectives for control of establishments affected by the provisions of the Major Accidents Directive.
- Include objectives for the provision of services for the community including schools, crèches and other educational and childcare facilities.
- Include information on the likely significant effects on the environment of implementing the plan.

In addition to the above requirements a Development Plan may indicate that specified development in a particular area will be subject to the making of a Local Area Plan. The First Schedule of the Planning and Development Act, 2000 also sets out the matters that may be indicated in the Development Plan, which includes objectives in relation to location and pattern of development, community facilities, environment and amenities and infrastructure and transport.







OVERALL STRATEGY

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# 2

## OVERALL STRATEGY



### Vision for the County

To plan for and co-ordinate appropriate sustainable development in Dun Laoghaire-Rathdown based on high quality residential, working and recreational environments and sustainable transportation patterns. To create a high-quality physical environment to meet the growing needs of those living, working or visiting the County in a sustainable, inclusive, balanced and integrated way and where communities can thrive in an ecologically, socially and economically sustainable manner.

The County Development Board produced a shared vision for the County at 2012, namely *a county which has created processes and frameworks that will enable the improvement in the overall quality of life for everyone, living in, working in or visiting Dun Laoghaire-Rathdown, in a sustainable, inclusive, balanced and integrated manner, that reflects the needs of an increasingly diverse population and its traditions and cultures and that Dun Laoghaire-Rathdown will have developed into a society facilitating the flourishing of the individual at all stages of life, active in and supported by thriving communities, through a spirit of genuine partnership and active citizenship.*

The County Development Board's *An Integrated Strategy for Social, Economic and Cultural Development 2002-2012* is the ten-year strategy that will achieve this vision. The County Development Board correctly points out that the management and protection of the environment is critical to development within all three core strands of social, economic and cultural development. The County Development Plan 2004-2010 will play a key part in this task.

### 2.1 Context

National Spatial Strategy 2002 –2020 People, Places and Potential

#### 2.1.1 Introduction

The National Spatial Strategy (NSS) is a 20-year planning framework designed to deliver more balanced social, economic and physical development between regions. Its

focus is on people, on places and on building communities. The Strategy is a national framework, it is spatial in that it is concerned with where people live and work and it is strategic, giving a 20-year view.

Balanced regional development requires that the full potential of each region to contribute to the overall performance of the State be developed – on a sustainable economic, social and environmental basis.

The Strategy sets out how all areas of the country will have the opportunity to develop to their potential and important elements relevant to this County include:

#### 2.1.2 Dublin

The National Development Plan 2000-2006 identified Dublin as a 'gateway' or an engine of regional and national growth. The NSS recognises that much of Ireland's recent prosperity has been generated in the Greater Dublin Area (GDA) and that the performance of the GDA will remain pivotal to the overall economic well being of Ireland. The Greater Dublin Area comprises Dublin City, and the Counties of Dun Laoghaire-Rathdown, Fingal, Kildare, Meath, South Dublin and Wicklow. Dublin City and the surrounding three Dublin counties account for 38.9% of the national total of Gross Value Added (GVA). The GDA accounted for 47.9% of GVA national total in 1999.

But there is recognition that the form of development in the GDA has created acute pressures in areas like housing supply and traffic congestion. Dublin is becoming a dispersed city with workers commuting up to 80 kms. The GDA grew by over 185,000 persons in the 11 years from 1991. Continuing population growth in the GDA will require planning and infrastructure responses based on a strategic approach that seeks to manage population growth more effectively.

The fundamental approach to the NSS is to encourage greater spatial balance by strengthening areas and places in a structured way, rather than seeking to stop growth in Dublin. The most realistic objective for the NSS is to seek to establish a position in which the regional components of the country grow at a broadly similar pace, rather than seeking



unrealistic shifts between regions in their proportionate shares of population.

### 2.1.3 Population in the GDA

In 2002 the GDA contained 39.2% of the State's population, but in the years leading up to 2002 population growth was lower than expected, possibly due to restrictions in housing supply, rising house prices and more affordable houses becoming available at longer distances from Dublin. As housing demand and supply achieve equilibrium, due to Local Authority Housing Strategies and increased densities, a pattern of stronger population growth in the GDA is likely to occur.

The NSS report states that population growth in the GDA is driven primarily by the dynamics of natural increase and high in-migration rates combined with a very high proportion of new jobs and investment. This is not the case in Dun Laoghaire-Rathdown County which cannot retain its natural increase and has net out-migration.

In the National Spatial Strategy the population of the GDA is expected to grow from 1.535 million persons in 2002 to 1.938 million persons at 2020. Over 400,000 persons still need to be accommodated in the GDA over this period.

Average national household size is expected to be 2.63 by 2011. A supply of high quality and affordable housing will be necessary in urban areas designated as 'gateways' and 'hubs'. Local authorities in responding to additional housing needs must do so in a way that supports good planning practice. Such practice would include strengthening and sustaining existing settlements by focusing on their centres and then moving outwards as necessary in a planned way by identifying new development opportunities.

### 2.1.4 Consolidating the GDA

It is essential to the NSS that the performance of the economy of the GDA and surrounding counties is built upon so that its success, competitiveness and national role are sustained into the future. Dublin will continue to grow in population and output terms. However, it is not desirable for

the city to continue to spread physically into the surrounding counties. The physical consolidation of Dublin, supported by effective land use policies for the urban area itself, is an essential requirement for a competitive Dublin. Consolidation is also required for the public transport system to function effectively. In turn, investment in public transport will assist in promoting a more efficient and competitive GDA.

Local Authorities should:

- Seek opportunities for infill housing in older suburbs which are losing population.
- Provide for down-sizing.
- Encourage urban design plans for renewal areas.
- Examine the potential of declining industrial and warehouse areas for redevelopment for new economic activity.
- Vigorously promote 'Living over the Shop' schemes.
- Use powers under the Derelict Sites Act, 1991.

Key considerations for consolidating the GDA are:

- Effective integration of land use and transportation policy within the spatial structure of the GDA.
- Facilitating the national roles of Dublin Airport and Dublin Port.
- Supporting the city region's capacity for innovation.
- Facilitating ease of movement of people and goods within the GDA, particularly through an effective public transport system.
- Maintaining a high quality environment within the area.
- Clarifying the role of other urban areas within and at or near the edges of the GDA.

### 2.1.5 A Green Structure

The NSS sets out a policy on environmental quality. In the consolidation of the Dublin gateway, the prime consideration is to maintain the distinction between the city, the towns and the countryside, to prevent the further erosion of the respective advantages of both rural and urban areas. This can be expressed as putting in place, through regional and county level plans and strategies, a *Green Structure*,





the objectives of which would be:

- To prevent urban sprawl.
- To reduce the loss of agricultural and other land to urban uses.
- To protect rural identity and reduce disruption to farming by keeping rural-urban distinctions as clear as possible.
- To create a green setting for cities and towns which will provide people with opportunities for outdoor recreation within easy reach.
- To conserve and, where appropriate and possible, enhance biodiversity.
- To protect buildings, structures and other physical elements of the cultural heritage.

### 2.1.6 Implementation

Implementation of the NSS will be through Regional Planning Guidelines which cover a period of 12 years with a 6-year review. The provisions of the Planning and Development Act, 2000 require that the NSS be integrated with Regional Planning Guidelines and County Development Plans. Development Plans must demonstrate consistency with the NSS.

Integrated spatial development frameworks for the gateways will be adopted and promoted. Local authorities have primary responsibility for driving the preparation of these frameworks and translating their provisions into statutory Development Plans.

### 2.2 Strategic Planning Guidelines for the Greater Dublin Area, 1999 and annual Review and Update for 2000, 2001 and 2002 \*

Strategic Planning Guidelines were prepared for the Greater Dublin Area in March, 1999 (updated and reviewed in 2000, 2001 and 2002). The principle objective of the Guidelines is the provision of a broad planning framework for the Region, giving an overall strategic context to the development plans of each local authority. They provide a framework for the future investment in transportation, sanitary services and other infrastructure, and a sustainable settlement pattern for the area as a whole.

The report highlights the anticipated level of growth in population in the Greater Dublin Area from the 1996 figure of 1.4 million persons accommodated in approximately 450,000 households to 1.76 million persons accommodated in approximately 705,800 households in 2011.

The Guidelines propose the following vision for the Region:

*In the future the Greater Dublin Area will have a much improved transportation system, with a better balance between public and private transportation. A sustainable settlement strategy will offer choice in terms of residential and employment location and create a clearer demarcation between urban and rural areas.*

This Development Plan incorporates many of the policies and recommendations of the Guidelines and fully supports the strategy contained in the Guidelines, particularly the need to consolidate growth in the Metropolitan Area.

The following are the main implications of the *Strategic Planning Guidelines* for Dun Laoghaire-Rathdown County:

- Dun Laoghaire-Rathdown falls within the Metropolitan Area for which the SPG objective seeks to consolidate.
- The County has major transport corridors traversing it – the N11 QBC, Rathfarnham QBC, the DART and the proposed LUAS/Metro, the strategy considers these corridors to be vital for future growth.
- Blackrock, Dundrum and Dun Laoghaire are identified as the urban nodes with potential to grow as important development centres due to their location in regard to the public transport network, comparison shopping facilities, employment and services provision.
- The *Strategic Planning Guidelines* require that the Southern Port Access Route (Eastern By-Pass) be re-examined.



## OVERALL STRATEGY

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### 2.3 Dublin Transportation Office Platform for Change Strategy 2000-2016

This document sets out the Dublin Transportation Office (DTO) strategy for transport planning in the GDA up to 2016. *The Strategic Planning Guidelines for the Greater Dublin Area* are the fundamental basis on which the DTO Strategy rests.

The vision for Dublin that the DTO Strategy sets out to achieve is:

- A city and region that embraces the principles of sustainability.
- A leading European city, proud of its heritage and looking to the future.
- A strong, competitive, dynamic and sustainable region.
- A living city and region, on a human scale, accessible to all and providing a good quality of life for its citizens.

The DTO Strategy seeks to transform the transportation system in the Greater Dublin Area. It envisages that there will be extensive, high quality, fully accessible, integrated networks for DART/ Suburban rail, LUAS, METRO, bus, roads, cycling and walking. Strategic, but limited improvements to the road network are endorsed, including the completion of the orbital motorway around Dublin and the Eastern By-Pass. The Strategy incorporates traffic management policies and good quality cycle and pedestrian networks.

The Strategy is designed to consolidate growth in the metropolitan area, sustain economic development and regeneration throughout the region and to foster sustainable development.

### 2.4 Sustainable Development

It is the policy of Dun Laoghaire-Rathdown County Council that the principles of sustainable development will inform all objectives, policies, decisions and actions of the County Council for the period of the Plan.

It is recognised that sustainable development has an economic, social and cultural dimension as well as an

environmental one, and that only the integration of these policies can guarantee the quality of life of this and future generations.

Sustainable development is defined as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”

Protection of the built and natural environment is a fundamental element of sustainability. However, the concept is much broader than this, recognising that the quality of life for present and future generations is directly dependent on the long-term health and integrity of the environment. To achieve this, new development should respect and complement the existing built character of the environment, urban or rural, into which it is placed.

While sustainability cannot be achieved solely through the planning process, land use policy and controls are central to the achievement of sustainability. The Development Plan, as the Council’s principal policy statement on land use, has been drawn-up to reflect sustainable development objectives.

Four main objectives of sustainable development have been identified and the policies and proposals of the Plan are designed to facilitate their achievement:-

**(a) Conserve Finite Resources**

Minimise the consumption of natural non-renewable resources, including land.

**(b) Protect Local Capital**

Protect the quality of the landscape, open space, architectural and cultural heritage and material assets.

**(c) Minimise the Adverse Impact of Development**

Protect the integrity of the built and natural environments from damage caused by insensitive development proposals.

**(d) Involve the Local Community**

Promote the involvement of the local community in decision- making on environmental sustainability issues.

While the achievement of these objectives will involve all areas of the Council’s activities, in land use terms they are





reflected in the Development Plan by the adoption of policies and proposals which:

- Promote a more sustainable compact urban form, particularly higher residential densities and locating employment in the vicinity of strategic public transport corridors.
- Develop and expand the existing centres and nodes, especially those that are public transport interchanges, to minimise car travel.
- Promote the use of public transport, cycling and walking and reduce reliance on private car usage and reduce car parking demand.
- Permit a wide range of land uses under each zoning objective (compatible with protecting existing amenities), to help reduce the need to travel and to reduce travel distance and time.
- Ensure a broad mix of zones throughout the County to facilitate a balance of housing, jobs and facilities.
- Conserve existing urban areas, buildings and features of high environmental quality.
- Strictly control the further expansion of the suburbs into rural and high amenity areas by using all the land in the urban areas in a highly sustainable manner.
- Ensure that construction design is of a high quality and appropriate to the scale and content of its surroundings.
- Only allow the expansion of development in the urban/rural fringe in accordance with local plans based on sustainability principles.
- Promote the active involvement of the community through provision of information, public consultation and joint partnerships.
- Conduct its business, particularly the decision making process, in a transparent and accountable manner.
- Ensure that timely and independent Environmental

## OVERALL STRATEGY

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Impact Studies are conducted prior to the finalisation of Action Plans.

- Promote the re-use of urban derelict land, buildings, fixtures and discarded detail.
- Ensure the protection of natural habitats, maritime environment, cultural heritage, ecological resources and quality landscapes and the promotion of biodiversity.
- Promote cost effective provision of public services like roads, drainage, waste management facilities, lighting, public amenities and schools.
- Promote social inclusion to ensure an improved quality of life for all.
- Contribute to the evolution of socially integrated communities in both urban and rural areas.
- Minimise the consumption of non-renewable resources like soils, groundwater and agricultural land.
- Promote community health.
- Ensure the provision of high quality public water supply and drainage systems.
- Promote waste prevention, waste reduction, waste recycling and waste re-use. Limit waste disposal.

Sustainable development is a long-term objective which can only be achieved by degrees over time. The Development Plan represents a step towards sustainability and forms a part of the Council's overall strategy. Sustainable development can only be achieved with joint public and private sector action and with the acceptance and support of the community. The Council is only one of many participants in the process.

Dun Laoghaire-Rathdown County Council has produced *Guidelines for Sustainable Development (1999)* which assists developers in the achievement of sustainability in new developments.

### 2.5 Main Planning Goals

Section 10 of the Planning and Development Act, 2000 states that a Development Plan shall "set out an overall strategy for the proper planning and sustainable development of the area and shall consist of a written statement and a plan or plans indicating the development objectives for the area".



In developing a strategy for the future planning and development of the County it is recognised that Dun Laoghaire-Rathdown is only one part of the Dublin Metropolitan Area. The County will be influenced by, and have influence over future economic, social and environmental trends in the Region. The Development Plan should give expression to the needs and requirements of residents of the County at the local level. In addition, it should recognise the regional dimension of the County.

The main planning goals that underpin the overall strategy are:

1) To provide for the future well being of the residents of the County by:

- Providing sufficient housing land.
- Providing an adequate supply of zoned lands to meet anticipated development needs.
- Facilitating the growth of employment opportunities in all sectors.
- Protecting the quality of the built and natural environments.
- Ensuring the provision of the necessary social and physical infrastructural services.
- Promoting sustainable transportation patterns.

2) To promote the achievement of sustainable development. This will involve the encouragement of high quality infill residential development which will consolidate the existing urban/suburban form.

## 2.6 Overall Strategy

The overall strategy for the proper planning and sustainable development of the County is to create a polycentric settlement pattern – by developing and expanding the existing towns, district centres and villages in the urban area. The County Development Board in its ten-year strategy has identified the County as a “county of villages”. This is supported in the County Development Plan. In the urban areas it is policy to channel development into centres served by public transport. Nodes with good interchange facilities will be developed for residential, commercial and

employment opportunities.

The nodes or centres are for the most part embedded in the existing urbanised area. They are generally easily accessible and each has its own particular catchment. The nodes are of varying sizes ranging from Dundrum and Dun Laoghaire at the top to smaller centres and villages such as Dalkey, Ballybrack and Goatstown at the other end of the scale. Where no nodes exist or where there is a gap in the urban structure then a new node will be required. There are four primary nodes for significant urban development – two of these are the major towns of Dun Laoghaire and Dundrum, the third is Bray Environs on the southern boundary and the fourth will be Cherrywood-Rathmichael. The first three will be the focus for Integrated Framework Plans for Land Use and Transportation (IFPLUT) to be carried out in co-operation with the Dublin Transportation Office. The fourth is the Cherrywood-Rathmichael Area – the area with the greatest potential as a Special Development Area.

## 2.7 Main Elements

The Overall Strategy for Dun Laoghaire-Rathdown incorporates the following elements:

- To achieve high density development along public transport corridors.
- To at least retain the natural increase (excess of births over deaths) of the County’s population in the County and not to have net migration from the County.
- To retain existing population levels in existing built up areas and to increase them where feasible.
- To construct sufficient affordable residential units in the County to accommodate the natural increase in the County’s population by zoning sufficient land to accomplish this and by encouraging appropriate ‘infill’ development.
- To limit the encroachment of the urban area into the rural area as much as possible through infill, recycling brown field sites and using redundant institutional lands intensively.
- To ensure an adequate supply of zoned and serviced lands to meet anticipated development needs.





## OVERALL STRATEGY

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- To facilitate the growth of employment opportunities, concentrating on high technology and knowledge based industries. New office developments to contain these uses will be encouraged in appropriately zoned areas throughout the County.
- It is the policy of the Council to recapture at least 50% of the lost comparison retail expenditure by way of attracting higher quality retail facilities which respect and adhere to the Retail Hierarchy as set out in the Retail Planning Guidelines for the Greater Dublin Area (2001) so as to encourage a higher spend by the existing residents and visitors to the County. Depending on whether a higher or lower growth rate prevails, the Development Plan should not exceed the floor space allocation in the Retail Planning Strategy for the Greater Dublin area, unless it can be clearly demonstrated that growth in retail expenditure to 2011, over and above that set out in the Strategy, warrants additional space.
- To continue to regenerate urban and village centres, provided that such redevelopment respects the existing built form and residential amenity of the area concerned.
- To promote 'living over the shop' schemes.
- To protect the quality of the natural and built environments. Special care will be given to areas of high amenity, upland areas and green belt areas and to protect the open character of the rural areas and to prevent unsuitable development.

### 2.8 Role of Other Agencies

A great many factors other than the Development Plan have a direct bearing on the future development of the County. There are a large number of agencies apart from the County Council whose decisions and activities have an influence on the County, such as those concerned with public transport (both rail and bus), education, industrial promotion and electricity supply. In addition, operational decisions by the large financial institutions such as banks, building societies and insurance companies can have a significant impact on the functioning of the property market, notwithstanding the policies and objectives of the Plan. Therefore, within the limitations of the statutory planning process, the Development Plan through its policies and objectives, sets the direction for the future development of Dun Laoghaire-

Rathdown. While focusing essentially on matters within its own control, it also attempts to influence the decisions of other agencies whose actions have an impact on the future of the County.

*Mc Garry Ni Éanaigh Architects,  
Photo: Barry Mason*





A photograph of a modern building with a glass facade. The building has a grid-like structure of windows and a dark, textured facade on the left side. A large tree is visible in the foreground, partially obscuring the building. The sky is visible through the glass windows. The overall scene is brightly lit, suggesting daytime.

## REGENERATION AND NEW DEVELOPMENT AREAS

3



# 3

## REGENERATION AND NEW DEVELOPMENT AREAS



### Vision

**To promote the renewal and regeneration of areas based on the consolidation of the built-up area and to ensure that development in new 'greenfield' areas creates its own sense of place, is attractive and functions well.**

### Context

1. The National Spatial Strategy 2002-2020 People, Places and Potential, DOELG, November 2002.
2. Architectural Heritage Protection – Draft Guidelines for Planning Authorities, DOELG, December 2001.
3. Retail Planning - Guidelines for Planning Authorities, DOELG, December 2000.
4. Residential Density – Guidelines for Planning Authorities, DOELG, September 1999.
5. Retail Planning Strategy for the Greater Dublin Area, November 2001.
6. A Platform for Change, Strategy 2000-2016 - Final Report, Dublin Transportation Office, November 2001.
7. Strategic Planning Guidelines for the Greater Dublin Area, March 1999 and Annual Review and Update for 2000, 2001 and 2002.
8. Local Coastal Plan Booterstown to Sandycove, Dun Laoghaire-Rathdown Economic Development and Planning Department, June 2002.
9. Wicklow County Development Plan, 1999.
10. Bray Development Plan, 1999.
11. Enniskerry Local Area Plan, 2002.

### Strategy

The Planning and Development Act, 2000 states that a development plan shall include objectives for the development and renewal of areas in need of regeneration. A development plan may also indicate that specified development in a particular area will be subject to the making of a local area plan.

It is considered that many local planning issues cannot be given the detailed treatment that they deserve in such a broad ranging document as the County Development Plan.

As such it is proposed to prepare Local Area Plans for Cherrywood-Rathmichael, Bray Environs, Kiltiernan/Glenamuck, Glencullen, Deansgrange, Stillorgan, Goatstown and Barnacullia.

The major town centres of Dun Laoghaire and Dundrum contain important sites which would benefit from redevelopment or other improvement and this section includes Urban Structure Plans, the aim of which is to provide a clear and coherent vision to guide the future development of the major town centres.

The strategic vision of this Plan is to create vibrant and sustainable communities and to facilitate development to meet the growing needs of those living, working or visiting the County. To this end this chapter outlines the policies and objectives for new development areas and for the renewal of areas in need of regeneration. This will be achieved in part through the urban and village renewal programme set out in this chapter.

Good urban design is central to creating vibrant, attractive settlements in new areas as well as in the renewal of areas in need of regeneration.

### 3.1 Urban Design

Urban Design is the conscious manipulation of building form and the public realm/public spaces in order to create an attractive and efficient environment, suitable for a full range of activities – living, working, socialising and recreation. Good urban design enhances the environment and its benefits are manifold – visual, social, economic and psychological. Run-down environments can be transformed, while new greenfield development areas can be formed which function well, appear attractive and which stand the test of time.

The current pressure to provide accommodation imposes upon the Council, as custodians of that rapidly diminishing resource – urban building land – a duty to ensure that this valuable and finite resource is used to maximum advantage. This in turn, provides an historic opportunity to improve the built environment through a process of consolidation of the



## REGENERATION AND NEW DEVELOPMENT AREAS

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highly fragmented urban structure which characterised much of the County's development areas.

Of equal importance is the need to ensure that sound urban design principles are fully utilised in the design and planning of new development areas such as at Cherrywood, Kiltiernan and Shanganagh/Woodbrook.

*The objectives of urban design include:*

- *Creation of a high quality environment with a clearly defined coherent urban structure.*
- *Conservation of architectural heritage and townscape.*
- *Promotion of a high standard of design for new buildings.*
- *Encouragement of the use of natural materials.*
- *Reinforcement of local identity and sense of place.*
- *Resolution of conflict between pedestrians and traffic.*
- *Promotion of sustainable development.*
- *Stimulation of commercial investment and sustainable economic development through the creation or revitalisation of an attractive and viable urban environment.*

The principles of urban design include:

- Catering for the needs and sensibilities of those on foot, where the townscape is viewed at eye level and a rhythm is created which relates to walking pace, providing a sequence of agreeable visual experiences to be enjoyed by the pedestrian.
- Buildings enclosing the public space should have fineness of detail, vertical emphasis, a variety of texture/colour and relate to the human scale, particularly at street level.
- Creating a network of attractive public spaces – varied in character, size, and scale but with consistency in surface finishes, street furniture, lighting, planting etc.
- Public spaces should be connected, permeable, accessible, legible and diverse in character.
- Public spaces should be safe – as a result of natural surveillance – being overlooked by the maximum number of windows and doors and avoidance of 'dead' gables.

- Promoting vibrant public spaces by having lively uses at street level which may expand onto the pavement e.g. street cafes.
- The facades of buildings fronting onto public spaces should be carefully designed with good quality, robust materials that will wear well.
- High quality 'landmark' buildings should be promoted at strategic locations, i.e. junctions, within the public space network.
- Where public space is ill-defined, new buildings should be formed to reinforce sense of enclosure and sense of place.
- Promoting continuity of built form to ensure enclosure of public and private spaces and the physical separation between them.
- Visually reinforcing approaches and entrances into local centres to emphasise a sense of arrival.
- Encourage development of derelict and underutilised sites, particularly, in key areas.
- Introduce traffic management measures - traffic cells, reduction of carriageway widths, reduce speed limits, traffic calming.
- Awareness of sensitive uses such as pedestrian priority areas and outdoor cafes when locating bus stops.

### 3.1.1 Policy REG1 : Building Height and Scale

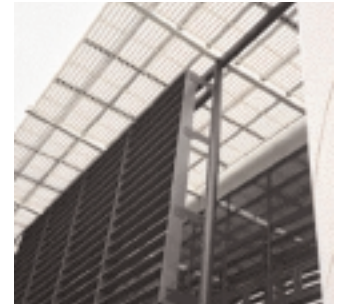
In evaluating the scale and height of proposed developments, it is Council policy to balance the strategic planning need to make the most efficient use of each site with the visual impact of the proposal and its effect on existing amenities, particularly residential amenities.

Given the underlying problem of falling population levels in the built-up area, it is crucial that the most efficient use be made of urban building land. This is particularly the case in locations close to good quality transport links and other services.

Visual impact is primarily the effect that the proposed development will have on its immediate vicinity i.e. the streetscape/townscape adjacent to and surrounding the proposed development – the object being that the proposed development is either capable of being absorbed into its physical context, or alternatively, is clearly demonstrated to

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## REGENERATION AND NEW DEVELOPMENT AREAS



be of such a high quality of architectural merit and design that it makes a positive visual contribution to the existing environment.

The above objectives and principles of urban design will be applied throughout the County in the assessment of development proposals, as well as in the preparation of Local Area Plans and Village and Urban Renewal Schemes.

### 3.1.2 Policy REG2: Phased Development

No development shall be permitted unless it can be demonstrated that adequate provisions for specified infrastructural requirements, including: roads; sewers; water mains; community; recreational and sporting facilities (indoor and outdoor); public transport; first and second level schools and shops are available at completion to support development.

## 3.2 Local Area Plans

### 3.2.1 Cherrywood-Rathmichael Local Area Plan

A Local Area Plan will be prepared for the Cherrywood – Rathmichael area as a matter of priority following the new legislative procedure for such local plans. The former draft Carrickmines – Cherrywood Action Area Plan was prepared under earlier legislation. The new Local Area Plan will revise the earlier local planning process under the new legislation with its specific time limits.

The Cherrywood – Rathmichael Local Area Plan will cover an area of circa 307 hectares. A Local Area Plan will be prepared for this Area, which is substantial in scale, and represents the largest major potential development area for the County. It is of strategic importance located as it is within the defined Metropolitan Area, on the proposed LUAS B1 route, immediately adjoining the N11 and the South Eastern Motorway, with links to Dun Laoghaire. A coherent and integrated land use zoning and policy framework to address the long-term development of the area will be set out in the Local Area Plan.

The potential of this development area has to be planned, taking cognisance of its regional importance and significance in providing for the needs of the County's residential, commercial and recreational requirements.

The emphasis in this new Local Area Plan will be to design places not roads, establishing a sense of place and community. The Local Area Plan will define the principles of the layout of spaces, streets, squares, and how movement relates to them. The Plan should be flexible enough to accommodate change as the development progresses, yet robust enough to ensure that these principles are implemented without changing the original framework.

The Local Area Plan will set out the overall form of development, it will create a place of distinction and will harness particular site characteristics – river valleys, high viewpoints, public transport nodes. Attention will be paid to the physical form of development – routes, spaces, the urban grain, density, mix of uses, height and massing, the public realm, landscape, etc. The Local Area Plan will contain specific objectives, including detailed zonings.

It is proposed to develop a new urban quarter or new urban extension in the Cherrywood – Rathmichael area. The development of this area is dependent on the provision of high quality light rail/bus public transport to serve the area.

The boundaries of the new Cherrywood – Rathmichael Area, which are shown on Maps 7, 9 and 10 of the Plan, will generally be as follows:

- *On the north - the Carrickmines Valley,*
- *On the east – the Cherrywood Road, into Mullinastill Road, Stonebridge Road (thereby excluding Falls Road) and along the N11,*
- *On the west – the South East Motorway*
- *On the south – the junction of the N11 and South East Motorway at Rathmichael.*



The main transportation infrastructure in the Cherrywood – Rathmichael area will consist of the improved N11, the Wyattville Interchange, the South Eastern Motorway, the Wyattville Link Road, the improved Stonebridge Road, a Spine Road, internal road layout and the LUAS B1 line with its three stations at Carrickmines, Lehaunstown and Cherrywood. A potential LUAS B2 line with its station at St Columcille’s Hospital can be provided across the Cherrywood Viaduct and can continue towards Shankill and Shanganagh/Woodbrook.

The South Eastern Motorway is nearing completion with interchanges at Carrickmines, Lehaunstown, a new bridge over the Brides Glen Road and altered road and junction arrangements in the Mullinastill/Stonebridge Road area. Design improvements will be necessary at the Lehaunstown Interchange on the SEM, with a new crossroads on the Wyattville Link.

Water and drainage improvements, in addition to those already developed, will be implemented.

*Development at Cherrywood will require the provision of the following key infrastructural works –*

- *LUAS Line B1 from Sandyford*
- *The Lehaunstown Interchange Upgrade*
- *New water supply scheme to serve Cherrywood and environs*
- *Surface water and foul drainage schemes.*

The core of the new Cherrywood – Rathmichael Area will be north of the Wyattville Link Road, with the first phase built around the Cherrywood LUAS stop. The core will contain retail development, community and cultural facilities, cinemas, commercial development, offices, leisure facilities, underground car parking, bus interchange, mixed use developments of residential use over commercial uses, health facilities, hotel, educational facilities etc. However it is important to note that this is predicated on the provision of the Cherrywood LUAS terminus.

Photo: Dun Laoghaire Harbour Company





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## REGENERATION AND NEW DEVELOPMENT AREAS



To the north of the core of the Cherrywood – Rathmichael area there will be extensive residential areas close to the LUAS line and stations. To the north west, parallel to the SEM, there will be employment areas and business parks. To the south there will be the science and technology park. Open spaces will be created in the river valleys, on the high ground around Tully Church, on the high ground to the west of the motorway at Ticknick and along the Brides Glen Road.

To the south of the Bride’s Glen Road there will be residential development; to the east of Cherrywood Road (outside the local area plan boundary), there will be residential development near St Columcille’s Hospital centred on a proposed LUAS B2 station.

Broad ranges in respect of the quantum of development are proposed. More detail will be presented for individual development areas in the Local Area Plan. It is important to note that there are longer-term projections beyond the year 2010.

The potential number of residential units will provide for a population of c.20,000 persons. High density residential development will be considered where development complies with the criteria as set out in Residential Density Guidelines. Net residential densities should be greater than 50 units per hectare within the 0.5 – 1km LUAS catchment area, and a higher net density of 80 units per hectare within 0 – 0.5km catchment area of LUAS stations along LUAS Line B1. Lands formerly proposed for the location of a golf course, abutting the SEM to the east, are now partly designated for residential development.

The retail function of the Cherrywood – Rathmichael Area will expand with a floor area of 35,000 sq.m. Growth of the retail element will be linked to the population and employment growth in the area, and permitted on a phased basis. The Local Area Plan will also provide for neighbourhood centres appropriate to the retail/community needs of the area.

It is envisaged that the number of employees would in the long term be c10,000 workers. It is envisaged that development will be fully integrated and create a sustainable

community that integrates living, working and leisure activities served by appropriate levels of retail use and community facilities.

Development at the proposed Town Centre will be permitted subject to the preparation of an Urban Design Master Plan. This Master Plan will provide for a unified town centre layout, integrated with the adjoining land uses.

Cherrywood – Rathmichael Local Area Plan will be developed with a strong emphasis on linking areas of public open space and development of green corridors as pedestrian and cycle routes, encouraging maximum permeability and movement throughout the area.

Development in the new Cherrywood – Rathmichael area will be subject to the following specific objectives:

- To create a linear riverside park incorporating a pedestrian route and cycleway which will link Cabinteely Park to the sea at Hackett’s land.
- To provide for an adequate open space setting for Tully Church.
- That public sports fields be provided west of Lehaunstown Lane.
- To retain the famine grave on the site adjacent to St. Columcilles Hospital.
- To provide for the Bride’s Glen as a public amenity area.
- To upgrade Lehaunstown Interchange and the Wyattville Link Road.
- To relocate the proposed golf course to the south west side of the South Eastern Motorway.
- To provide for a Retail Park.
- To prepare an urban design Master Plan to ensure co-ordinated development of the Town Centre.
- To promote upgrading in capacity of water supply/new water supply/reservoir.
- To designate neighbourhood centres to serve the community, generally located at LUAS stations.
- To identify community/recreational and educational requirements.
- To provide for pedestrian and cycleway linkages/routes linking development either side of the Wyattville Link Road to ensure maximum permeability throughout the



plan area.

- To provide a pedestrian 'right of way' from the Brides Glen Road to the Town Centre to link Cherrywood with Rathmichael.
- To provide a LUAS/metro stop at Rathmichael to the rear of St. Columcilles Hospital with access from both sides of the LUAS line i.e. from Falls Road and the N11.(N.B., This is outside the local area plan boundary)
- To carry out a study of the biodiversity of the Brides Glen, Loughlinstown River and native forest.
- To develop landmark buildings near the Carrickmines Interchange, the junction of the South Eastern Motorway and M11 and in the Town Centre at Cherrywood.
- To provide new forms of energy efficient house types and ecological house types.

Detailed road layouts within the Cherrywood – Rathmichael area will be examined as part of the Local Area Plan process. Road layouts shown are indicative only and may be subject to amendment during the Local Area Plan process.

It is proposed that development within the Cherrywood – Rathmichael area be subject to a schedule of phasing. The purpose of phasing is to ensure infrastructure, services, facilities and amenities are provided together with residential development.

### 3.2.2 Policy REG3: Public Transport Facilities

***It is Council policy that only limited development shall take place in the Cherrywood - Rathmichael area until the light rail/bus public transport facilities which will facilitate the development of the area in a sustainable manner are advanced.***

### 3.2.3 Policy REG4: Cherrywood Town Centre

***It is Council policy that the District Centre zoning remain on the Cherrywood site until such time as it is confirmed that the area will be serviced by the LUAS line. The town centre shall not commence until such time as the LUAS contract is signed.***

### 3.2.4 Rathmichael

- (1) The Council recognises the value of the buffer zone between the non-development mountain high amenity areas and the suburban areas. It also recognises the special environment and the distinctive character of the Rathmichael, Ballycorus areas and the sense of place that derives from that character. Accordingly a low density zoning is appropriate in the buffer areas. This will ensure a graduation in housing densities up to the high amenity areas. It permits the retention of hedgerow, woodlands, flora and fauna, equestrian activities, walking and other passive recreation and access to mountains and forest trails and sites of historical and archaeological interest.
- (2) It is a further objective to seek a high level of design, the careful locating of houses and the use of extensive landscaping and planting so as to protect the existing amenities of the area.

### 3.2.5 Bray Environs Local Area Plan

There is a need to approach the future requirements of Bray in a more comprehensive way than has been previously done to ensure more sound and integrated development and to look at this area as one complete unit in planning and transportation terms. A Local Area Plan will be prepared for the Bray environs including Woodbrook and Old Conna in conjunction with residents and adjoining planning authorities.

This new Local Area Plan will emphasise the need to establish a sense of place and community. It will define the principles of the layout of spaces, streets, squares, and how movement relates to them. The Local Area Plan will set out the overall form of development, it will create a place of distinction and will harness particular site characteristics – trees, hedgerows and stone walls, public transport nodes and will retain and protect historic buildings. The intention is to create a village core in Old Conna and a new neighbourhood at Woodbrook centred on a high quality development around a new Woodbrook DART Station with bus and light rail interchange facilities.



Water and drainage improvements, in addition to those already developed, will be implemented.

The lands in the Bray environs will have the benefit of access to the DART Line and will be served by the proposed light rail line to the city centre and Dublin Airport. A new QBC is underway at the Dublin Road linking Bray to Foxrock. The M11 Motorway leading to the M50 is easily accessible from the Wilford roundabout.

Attention will be paid to the physical form of development – routes, spaces, the urban grain, density, mix of uses, height and massing, the public realm, landscape, etc. The Local Area Plan will contain specific objectives including detailed zonings.

*Development of the Bray environs is based on the following principles:*

- *The provision of retail development, community and cultural facilities, commercial development, offices, leisure facilities, bus interchange, mixed use developments of residential use over commercial uses, health facilities, educational facilities etc.*
- *To facilitate the provision of a DART station with bus and light rail interchange facilities at Woodbrook.*
- *To reinforce the importance of Bray as a Major Town Centre by facilitating its development in the Bray environs, particularly in the area close to Castle Street.*
- *To facilitate residential development to assist in achieving the housing requirements of both Dun Laoghaire-Rathdown and Bray Town Council.*

### 3.2.6 Kiltiernan/Glenamuck-Local Area Plan

This Local Area Plan will be prepared on foot of the Council objective to prepare a Local Village Plan for Kiltiernan and will have regard to the following principles:

- To protect and enhance the community infrastructure of

the Church of Ireland.

- To encourage the provision of incubator units for craft industries in Kiltiernan.
- To facilitate the provision of a pitch for Wayside Celtic Football Club.
- To provide a Neighbourhood Centre.
- To carry out road improvements on the Enniskerry Road/Kiltiernan junctions with Ballycorus Road and Bishop's Lane.

### 3.2.7 Glencullen

This Local Plan will be prepared on foot of the Council objectives to prepare a Local Village Plan for Glencullen that is in keeping with the unique rural character of Glencullen and to establish an Aquifer Protection Zone at Glencullen and accordingly to prohibit any development which would conflict with this objective.

In order to deliver a comprehensive Local Plan for Glencullen it will be based on an understanding of the existing settlement, its character, the way it functions and the needs of local people.

The detailed nature of the community-based submissions already received indicates that much relevant information is available and the Council will encourage active community participation in the preparation of the Local Plan, thus ensuring extensive public involvement and consultation.

### 3.2.8 Goatstown

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

### 3.2.9 Stillorgan

A Local Area Plan for Stillorgan shall be prepared within a year of the new Development Plan to guide the future development within the lifetime of the County Development Plan concentrating on improvements to the public domain, encompassing a variety of zonings and sites. Good quality



## REGENERATION AND NEW DEVELOPMENT AREAS

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residential developments shall be encouraged and preferably incorporated into future schemes such as the overflow carpark, Leisureplex, Blakes and Hamiltons Yard.

### 3.3 Dundrum Urban Structure Plan

#### 3.3.1 Introduction

The aim of this Urban Structure Plan is to provide a clear and coherent vision to guide the future development of Dundrum.

The Plan area is defined generally as the area between the LUAS line, the Dundrum Relief Road, the Taney Road/Upper Churchtown Road junction and the Wyckham By-Pass Route. It is mainly zoned for Major Town Centre uses, but with some parts zoned residential.

This area is experiencing significant ongoing development including:-

- Dundrum By-pass
- Wyckham By-pass to Sandyford Road (Phase 1)
- Wyckham By-pass to Taney Road (Phase 2)
- Landmark LUAS Bridge
- LUAS line with two stations under construction
- Shopping centre under construction
- Apartment development

#### 3.3.2 The Framework for the Future Town Centre

The area is framed by a number of physical elements which have a strong influence on its shape, growth and extent. These are shown on the accompanying Urban Structure Map and are:

- The LUAS line with two stations on the east flank of the town centre
- The Wyckham By-pass on the southern side
- The River Slang and Dundrum By-pass on the west
- The existing Main Street/Sandyford Road which forms the heart of the town centre and
- The Ballinteer Road/Upper Kilmacud Road which forms

an important cross-roads with the Main Street, the centre of gravity, as it were, of the town centre.

#### 3.3.3 Town Centre Renewal Planning Principles

- (1) Adherence to the County Development Plan policies and objectives which have a specific objective to upgrade the Dundrum town centre by:
  - The preparation and implementation of an environmental improvement scheme for Dundrum Main Street.
  - The control of advertising and of building facades through the development control process.
  - The provision of a Bus/LUAS/Cycle interchange
  - Encouraging an undercroft development at Taney Bridge.

N.B. The redevelopment of the environs of the LUAS Bridge and LRT Station provides a significant opportunity to create a new focal point and sense of enclosure at the northern end of the Main Street. This shall include new high quality buildings set around a civic space incorporating bus interchange with setdown facilities.

- (2) The provision of a pedestrian-friendly and traffic-calmed environment along the Main Street with particular care being paid to paving materials, public lighting, seating and pedestrian priority measures.
- (3) The selection of paving materials of appropriate scale and finish to enhance and complement the historic centre of Dundrum in the vicinity of the Protected Structures and the Architectural Conservation Area, while allowing other areas to develop with a separate style.
- (4) The provision of extensive off-street underground car parking facilities accessed from by-pass routes in order to reduce parked and moving vehicles on the Main Street and to serve new uses.
- (5) To increase penetration by buses as part of the Quality Bus Network, with particular emphasis on improved orbital routes.



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## REGENERATION AND NEW DEVELOPMENT AREAS



- (6) The provision of cycle facilities including a cycle network and cycle parking.
- (7) The provision of a wide range of employment, leisure, entertainment, cultural and restaurant uses in the town centre.
- (8) The provision of residential uses in the town centre including 'living over the shop', stand alone schemes, schemes for the elderly and hotel uses. In this way the existing residential use in the town centre will be strengthened.
- (9) The conservation, preservation and re-use of historic and interesting buildings.
- (10) The reinstatement and strengthening of the urban fabric along the Main Street and the Sandyford Road including infilling gap sites. This applies especially to the northern part of the town centre where a strong commercial presence is required.
- (11) The trees along the edge of the shopping centre carpark at the Main Street shall be retained in any new redevelopment in order to maintain high environmental standards in the regenerated town centre.
- (12) The provision of high quality landscaped open spaces, especially to the west of the town centre.
- (13) The new shopping centre currently under construction (former PYE lands), should provide and retain a wide variety of land uses including shopping, offices, residential, cinemas, bars, supermarkets, departmental store, cultural buildings including a library, crèche, hotel, clinic, leisure uses, multi-purpose meeting rooms/theatre, post office etc. These uses shall be linked along a new main pedestrian route which will connect the two LUAS stations, pedestrian bridges, footpaths and carparks. Lateral pedestrian routes will link to the main pedestrian route providing links between the Main Street/Sandyford Road axis and internal urban squares. Such squares should be sunny, sheltered and

night-time friendly, with good supervision from surrounding buildings.

- (14) Pedestrian movement across the Ballinteer Road from the two sides of the town centre shall be safe, easy and convenient. This crossing should encourage and facilitate ease of pedestrian movement between the northern and southern parts of the town centre.
- (15) The Mill Pond and Mill House area will be the focus of one of the main public spaces with new buildings set around it in an attractive manner. The reuse of the Mill House as a Heritage Centre/Museum will be encouraged.
- (16) To produce a stronger streetscape by sensitive infilling of gaps in the urban fabric, reducing setbacks and encouraging new buildings close to the public footpath.
- (17) All new buildings shall respect the scale, materials and character of the town centre, be of attractive appearance and be visually interesting.

### 3.4 Stepside

The Stepside Action Area Plan was prepared in response to the major rezoning of some 150 hectares of primarily residential lands in the 1998 County Development Plan. Significant on-site development activity has commenced. At the end of 2002 some 400 residential units were under construction but it is anticipated that, over the next 8-10 years, some 4,000-4,500 houses and apartments will be completed in the Action Plan area.

As well as providing an obvious co-ordinating mechanism to considered and timely implementation of the new development area the primary aims and objectives of the Action Plan seek to:

- Facilitate an improved urban design both in site layouts and house types. The traditional low-density suburban estate layout is being actively discouraged in favour of schemes which display individuality and distinctiveness. Wherever possible the opportunity is being taken to



create focal points and a variety of spaces and places.

- Reflect the broad principles of sustainability through the promotion of a higher density environment which facilitates and encourages a reduction in private car usage. This is being achieved by ensuring ready access, primarily by walking and cycling, to as wide a range of local facilities that a community of this size would typically demand or require – retail and community services, education provision, actively managed open space and public transport.
- Advance a mixed-use ethos into the new community by actively encouraging flexibility in the provision of employment, business and workspace accommodation.
- The enhancement of the overall level of public transport infrastructure to reduce reliance on the private car.
- The provision of a dedicated Greenway Spine traversing the Plan area that provides safe and dedicated cycling/walking linkages between the development parcels and amenities.
- To incorporate local heritage themes in the development of the Green Spineway.

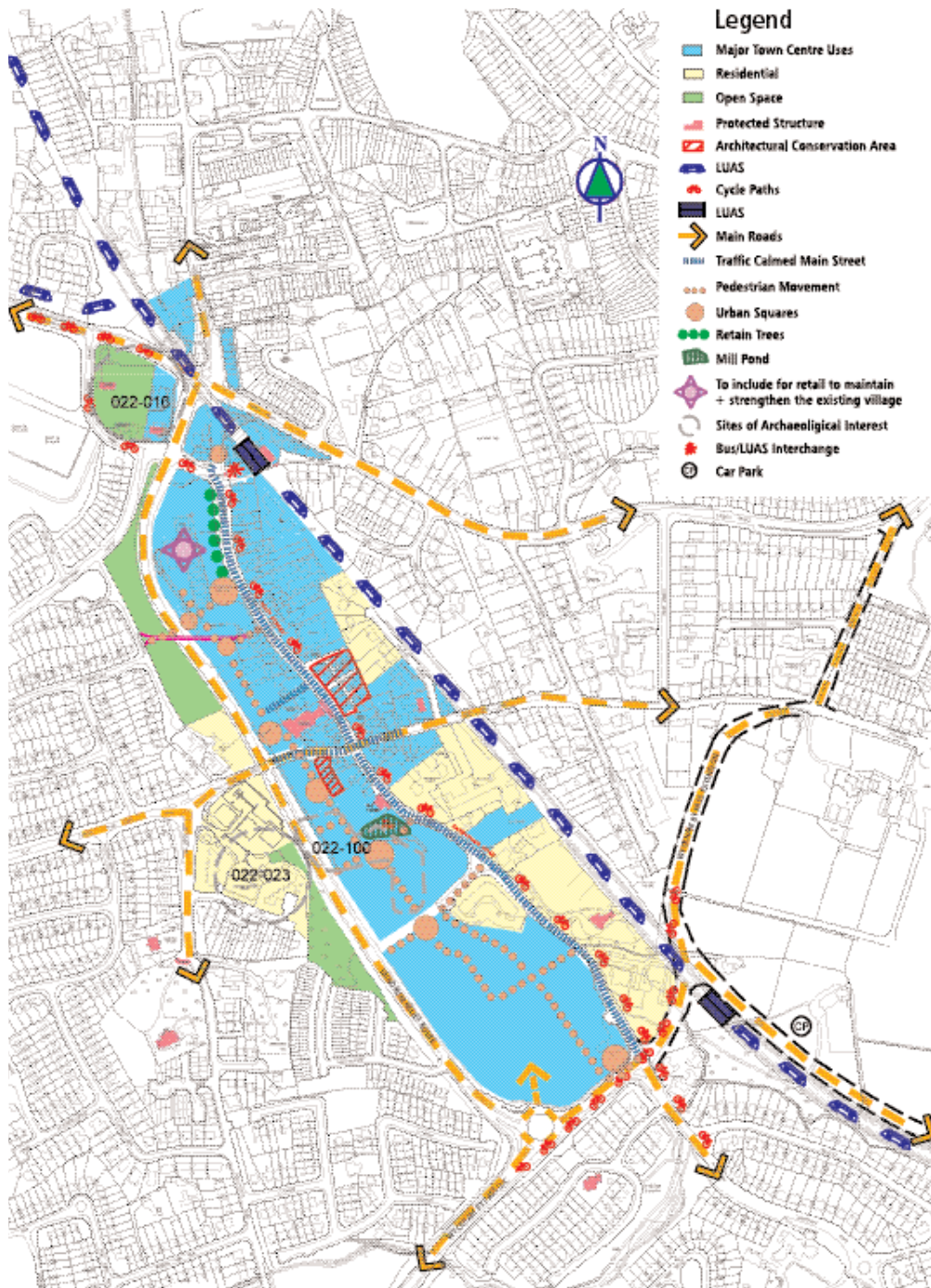


### 3.5 Town and Village Improvement Schemes

It is an objective of the Council to carry out environmental improvement schemes and streetscape plans where appropriate for the following town and village centres (both urban and rural) as resources permit. The Council may at its discretion, introduce schemes other than those listed in Table 3.1 below at any time during the life of the Development Plan. The listing does not indicate any order of priority for implementation.

**Table 3.1**

Cornelscourt
Cabinteely
Dundrum
Glencullen
Sallynoggin
Monkstown Farm
Kiltiernan
Foxrock
Stillorgan
Old Conna
Loughlinstown
Clonskeagh/Bird Avenue junction with Roebuck Road
Little Bray
Sandyford Village
Kill O'the Grange
Williamstown
Monkstown Village



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# DUN LAOGHAIRE URBAN STRUCTURE PLAN

4





# 4

## DUN LAOGHAIRE URBAN STRUCTURE PLAN

### 4.1 Introduction

This section sets out a Structure Plan, the aim of which is to provide a clear and coherent vision to guide the future development of Dun Laoghaire Town Centre where currently significant areas of urban land are under-utilised and under developed.

The town centre is in need of investment in commercial, retail, residential development and in the creation and improvement of public spaces. This plan envisages future investment in the physical environment being plan lead to enable the realisation of a coherent and vibrant town centre.

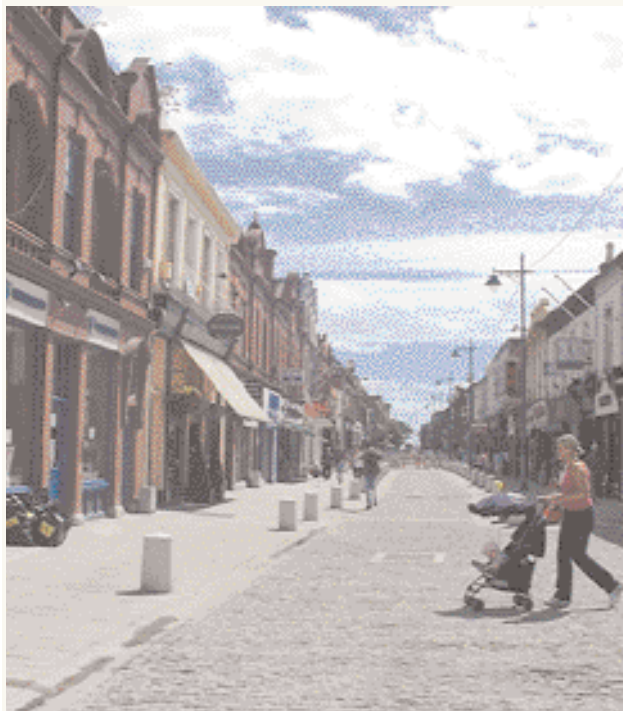
The context of this plan extends from the coastline between the East and West Piers to the laneways that run parallel with George's Street. It extends the length of George's Street from Park Road to Clarence Street taking in the retail and commercial core of Dun Laoghaire Town Centre.

### 4.2 Plan Structure

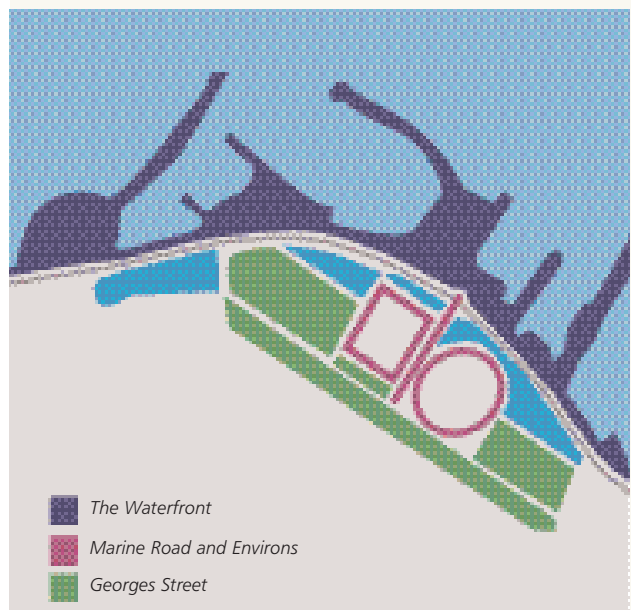
The Plan is structured as follows:

- (1) An appraisal of the existing built environment and public realm in the town centre that identifies weaknesses that need to be addressed and opportunities to be developed. The appraisal of the Town Centre describes three distinct areas of the town. These are illustrated in the diagram to the right. Appraisals Map Diagram 1 identifies the points raised in the appraisal.
- (2) An Urban Structure Plan that sets out themes for new development and broad guidance so that each development will relate to an overall and coherent vision for the Town Centre. The Indicative Urban Structure Plan for Dun Laoghaire Town Centre is illustrated in Diagram 2.

Georges Street, Dun Laoghaire



Map showing location of appraisal areas



Dun Laoghaire's primary amenity - the waterfront



## DUN LAOGHAIRE URBAN STRUCTURE PLAN

# 4

### 4.3 Appraisal

#### 4.3.1 Area 1 : The Waterfront

This zone includes the harbour and properties fronting Crofton Road and Queen's Road. The DART which is in open cut and Crofton/Queen's Road, constitute a physical divide between the harbour and the town. There are three existing main access points across the DART line, one at the East Pier, one at the intersection of Marine Road and Crofton Road and one at Harbour Terrace. These last two primarily cater for vehicular traffic. This physical separation undermines the benefits to the town of its coastal setting and constitutes a barrier between the town centre and the town's primary amenity – the waterfront.

The area is well located in terms of public transport with the ferry port, the DART station and bus routes servicing this area.

Properties fronting onto both Crofton Road and Queen's Road are in a prime location and have a pivotal role in providing future opportunities to re-unify the town with its waterfront. Significant frontages to Crofton Road include County Hall with its main access onto Marine Road, the Harbour Master Yard and the surface carpark to St Michael's Hospital. The Harbour Master Yard and the carpark are under-utilised blocks of urban land with uses that are inappropriate for a town centre location. The key location of these sites offer major potential for redevelopment.

Beyond the surface car park to the rear of St Michael's Hospital is Charlemont Terrace which are Protected Structures, largely in office use.

Between this terrace and Clarence Street, the street is characterised by a mix of modern residential and commercial blocks interspersed with period houses largely in office use.

Beyond the DART line, the harbour is at a significantly lower level than Crofton Road. With its historical development as a working port, there is little concession to its enjoyment as a public recreational resource. This is evident in the limited

pedestrian movement between the two piers and limited connections to the town centre. With the addition of the marina pier, access has improved - however the waterfront remains dominated by private yacht clubs and semi-state bodies.

The role of Dun Laoghaire harbour is changing from a commercial port to a maritime recreational and passenger ferry port. This change is evident in the level of vacant land related to traditional harbour associated uses.

The gateways to the harbour - the Dun Laoghaire Baths to the east and the area known as 'the Gut' to the west - are not alone opportunities yet to be explored, but are existing scars on the landscape.

Charlemont Terrace





#### 4.3.2 Area 2: Marine Road and Environs

Marine Road is the main axis running north south in the town centre. The street falls gently from George's Street to the ferry terminal and DART Station and as such is a gateway from the harbour to the town centre.

The redevelopment of the Pavilion site illustrates the retail and cultural potential latent in the town centre and has brought significant activity to this area.

Marine Road lacks qualities normally associated with major civic streets. It lacks enclosure due to underdeveloped land, scale due to poor facades and civic quality in the widths of its paths and quality of public furniture. With its north facing aspect it is highly exposed. These problems are exacerbated by difficult access into the shopping centre carpark. Pedestrian movement across Queen's Road to the harbour is difficult and reinforces the separation between the town centre and the harbour.

Positive aspects include the terrace of Victorian houses adjoining County Hall and St. Michael's Church spire – the latter represents an important focal point both in the town and when viewed from the piers and sea. The open spaces around St Michael's Church are exposed and undefined and are unsatisfactory and underused as civic spaces. As such they impact negatively in the potential for Marine Road to attain its potential as an urban boulevard connecting the town centre to the sea.

In this context, the future development of the former garage site and its interaction with the entrance to the Royal Marine is important. The Royal Marine Hotel epitomizes the historical wealth of Dun Laoghaire in its architectural quality.

The Royal Marine building should constitute a landmark in the town. Its current setting is poor with limited visibility from the adjoining streets. Whereas originally a grand hotel approached along Gresham Terrace it is now approached along the rear of the shopping centre car park on one side, a surface carpark to the other and unsympathetic extensions to the hotel itself. As a major landmark building, it is appropriate that the sequence

of entry to the hotel is reconsidered in any proposed redevelopment.

Opposite the entrance to the Royal Marine Hotel is Eblana Avenue, connecting to Sussex Street. Considering their location in the town centre and their proximity to George's Street, these streets and their terraces are underutilized and constitute a backwater. With pedestrian movement in the area restricted by the adjoining convent and hospital grounds, there is evident dereliction.

Strategically located between George's Street and Crofton Road, the area is surrounded by large tracts of under-utilised institutional land. There is enormous potential for this area to be redeveloped, becoming a hub for new pedestrian routes within the town centre.

#### 4.3.3 Area 3 : George's Street

George's Street, the main retail street, runs parallel to the coast. Its narrow plot widths, building height, and rich architectural detailing form a unique part of Dun Laoghaire's heritage and creates a tangible sense of place. There is however, a conflict between the large retail spaces currently sought by the market and the narrow, individually owned buildings. As plot widths of retail units fronting onto George's Street are limited, where it is proposed to combine two or more retail units, the existing plot width shall be respected in the design and detail of the frontage proposed. Given the difficulty in attracting large retail outlets to George's Street, it is crucial that development opportunities are facilitated on backland sites. To link this development to the retail core, pedestrian access and permeability need to be maximised. It is also critical that continuous street frontages are created to enclose the public realm, ensuring maximum passive surveillance. A coherent relationship between the continuous street frontage and planned public spaces is required.

Bloomfield Shopping Centre is an important commercial anchor on the west end of George's Street, but is separated from the main street by a poorly defined space. Located at the entrance to the retail core of the main street there is an opportunity to create an important public space in this location

in conjunction with the entrance to St Michael's Hospital.

The Dun Laoghaire Shopping Centre with its frontage to George's Street Upper and Marine Road is of poor architectural quality. Its monolithic form and repetitive brick elevations relate poorly to the scale of the town. Its blank facades internalise activity and draw vitality and life from the street to internal malls, most especially at the corner. Because of its pivotal position at the centre of the town, any successful regeneration of the town centre will need to readdress these issues.

The laneways to the south of George's Street are currently underdeveloped and in poor repair. Where first and second levels exist these are generally limited to storage. The potential for redevelopment along these laneways represents a significant development opportunity.

#### 4.4 Urban Structure Plan

The provision of a structure for the town centre is based on creating a hierarchy of major and minor routes and public spaces within the plan area. These routes will provide the rationale for the location of major new development, together with appropriate land uses. They will also focus on reinforcing the connection between the town centre and the sea.

##### Primary Routes

#### 4.4.1 George's Street and Marine Road

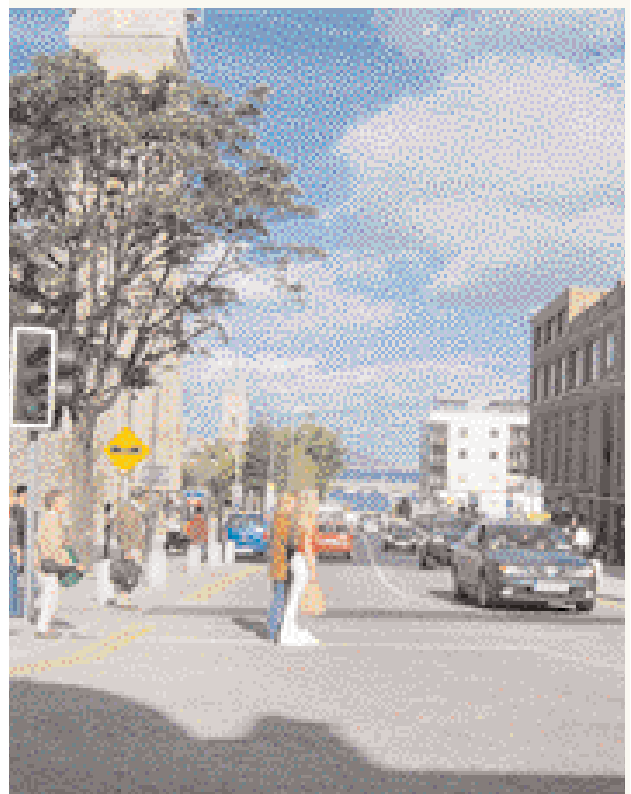
As part of the strategy to improve the linkages between the harbour and the town centre, it is essential to upgrade the streetscape of Marine Road. It is proposed that similar road and paving materials as George's Street will be laid, to provide a boulevard sweeping down to the civic space adjoining the ferry terminal. Upgraded lighting and the rationalising of parking will underpin this proposal.

New proposals that would restore direct public access to the waterfront from the civic space would be highly desirable. To reinforce the link between the town centre and the sea along a renewed Marine Road it is proposed to create a series

of new, well defined public spaces. These include the Pavilion Plaza and the square at the junction with Eblana Avenue, adjoining the Senior College and St. Michael's Church. It is also desirable that the church space fronting George's Street Lower is developed as a major civic space. A new 'bookend' signature building containing uses that would animate the space, both during the day and at night, may be appropriate.

There are now significant opportunities to develop a coherent streetscape along Marine Road. Opportunities exist for the redevelopment of the shopping centre frontage, the space over the ramps to the car park and the premises formerly used as a petrol station. It is important that development along the street is coordinated with any proposals within the curtilage of the Royal Marine Hotel and that a view of the Mariner's Church from Marine Road is maintained.

Marine Road viewed from Georges Street



# 4

## DUN LAOGHAIRE URBAN STRUCTURE PLAN

It is considered important to bring more life to the street at ground floor level. The opening up of retail units / restaurants / cafes / bars onto Marine Road both at the Shopping Centre and the former petrol station is considered to be an essential element to any redevelopment.

- The main entrance to Dun Laoghaire Shopping Centre should become a focal point in the centre of the town, given its prominent location at the intersection of Marine Road and George's Street. A redesigned entrance should permit the easy flow of people into the centre and back out to the street. The frontage to Marine Road should be redeveloped to recreate an appropriate streetscape and to create frontage that engages with and enlivens the street.
- Development of the corner sites at the junction of Eblana Avenue and Marine Road and at the entrance to the Royal Marine Hotel and Marine Road should strive to reinforce and remake the fragmented streetscape. They should serve as gateways into the town centre when viewed from the harbour and as focal points along secondary routes.
- Bloomfield Shopping Centre is isolated from George's Street by a narrow strip currently serving as a surface car park. Numbers 35-37 George's Street undermines its connection to the main retail street. These units form an island the rear of which face the shopping centre and are underdeveloped given their proximity to the centre. There is an opportunity here to create an inviting urban and civic space through the redevelopment of these units. The frontage of this development would reflect its setting as an island building in a civic space.
- The laneways to the south of George's Street offer an opportunity to provide modern residential accommodation over shops, thereby bringing life and vitality to an area currently lacking identity or direction. (Specific Local Objective 10, Map 3 County Development Plan).

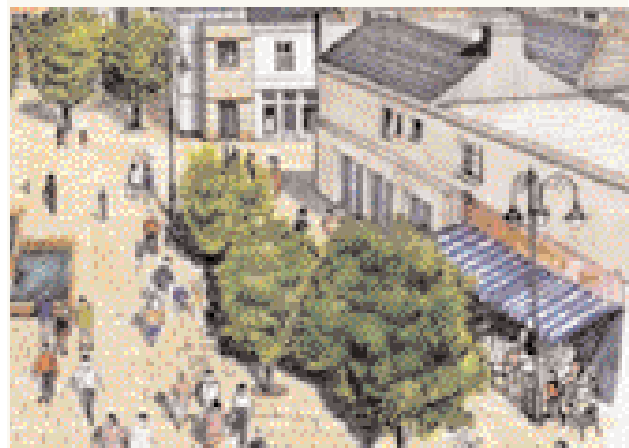
*Entrance to Royal Marine Hotel*



*Disused Space to base of Church Tower Marine Road*



*View of potential new civic space outside Bloomfields*



### Secondary Routes

#### 4.4.2 Sussex Street, Eblana Avenue and The Royal Marine Hotel.

The Urban Structure Plan identifies a network of secondary routes to the west of Marine Road.

The extension of Sussex Street to allow pedestrian movement through to Crofton Road will create an important new link with the town centre. It will also allow direct access between the town centre and the DART and bus stop, increasing the possible mix of uses that may be provided along this route and any future east west routes through the hospital and convent lands.

- Development in this area should create a network of new streets and public spaces to create an attractive living and working environment. These streets and squares should create a series of secondary routes between George's Street, Crofton Road and Royal Marine Road and provide a framework for the subdivision of the block. Development in this area should have a tight urban grain, variety in its architectural language and unit sizes that will encourage and promote a mix of uses.
- As a major landmark building, it is appropriate to recreate an entrance to the Royal Marine Hotel that is elegant and of a civic scale. A new street that exploits the vista of the Mariner's Church and invites pedestrian movement to the hotel and adjoining parks with their views over the harbour would be unique to Dun Laoghaire.
- This street will draw people into Moran Park and recreate the ambience of the former Gresham Terrace moving towards the hotel. From Moran Park, the attractions to the north will be the new library and cultural building (Specific Local Objective 6, Map 3 County Development Plan) and the Carlisle Pier (Specific Local Objective 5, Map 3 County Development Plan). To the south, a laneway with commercial frontage will lead one back up onto George's Street.
- The development of the Carlisle Pier in accordance with the specific local objective for this valuable site will create an

attraction that will be critical in improving connections between the town centre and the coast.

- The laneways to the rear of George's Street are currently an underutilized resource. These laneways have the potential to provide commercial spaces at ground floor level with residential accommodation overhead. This mix of uses and scale of development will give security to these lanes by increasing surveillance and will strengthen the retail and commercial heart of the town centre (Specific Local Objective 10, Map 3 County Development Plan).

The development of the commercial potential of George's Place along with opportunities to link this area directly to George's Street Lower and the commercial core of the town centre will be encouraged (Specific Local Objective 4, Map 3 County Development Plan).

To the east of the town centre, the streets north of George's Street have a residential character that is part of the unique quality of Dun Laoghaire town centre. This character and ambience is protected by Specific Local Objective 7 Map 3, County Development Plan. South of George's Street Upper is an area that is transitional from major town centre zoning to residential in respect to its use and form. The use of the area is primarily office use that respects the historical residential plot size and building. This buffer provides office employment, which is an important element of any town centre (see Specific Local Objective 9, Map 3 County Development Plan)

*Dun Laoghaire Shopping Centre Rear Elevation along entrance to Royal Marine Hotel*



# 4

## DUN LAOGHAIRE URBAN STRUCTURE PLAN

Back land and dereliction and underused urban land off Sussex Street



### 4.4.3 Public Spaces

An important aspect of this plan is the identification of opportunities to create public spaces and the improvement of existing spaces.

The area to the front of Bloomfield Shopping Centre has the potential to be an important civic space. Taking advantage of the commercial frontages that open on to it and the variety of existing uses, this location has the potential to attract visitors late into the evening. With the redevelopment of numbers 35-37 George's Street, as described above, this space, together with the forecourt of the hospital, has the potential to be improved and given a new identity as a gateway to Dun Laoghaire. Such a scheme would also involve new paving, street furniture and lighting, together with the rationalisation of car parking.

- The area between Crofton Road and the Harbour Master Building should be developed so as to encourage visitors to Dun Laoghaire by rail and bus to enter and explore the town. As a pedestrian route leading up to George's Street, this area has the potential to become an attractive civic space drawing people into the town centre. As such, it should be designed to incorporate a variety of uses at ground floor and have a scale and variety of detail that relates it to existing development in the town centre.

The design of this space and the surrounding buildings should reflect the contours of the site. They should be of the highest design quality given their role as a gateway to the town centre and their proximity to an important protected structure. The link between the DART station and the town centre could be greatly enhanced by the extension of this public space to the station building and a possible future link with the ferry terminal building.

- The existing public space at the corner of George's Street Lower and Marine Road is currently underused and of poor design. With its excellent orientation and central location it is desirable that it is developed as a major civic space. A new 'bookend' signature building containing uses that would animate the space both during the day and at night

may be appropriate.

- Historically, Marine Road terminated at the water's edge off the Victoria wharf. This simple and direct relationship between the town centre and the sea was lost with the redevelopment of the ferry terminal. Although the civic space as developed is attractive, it is isolated from both the town centre and the water's edge. It is also underused.

It is desirable that this space is redeveloped to its full potential. As a space it needs surrounding uses that will animate it both by day and by night. The wall and lower car park that blocks the view out to the sea and direct access off the water needs to be redesigned. Its relationship with Marine Road also needs to be redesigned with the primary aim of encouraging pedestrian/ cyclist movement down from the town centre. Such movement is currently difficult due to the roundabout.

### 4.4.4 Landmark Buildings

This plan will encourage development that is consistent with good urban design principles. New development should strive to be contextual. New development should seek to re-establish streetscapes, to be appropriately scaled and to be rich in materials and details consistent with the existing typology of the town centre. It is appropriate however, to provide landmark buildings at strategic points throughout the town centre. These will generally be located at gateways to the centre, to close vistas and to mark important corners or new civic spaces.

An exceptional landmark building is sought for the Carlisle Pier





George's Street

Narrow Frontages along George's Street

Dun Laoghaire Shopping Centre.



## DUN LAOGHAIRE URBAN STRUCTURE PLAN

# 4

### 4.4.5 The Waterfront

The Waterfront stretches from the Dun Laoghaire Baths to the area known as 'the Gut'.

'The Gut' is considered to be a key site in this area and a gateway site on the approach to Dun Laoghaire. The redevelopment of 'the Gut' is a Specific Local Objective (No. 9) identified on Map 3 of the County Development Plan. There is potential in 'the Gut' to provide for uses that would enliven this area of the waterfront. The redevelopment of this site should provide public access to the coast and uses that benefit from and add to the mix of activities in this area.

Dun Laoghaire harbour historically was an important freight port, but this has changed in recent times. The port is now primarily used as a passenger ferry port and for recreational sailing. The objective of this plan is to protect the harbour for harbour related uses but not to confine permitted uses in the harbour to a degree that exclusively attracts those with an interest in active maritime recreation.

There is a need to attract uses to the harbour that cater for a broader spectrum of the population of Dun Laoghaire. Uses that benefit from their coastal setting and that provide surveillance, vitality and a mix of uses within the harbour shall be encouraged.

Specific Local Objective 5 on Map 3 of the County Development Plan addresses the Carlisle Pier. The objective includes the vision for an exceptional landmark building of international, architectural quality that regenerates and enlivens the waterfront.

The Harbour Development Plan to be prepared by the Dun Laoghaire Harbour Company will be pivotal in realising the potential of the harbour. Dun Laoghaire-Rathdown County Council will offer assistance and input into the preparation of this plan.

At the far side of the harbour the Baths site lies vacant and crumbling. The potential to develop a landmark building at this location, a gateway to the major town centre of Dun Laoghaire, is being actively promoted. The future use of this

site is to include uses that reflect the historic recreational link between this area and the waterfront (Specific Local Objective 8, Map 3 County Development Plan).

The development of a coastal walk / cycle path is an objective of the County Development Plan (Chapter 9) - the achievement of this in a manner that facilitates movement between the waterfront and development along the waterfront is an objective of this Urban Structure Plan.

Along the waterfront and linking with the core of the town centre, a co-ordinated landscaping scheme in terms of design, pattern and materials, using a consistent design language is required.

### 4.4.6 The Metals, the DART line, Crofton Road and Queen's Road

The Metals, the DART line, Crofton Road and Queen's Road have been identified as elements that divide the harbour and the town centre. The potential to reverse this situation and create links between the town centre and the harbour at strategic points needs to be addressed when considering future development in this area.

The bridging over of the DART line at strategic points would remove the physical divide between the harbour and the town. This also opens up opportunities to create civic spaces linked with the Metals, animated with appropriate uses, including a Dun Laoghaire food and producers and craft market, as a tourist development project.

### 4.4.7 Objectives

It is an objective of the Council to:-

1. Upgrade Dun Laoghaire town centre by the implementation of the vision for the town's future development as set out in the Urban Structure Plan.
2. Enhance the range of uses along the waterfront and to encourage activities which create increased attraction for the general public.
3. Improve physical linkages and accessibility between the town centre and waterfront.

# 4

## DUN LAOGHAIRE URBAN STRUCTURE PLAN

Underused alleyways to South of George's Street



4. Encourage and provide for increased pedestrian permeability between George's Street and Crofton Road.
5. Identify and encourage development of key sites at present under-utilised e.g. Carlisle Pier, Harbour Master Yard, hospital grounds, George's Place, Royal Marine grounds.
6. Encourage development of landmark buildings of architectural quality and appropriate to context.
7. Provide a network of attractive urban spaces.
8. Improve and enhance existing visual amenity and streetscape within the plan area.
9. Plan and implement a coherent landscaping scheme along the waterfront and along Marine Road and environs.
10. Seek to ensure a balanced development of the town centre through the development control process and to require appropriate uses at ground floor level and at corner sites which contribute to the vibrancy of the town centre.
11. Upgrade the road leading from the Coal Quay Bridge to 'the Gut' and to explore the possibility of providing pedestrian access by way of a cantilevered board walk.
12. To implement a street tree planting and soft landscaping programme with the Urban Structure Plan area.

In addition to the objectives listed above, Map 3 of the County Development Plan identifies specific local objectives relevant to the Urban Structure Plan. These are:

2. To encourage the redevelopment of 'the Gut' adjacent to the West Pier.
4. To seek the renewal of the obsolete area at George's Place, the Fire Station and adjacent area.
5. To encourage the redevelopment of the Carlisle Pier with an exceptional landmark building of international architectural quality that regenerates and enlivens the waterfront. The landmark building must incorporate uses that will bring significant cultural, social, recreational and economic benefits to the Nation and to Dun Laoghaire-Rathdown. The landmark building must include a major public cultural attraction of National importance. The landmark building must provide for significant public accessibility and permeability, with walkways, viewing areas and public spaces throughout. The landmark

- building should integrate with the immediate built environment and should provide improved accessibility between the development and Dun Laoghaire major town centre. The architectural character of the landmark building should be such that the image it portrays would be a reflection of its use and unique maritime setting and become a symbol of both the Nation and Dun Laoghaire.
6. To provide for a library and cultural centre at Moran Park.
7. Dun Laoghaire: To allow for office development, excluding that to which the public has frequent access, providing it respects the character and form of the existing built fabric, specifically the existing streetscape and/or the envelope of the building including railing and forecourt area, and that not less than one third of the gross floor area of each building be retained in residential use, and to encourage the retention of residential uses by seeking to enhance amenities and by refusing all non-compatible uses.
8. To redevelop the Dun Laoghaire Baths site. Any redevelopment of the Dun Laoghaire Baths site shall incorporate a public swimming pool of not less than 25 metres.
9. Dun Laoghaire: To allow for office development and group medical practices, providing such developments respect the character and form of the existing built fabric, specifically the existing streetscape and/or the envelope of the building including railing and forecourt area.
10. To promote and encourage development, within the major town centre zoning, along the laneways to the south of George's Street.

### Dun Laoghaire

When considering development proposals in Dun Laoghaire, the Council will have regard to the visual impact such development will have on the surrounding area when viewed from the East and West Piers of the Harbour.





## DUN LAOGHAIRE URBAN STRUCTURE PLAN

# 4

### 4.5 Opportunity: St Michael's Square

An opportunity exists to enhance the public realm by remodelling the Marine Road / George's Street Corner of the Shopping Centre, opening it up to the square and exploring the possibility of adding a skin of apartments along Marine Road.

The north east corner of the square could be better defined by the provision of a bookend building against the gable of the EBS office. This new building, ideally a café or restaurant, should generate activity and take advantage of the ideal aspect.



Location Map



Dun Laoghaire Shopping Centre



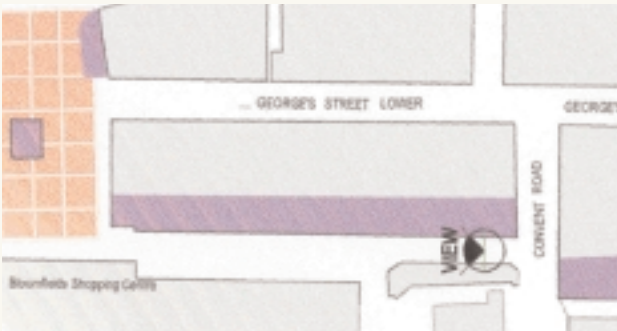
Gable end of EBS building



**4.6 Opportunity: Back Lane Development**

The backlands to the south of George’s Street between the Bloomfield Shopping Centre and Northumberland Avenue constitute a potentially valuable resource, currently underutilised. Fig. 1 indicates how such backlands might be developed, in this case incorporating retail use on the ground floor with apartments over. These apartments would have a southerly aspect and would provide a high level of surveillance of the laneway below.

*Location Map*



*Fig 1. Impression of laneway after north side has been redeveloped*

*View of existing laneway looking towards IMC complex*





**4.7 Opportunity: New street leading to the Royal Marine Hotel**

The Royal Marine building should constitute a landmark in the town. Its current setting is poor with limited visibility from the adjoining streets. Whereas originally a grand hotel approached along Gresham Terrace, it is now approached along the rear of the shopping centre car park on one side, a surface carpark to the other and unsympathetic extensions to the hotel itself. As a major landmark building, it is appropriate to recreate an entrance to the Royal Marine Hotel that is elegant and of a civic scale. A new street that exploits the vista of the Mariner's Church and invites pedestrian movement to the hotel and adjoining parks with their views over the harbour would be unique to Dun Laoghaire. This street will draw people into Moran Park and recreate the ambience of the former Gresham Terrace moving towards the hotel.

*Impression of new street that exploits the vista of the Mariner's church and invites pedestrian movement to the hotel and adjoining hotels*



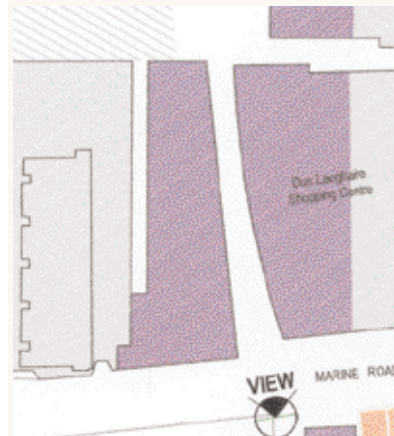
*View of garage adjoining the entrance to the hotel*



*View of the entrance to the Royal Marine from Marine Road*



*Location Map*



**4.8 Opportunity: Moran Park Cultural Centre**

Currently Moran Park is dysfunctional, untidy and unsafe. It urgently requires improved access and increased surveillance. It represents an ideal location in the town centre to fuse the activities of a library and cultural centre with the enjoyment of a park in a town centre location.

Approached from the Metals with a dramatic vista of the Mariner's Church, the building would be set overlooking the park and the Royal Marine Gardens.

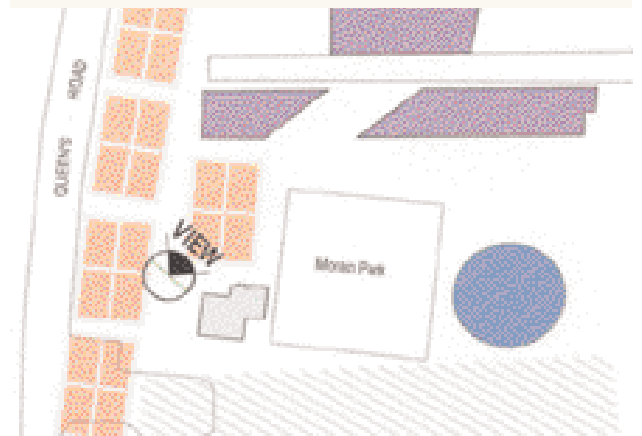
*View of Mariner's Church from the Metals*

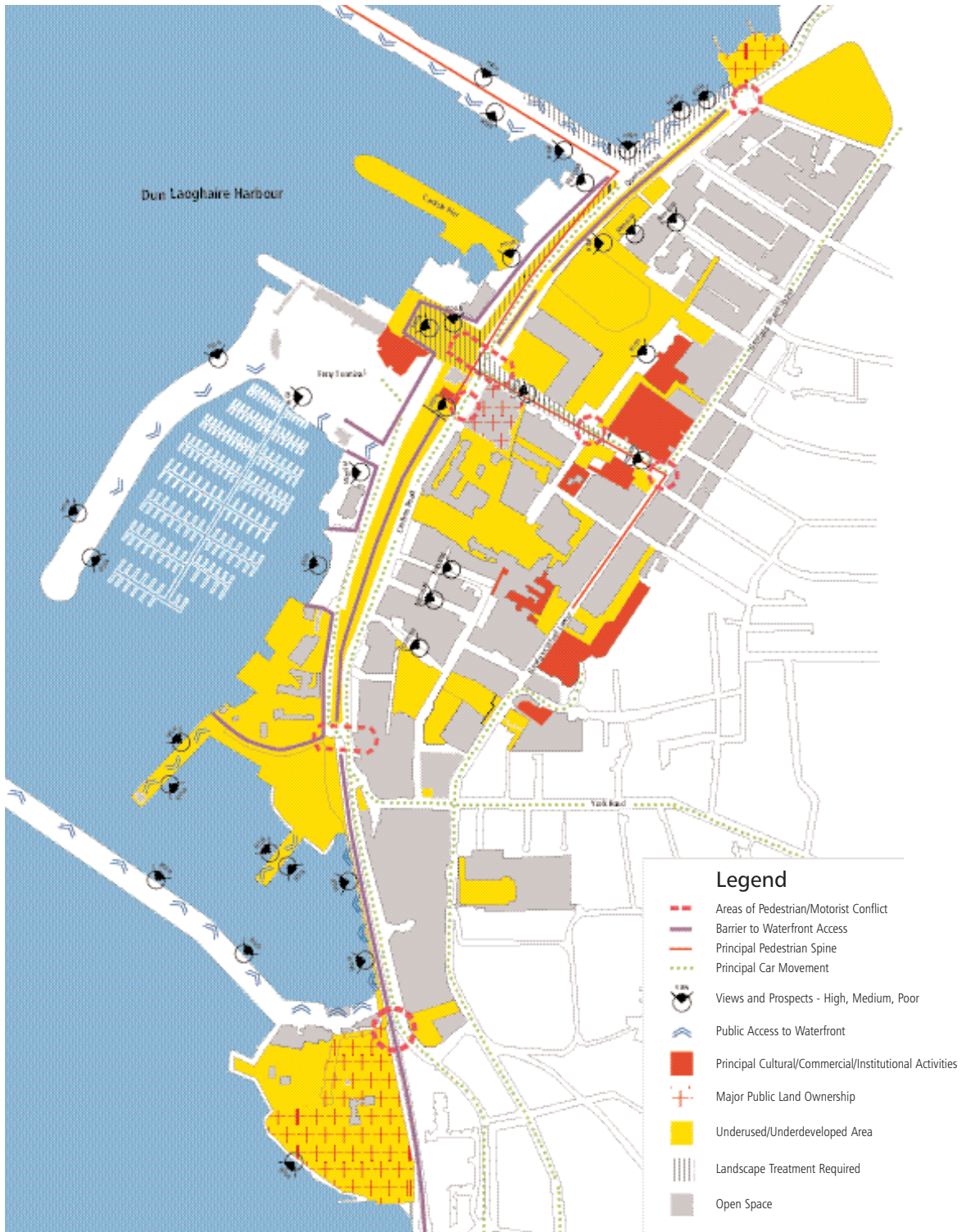


*Impression of new cultural centre from the Metals with steps leading to the Mariner's Church*

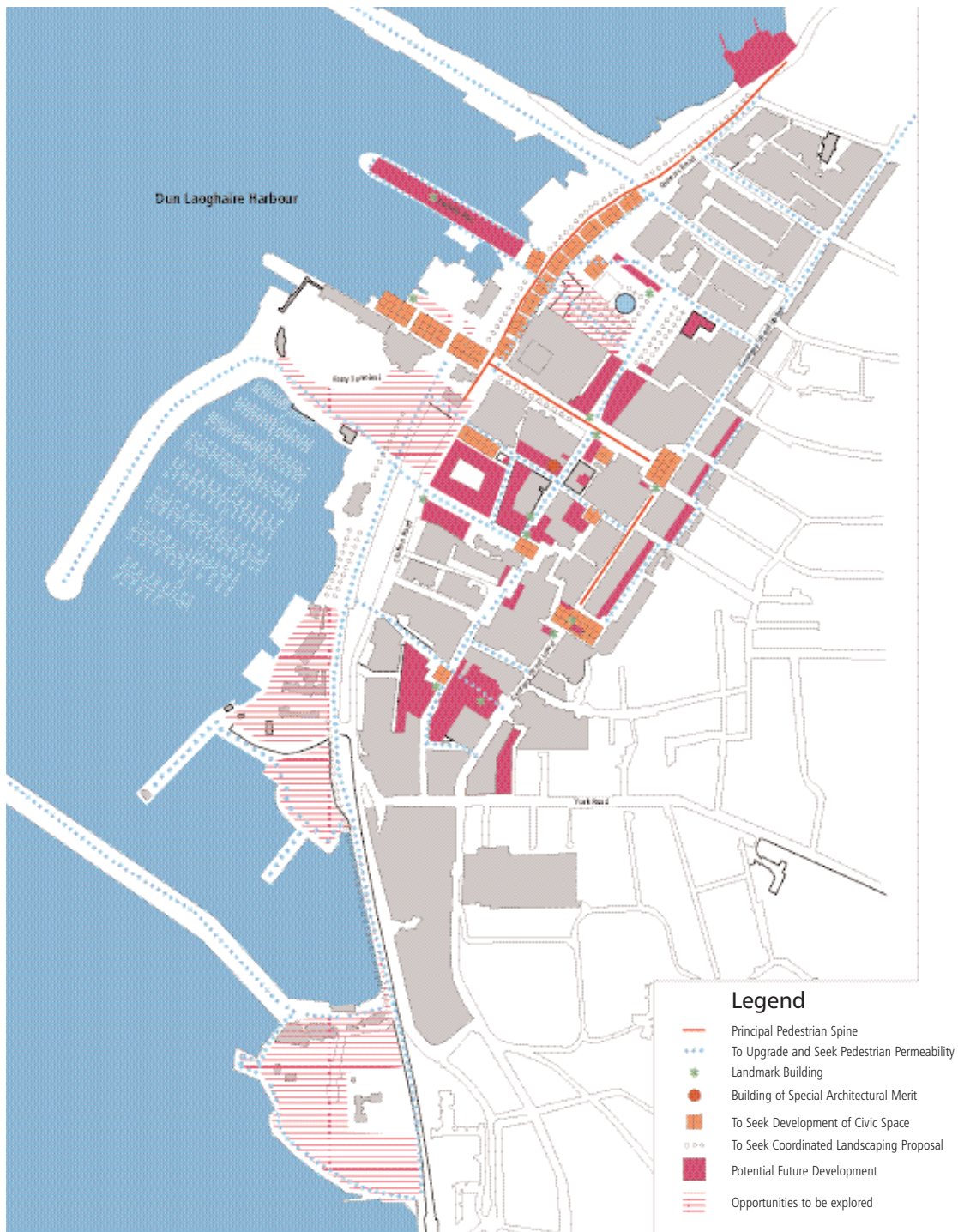


*Location Map*















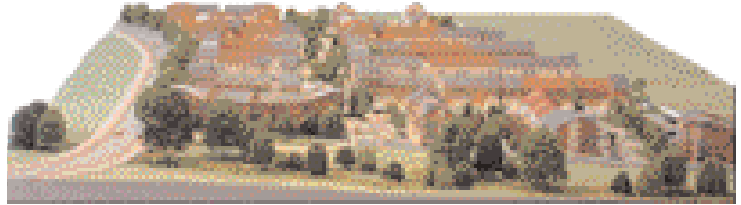
A photograph of a modern residential development. The houses are built with brick and have gabled roofs. In the foreground, there are lush green bushes. The background shows a hillside with more houses and trees under a clear sky.

## RESIDENTIAL DEVELOPMENT

5

# 5

## RESIDENTIAL DEVELOPMENT



### Vision

**To provide an adequate range of residential development, with vibrant and sustainable communities served by a wide choice of dwelling units, where residents will be within walking distance of shops, services, employment, education, leisure, community facilities and amenities, and to underpin this with enhanced public transport.**

### Context

This chapter sets out the strategy for residential development in Dun Laoghaire-Rathdown over the lifetime of this Development Plan 2004 – 2010. Residential development within the County is set in the context of national and local policy including the following:

- Strategic Planning Guidelines for the Greater Dublin Area 1999 and Review and update 2000, 2001 & 2002
- Residential Density - Guidelines for Planning Authorities, DOELG, 1999
- Planning Guidelines on Childcare Facilities, DOELG, 2001
- Strategy 2000 – 2016, A Platform for Change, 2001 Dublin Transportation office, November 2001
- Sustainable Development, A Strategy for Ireland, DOELG, 1997
- Architectural Heritage Protection – Guidelines for Planning Authorities, DOELG, December, 2001
- Dun Laoghaire-Rathdown County Development Board Strategy, 2001
- The National Spatial Strategy, 2002 – 2020, People, Places and Potential, DOELG, November, 2002
- Social Housing, Design Guidelines, DOELG.

### Strategy

The preparation of a Housing Strategy is a requirement under the Planning and Development Act 2000, Part V and Part II of the Planning and Development (Amendment) Act 2002. The Housing Strategy is contained in Appendix A. The Housing Strategy effectively serves as the backbone to the Development Plan as it must:-

- Estimate the existing and likely future need for housing in the area, and ensure that sufficient zoned and serviced land is made available to meet such needs.
- Provide that as a general policy a specific percentage (not exceeding 20%) of the land zoned in the Development Plan for residential use, or for a mixture of residential and other uses, shall be reserved for those in need of social or affordable housing in the area.
- Ensure that a mixture of house types and sizes is provided to meet the needs of different categories of households.
- Counteract undue segregation between persons of different social background.

The main points arrived at in the Housing Strategy are outlined below.

#### 1. Supply and Demand

To estimate the demand for housing within the County of Dun Laoghaire Rathdown, the Strategic Planning Guidelines 2000 Review household figure is used.

In January 2003, Dun Laoghaire Rathdown had a landbank of 297 hectares of zoned undeveloped land. In order to meet the requirements of the Strategic Planning Guidelines up to 2011, Dun Laoghaire-Rathdown needs to build a total of 19,211 dwelling units between June 2002 and the end of 2010. A portion of these 19,211 units can be accommodated by the existing landbank, but in order to facilitate the remainder there is a need to zone between 150 and 208 hectares for residential development.

#### 2. Demand for affordable housing

This demand is based on the demand in different income brackets and the shortfall in supply and is projected forward to 2010. The shortfall ranges from 42% in 2004 to 47% in 2010. This shortfall includes the social housing supply. Without the social housing supply the shortfall would range from 49% in 2004 to 54% in 2010. Therefore the Local Authority is in accordance with Part V of the Planning and Development Act in seeking 20% social and affordable housing from developers. (See Appendix A).

Photo: Brazil & Associates



## RESIDENTIAL DEVELOPMENT

# 5

The targets for residential development in Dun Laoghaire-Rathdown are set by the forecasts of the Strategic Planning Guidelines for the Greater Dublin Area. Dun Laoghaire-Rathdown has failed to achieve the targets set to date, which has resulted in the displacement of the population to the outer counties of the Greater Dublin Area.

The additional zoned lands of 150 to 208 hectares will need to be further increased to take account of:

- The expansion of Bray into Dun Laoghaire Rathdown.
- If LUAS B1 is significantly delayed or abandoned.
- If the smaller sites in the existing built-up area are not developed.

It is widely recognised that low densities and falling occupancy rates are creating an urban management crisis in which the critical net population densities are shrinking to levels below 10 persons per hectare. There is a basic level of density needed at a neighbourhood level in order to retain existing services. Key local services such as public transport, local shops and local employment outlets, community and social services will be lost if natural increase in population is not retained.

This is the crisis facing Dun Laoghaire-Rathdown. A strategy is needed for the lifetime of this plan from 2004 – 2010 which will reverse this trend and avoid the potential loss of services in Dun Laoghaire-Rathdown as a County. Unless the current stagnation of population is tackled by proactive planning policies including densification, the existing threats of loss of services will become a reality as population become displaced to the outer ring counties of the GDA – Kildare, Meath and Wicklow.

The strategy of the Development Plan is to:

1. Increase the supply of housing in accordance with the Housing Strategy 2004 – 2010.

As outlined above the County needs to provide an average of 2,260 dwellings per annum over the lifetime of this Development Plan. It is a strategic objective of

this Plan that these new households will be catered for in a number of ways all encompassed under the idea of urban consolidation as prioritised by the National Spatial Strategy 2000 - 2020.

Firstly, through the provision of additional accommodation in existing built up areas by - subdivision of dwellings, densification of existing residential areas and conversion. Built-up areas should as a minimum retain their population at 2002 levels. Due to falling household size this will require more households in such areas.

Secondly, through the development of under utilised and undeveloped lands within the existing built up area especially in close proximity to towns and villages, and public transport nodes.

Thirdly, where the options for growth are not available within the existing built up area, the Council must provide for new communities extending from the existing built up area (sequential approach). Proposals for new development will be assessed against a range of evaluation considerations. (Set out in Box 2).

2. Provide and maintain a wide range of housing.

It is recognised that viable and sustainable communities and neighbourhoods consist of a mix of individuals, - families, single persons, young, elderly, student, traveller, and a corresponding mix of accommodation types.

3. Plan for communities

Whilst this section deals with residential development, it is recognised that residential areas must form part of a larger area, which provides for all the needs of the

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community. Residential development must form part of urban nodes which have employment opportunities, community facilities including education, childcare, religious, leisure, retail facilities and adequate transport links. Dun Laoghaire-Rathdown has been identified as a county of villages. This strategy will build on these villages functioning as urban nodes.

**Box 1 Residential policies and objectives are grouped under the following headings**

Section 1 Increase the supply of housing	Section 2 Provide and maintain a wide range of housing	Section 3 Plan for communities	Section 4 Rural housing	Section 5 Development Control Guidance
<b>RES1:</b> Settlement Policy	<b>RES7:</b> Housing Mix	<b>RES12:</b> Neighbourhood concept	<b>RES18:</b> Control of one off housing	Design Considerations
<b>RES2:</b> Implementation of Housing Strategy 2004 – 2010	<b>RES8:</b> Social Housing	<b>RES13:</b> Planning for communities	-	Residential Density
<b>RES3:</b> Meet SPG	<b>RES9:</b> Student accommodation	<b>RES14:</b> High Quality Design	-	Provision of additional accommodation
<b>RES4:</b> Residential density	<b>RES10:</b> Accommodation of Travelling community	<b>RES15:</b> Provision of sporting facilities	-	Apartment Developments
<b>RES5:</b> Conservation of housing stock, densification of existing built up area and retention and improvement of residential amenity	<b>RES11:</b> Mews Lane Housing	<b>RES16:</b> People with Disabilities	-	Residential Open Space
<b>RES6:</b> Institutional lands	-	<b>RES17:</b> Childcare	-	Standards of Development





## 5.1 Increase the Supply of Housing

### 5.1.1 Policy RES1: Settlement Policy

***It is Council policy to follow a settlement strategy based on the simple concept of 'nodes and corridors' – towns, villages and centres connected by transport corridors.***

This policy will be implemented in accordance with the overall strategy outlined in Chapter 2.

### 5.1.2 Policy RES2: Implementation of the Housing Strategy

***It is Council policy to facilitate the implementation of the Housing Strategy. To address the current imbalance between housing demand and housing supply, the following shall be required by agreement under Part V of the Planning and Development Act, 2000 as amended by Part II of the Planning and Development (Amendment) Act, 2002.***

20% social<sup>1</sup> and affordable<sup>2</sup> housing will be required in relation to all sites that are residentially zoned or proposals where a mixed-use development including residential is proposed on any zoning in the County. An agreement under Part II of the Planning and Development (Amendment) Act, 2002 may provide for:

1. The transfer to the Planning Authority of the ownership of part of the lands which is subject to the application.
2. The building or transfer of houses on the land which is subject to the application for permission.
3. The transfer of such numbers of fully or partially serviced sites on the land which are subject to the application for permission to the ownership of the Planning Authority.
4. The transfer to the Planning Authority of the ownership of any such other land within the functional area of the Planning Authority.
5. The building and transfer on completion of houses on the land within the functional area of the Planning Authority.
6. The transfer of fully or partially serviced sites on land within the functional area of the Planning Authority.

7. A payment of an amount specified in the agreement to the Planning Authority.
8. A combination of a transfer of land which is the subject of the application (1) and the doing of one or more of the things specified in the preceding paragraphs (2 – 7).
9. A combination of two or more of the things referred to in paragraphs (1 – 7).

In deciding the type of agreement to be entered into, the Planning Authority shall consider the following in accordance with Part II, Section 3 (c) of the Planning and Development (Amendment) Act 2002:

- Whether such an agreement will contribute effectively and efficiently to the achievement of the objectives of the Housing Strategy.
- Whether such an agreement will constitute the best use of resources available to the Planning Authority to ensure an adequate supply of social/affordable housing and any financial implications of the agreement for its functions as a Housing Authority.
- The need to counteract undue segregation in housing between persons of different social background in the area of the Authority.
- Whether such an agreement is in accordance with the provisions of the Development Plan.

Given the limited supply of land on the market within the County, the Council has a difficult task to compete on the open market for land on which to construct social housing through its own housing programme. An agreement under Part II of the Planning and Development (Amendment) Act, 2002 which allows for payment to the Local Authority will not alleviate the current housing shortage, given that the Local Authority will still have to purchase land on which to construct social and affordable housing. Therefore it is an objective of the Development Plan that the 20% social and affordable housing be provided normally on-site in the majority of cases. This will ensure the best possible

<sup>1</sup>Housing for persons referred to in section 9(2) of the Housing Act, 1988

<sup>2</sup>Housing or land made available in accordance with section 96(9) or (10), for eligible persons

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implementation of the Housing Strategy and will allow for the speedy provision of social and affordable housing at a time when homes are needed.

The Planning and Development (Amendment) Act, 2002 places a clear onus on the local authority to counteract undue segregation through the implementation of the Housing Strategy.

### 5.1.2.1 Circumstances where a reduced social-affordable element may be acceptable:

#### Elderly accommodation

In instances where it is proposed that the site or a portion of a site be developed for elderly persons accommodation, the portion of the site to be used for elderly accommodation shall be required to provide a reduced percentage of social or affordable housing. This is to encourage the development of these types of residential units. It should result in 'empty nesters' having the choice that will enable them to vacate larger units for units more appropriate in size to accommodate their current needs.

To accord with the objective of promoting mobility and creating social mix within areas the maximum site size relating solely to elderly persons accommodation is one hectare.

#### Student accommodation (see policy RES9)

### 5.1.3 RES3: Meet the targets of the Strategic Planning Guidelines for the Greater Dublin Area

***It is Council policy to meet the household/population targets as set by the Strategic Planning Guidelines for the Greater Dublin Area.***

Strategic Planning Guidelines were prepared for the Greater Dublin Area in March 1999 (updated and reviewed in 2000, 2001 and 2002). The Greater Dublin Area comprises Dublin City and the counties of Dun Laoghaire-Rathdown, Fingal, Kildare, Meath, South Dublin and Wicklow. The principal objective of the Guidelines is the provision of a broad

planning framework for the Region, giving an overall strategic context to the development plans of each local authority. They provide a framework for future investment in transportation, sanitary services and other infrastructure, and a sustainable settlement pattern for the area as a whole.

The Guidelines propose the following vision for the Region:

*"In the future the Greater Dublin Area will have a much improved transportation system, with a better balance between public and private transport. A sustainable settlement strategy will offer choice in terms of residential and employment location and create a clearer demarcation between urban and rural areas."*

This Development Plan incorporates many of the policies and recommendations of the Guidelines and fully supports the strategy contained in the Guidelines, particularly the need to consolidate growth in the Metropolitan Area.

### 5.1.4 Policy RES4: Residential Density

***It is Council policy to promote higher residential density provided that additional development respects and is not injurious to the existing built form, scale, character, heritage and residential amenity of the area concerned.***

The density of new residential development will generally be influenced by the site location, by its relationship with adjoining property, the character of the area and carriageway standards and parking provision in the area.

Where a site is located within approximately 1kilometre pedestrian catchment of a rail station or LUAS line or approximately within a 500 metre pedestrian catchment of a Quality Bus Route, or is within approximately 1kilometre pedestrian catchment of a town or district centre, higher densities will be sought and residential development control standards may be relaxed, when it is demonstrated that the proposed scheme incorporates the design qualities outlined in the development control guidance in relation to density.



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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 buildings will normally be permitted. However, much of this area lies close to the DART line where higher densities would normally be encouraged. Sensitive infill development will be allowed 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.

As a general rule the minimum density for new residential developments (excluding residential developments 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 for developers particularly in relation to greenfield sites or A1 zoning areas.

### 5.1.5 Policy RES5: Conservation of housing stock, densification of existing built up areas and retention and improvement of residential amenity

***It is Council policy to conserve the existing housing stock of the County, to densify existing built up areas and to retain and improve residential amenities in existing residential developments.***

Demand for new housing in Dun Laoghaire-Rathdown has consistently outstripped supply. The existing housing stock provides a valuable resource in terms of meeting the needs of a growing population and its retention is of considerable importance. Retention of the existing stock is recognition that suitable green field development land is a finite resource, which must be managed carefully if we are to protect the County's rural / high amenity hinterland and achieve sustainable development. There is also an urgent need to retain the residential services and amenities in the built-up area. These will be seriously affected if the population in the built-up areas continues to decline. Therefore it is important to at least retain existing population levels in these areas by means of permitting additional dwelling units.

Implementation of this policy will involve the use of the Council's powers under planning, housing and associated legislation to:

- Prevent the inappropriate change of use of existing housing to other non-residential uses.
- Actively promote and facilitate:
  - conversion of existing housing stock to accommodate a larger number of households.
  - development of mews buildings and other infill accommodation which is in harmony with existing buildings.
- Encourage densification of the existing suburbs in order to retain population levels.
- Prevent dereliction/decay of existing dwellings.
- Encourage residential use of the upper floors of commercial properties in retail/commercial areas ('Living over the shop') including in the districts of Dun Laoghaire, Glasthule, Dalkey, Sandycove and Monkstown.
- Prevent any new development or change of use which would seriously reduce the amenity of nearby dwellings.

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, appropriate infill will be encouraged while still protecting the character of these areas. Design of infill development shall seek to reduce any impact on boundary features.

Infill development should retain the physical character of the area including such features as boundary walls, fencing and gates, landscaping and trees.

### 5.1.6 Policy RES6: Institutional Lands

***Where lands are in institutional use, such as education, health, residential or other such use, it is Council policy to retain these institutions and the open character of their lands wherever possible.***

A considerable amount of land in the County is in institutional use. It is recognised that many institutions are undergoing considerable change for a variety of reasons.

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There is a need to allow for this change and to protect and facilitate the activities of the various institutions where the institutions demand this.

In circumstances where an existing institution wishes to terminate, reduce or relocate its activities, the Council will endeavour to reserve the use of the lands for other institutional uses. Where no demand, existing or foreseen, for other institutional use is evident the Council may permit alternative uses subject, inter alia, to:

- the proposed use complying with the zoning objective for the area;
- some of the open character of the lands in question being retained.

A minimum open space provision of 20% of the total site area will be required. This provision must be sufficient to maintain the open character of such parts of the site as are considered necessary by the Council.

### 5.2 Provide and maintain a wide range of housing

#### 5.2.1 Policy RES7: Housing Mix

***It is Council policy to encourage a wide variety of housing types in new residential development.***

- The Planning and Development Act, 2000 requires the Development Plan to take into account the need to ensure that a mixture of house types and sizes is developed to reasonably match the requirements of different categories of households.
- Apartments, duplexes, terraces, semi-detached, detached, retirement complexes, special needs housing and student accommodation should all be considered as possible elements of a housing mix, thus ensuring a resultant mix of population.
- In all new large scale housing schemes (i.e. in the region of 30 houses and above), the Council will expect that layouts be designed to cater for a mix of house types.

Greater flexibility of design will be encouraged so that residential units can evolve with their occupants' needs, e.g.

by combining apartments, or the ability to extend into attic space of starter homes.

#### 5.2.2 Policy RES8: Social Housing

***It is Council policy to promote and encourage the provision of housing accommodation in accordance with proposals outlined in the document 'Action on Housing 2000', and to seek an element of social housing in all new development areas.***

'Action on Housing' (DOELG, 2000) sets out the broad aim that every household has a dwelling suitable to its needs, located in an acceptable environment, at a price or rent it can afford. It embraces all sectors of the housing market; owner-occupier, public rented, private rented and voluntary housing. In addition, it recognises the importance of conserving and improving the existing housing stock in line with concepts of sustainable development.

In furtherance of this policy the Council will, inter alia:

- Acquire land or buildings for the purposes of future housing and community facilities in areas where services exist or are planned.
- Make sites available in serviced areas for the purposes of housing development by persons in need of housing.
- Rehabilitate its own housing stock where necessary, and encourage and facilitate similar rehabilitation of existing private housing.
- Ensure the provision of a wide range of house types and sizes to cater for different needs of the population, including the provision of sheltered housing for the elderly, and the provision of special needs housing.
- Where there is a requirement under Part V of the Planning and Development Act, 2000 for a proposed residential development to contain a quota of social and affordable housing units, policy shall encourage residential units which are consistent with others of the proposed development, notwithstanding the need on occasions to group a number of units together for sheltered housing and other such uses.





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Existing specific 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 all the sites which may be acquired over the lifetime of the Plan 2004 – 2010. The Council will acquire additional sites in order to meet the social housing programme as outlined in the Housing Strategy.

**Table No.5.1**  
**Currently Proposed Social Housing Sites**

Map No	Site
1	Goatstown Road
5	Furry Hill
5	Blackglan Road
5	Kingston, Ballinteer
5	Lambs Cross
5,6	Enniskerry Road
7	Pearse Street
9	Kiltarnan
9	Ballyogan Road
10	Loughlinstown Road
10	Lehaunstown
10	Rathmichael
10	Rathmichael
10	Stonebridge Road
14	Ballyman

### 5.2.3 Policy RES9: Student Accommodation

***It is Council policy to facilitate student housing in suitable locations.***

It is recognised that there is a need to provide student accommodation for students studying both within and outside the County. The Council will support the provision of on-campus student accommodation and also may permit student accommodation off campus where the proposed development:

- Is located within one pedestrian kilometre from a third level institution or of a quality public transport route.
- Provides adequate car parking.
- Complies with the Department of Education and Science *Guidelines on Residential Development for Third Level Students*.

In determining planning applications for student accommodation the Planning Authority will also have regard to the following:

- That in facilitating the provision of student accommodation, it is recognised that student accommodation may not be compatible with the amenity of existing residential areas. When considering applications for larger scale student accommodation, full cognisance will be taken of the need to protect existing residential amenities, and larger scale student accommodation will not be permitted where it is considered that such a use would have a detrimental effect on those existing residential areas.
- The standard of accommodation for the intended occupiers (students).
- The number of existing similar facilities in the area.

In instances where it is proposed that a site or a portion of a site be developed for student accommodation, the portion of the site to be used for student accommodation may be required to provide a reduced percentage of affordable housing. 10 percent social housing will still be required, except in instances where the student accommodation is to be provided on the campus of a third level institution. In these instances no social housing will be required.

In all other instances of student accommodation it will be at the discretion of the Planning Authority as to whether the

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10% social housing is provided on site or off site. The more appropriate the site in terms of proximity to a third level institution or facilities, the greater the reduction in affordable housing which may be considered by the Planning Authority.

### 5.2.4 Policy RES10: Accommodation of Travelling Community

*It is Council policy to provide halting sites and group housing for the settlement of the travelling community who normally reside in the County, in addition to providing standard housing accommodation to meet their needs.*

The provision of halting sites, group housing and standard housing will be the critical elements in the provision of services for the travelling community.

In furtherance of this policy the Council will as necessary continue to update its accommodation programme for the travelling community.

Sites for traveller accommodation are identified in the Development Plan maps.

**Table 5.2 - Traveller Specific Accommodation**

Location	Number of Units
Bird Avenue	3
Cloragh	3
Enniskerry Road/Kilgobbin	4
Gort Mhuire	3
Kiltiernan, Glenamuck Road	4
Lehaunstown	5
Mount Anville Road	5
Pottery Road	5
Rathmichael Road	5
Stillorgan Grove	6
University College Dublin	5
West Pier, Dun Laoghaire	3
Ballyman*	5
Stillorgan Industrial Estate*	4
* Precise locations to be determined	

### Group Housing

Dunardagh, Blackrock (6)

### 5.2.5 Policy RES11: Mews Lane Housing

*It is the Council policy to facilitate mews lane housing development in suitable locations.*

Policy RES11 will be strictly implemented only where development proposals respect and do not injure the existing built form, scale, character, finishes and heritage of the area, and subject to both legislative heritage protection provisions and the provisions of the protection of the built and natural heritage for this Development Plan.

Many of the existing mews lanes in the County are capable of providing interesting and attractive residential environments. Their development will make a useful contribution to the housing stock, help prevent the emergence of obsolete backland areas and make efficient use of residential land in accordance with the principles of sustainable development.

The design finish of mews lane development should reflect the surrounding characteristic features of the area taking into account local materials.

The Council will evaluate development proposals in accordance with the criteria set out in Development Control Objectives for this chapter.

The Council will explore all possibilities to achieve mews development including application of public private partnerships where possible.

### 5.3 Maintain and enhance existing communities and plan for future communities within the County

#### 5.3.1 Policy RES12: Neighbourhood Concept

*In new development areas it is Council policy to implement a strategy for residential development*



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### ***based on the neighbourhood concept.***

The neighbourhood concept is based on the principle that people should be able to supply many of their requirements for daily living within easy reach of their homes, preferably within walking distance. The concept is central to the principles of sustainable development. It involves the provision of a pre-school and a primary school, church, local shopping and commercial facilities, and community/recreational facilities in conjunction with the provision of housing. Existing village centres will be respected and their character protected or enhanced by any new development. The implementation of this policy will require the careful phasing of development to ensure that services become available as housing areas are constructed.

Local Area Plans will be prepared by the Council for A1 zoned areas and the main components of the neighbourhood will be set out in these plans, including location of dwellings, road and public transport network, neighbourhood centre, schools and open space.

A basic requirement in neighbourhood development is variety of dwelling provision, both by type and size, in order that they may accommodate households with differing needs. Development in this context may be a mixture of apartment blocks, terraced houses and other house types. This requirement for variety in house provision complements the necessity to design for variety in layout by way of different lengths and types of residential road, for instance, culs-de-sac as contrasted with loop roads.

Further variety will be sought by way of variation of building line and the inter-relationship of dwellings, roads, pedestrian ways, neighbourhood centre facilities and the local park.

Control will be exercised over phasing and the rate of development so as to ensure that any delay between residential development and the provision of support services will be minimised. In some instances this will require the developer to provide services, particularly shopping facilities, on a phased basis with the housing development.

### **5.3.2 Policy RES13: Planning for Communities**

***It is Council policy to plan for communities. In all Local Area Plans, and in existing development as required, it is policy to make appropriate provision for community facilities and seek their provision concurrent with the development.***

All new residential development shall be part of communities, either existing or newly formed. Residential development will not be allowed unless it is part of an existing or planned community based on the neighbourhood concept.

All proposals for residential development will be assessed against a series of evaluation considerations as outlined in the National Spatial Strategy 2002 – 2020.





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### Box2: Evaluation Considerations for Housing in Urban Areas

Housing location in urban areas	Evaluation criteria
Asset Test	Are there enough community resources, such as schools etc. with spare capacity?
Carrying Capacity Test	Is the environmental setting capable of absorbing development in terms of drainage etc?
Transport Test	Is there potential for reinforcing usage of public transport, walking and cycling?
Economic Development Test	Is there potential to ensure integration between the location of housing and employment?
Character Test	Will the proposal reinforce a sense of place and character?
Community Test	Will the proposal reinforce the integrity and vitality of the local community and services that can be provided?
Integration test	Will the proposal aid an integrated approach to catering for the housing needs of all sections of society?
	<i>Source: National Spatial Strategy 2002.</i>





### 5.3.3 Policy RES14: High Quality Design

*It is Council policy to promote a high quality of design and layout in new residential development.*

A central function of land-use planning is to ensure that new residential development presents a high quality living environment for its residents, both in terms of the standard of individual dwelling units and in terms of the overall layout and appearance of the scheme.

In implementing this policy the Council will evaluate proposals for new residential development in accordance with the criteria set out in the Development Control Objectives.

### 5.3.4 Policy RES15: Provision of sporting facilities

*It is Council policy to include the provision of sporting facilities in any major new residential developments and to encourage a range of sporting facilities throughout the County.*

Developers will be required to make provision for sport and recreational infrastructure commensurate with the needs of the development as an integral part of their proposals.

### 5.3.5 Policy RES16: People with disabilities

*It is Council policy to facilitate the provision of accommodation for people with disabilities.*

Accommodation for those with disabilities should be located in close proximity to public transport networks so as to allow ease of access to the public transport system. The Council will aim to abide by the agreements of the Barcelona Declaration, 1995 – The City and Disabled Declaration”

### 5.3.6 Policy RES17: Childcare

*It is Council policy to encourage the provision of childcare facilities as an integral part of proposals for new residential developments. Generally, one*

*childcare facility with places for 20 children shall be provided for each 75 family dwellings. It is the policy of the Council to encourage the provision of childcare facilities in a sustainable manner with land use and transportation policies to encourage local economic development and to assist in addressing disadvantage.*

In addition, the Council will consider permitting the conversion of part of existing dwellings to such uses, where the bulk of the building remains in residential use, subject to residential amenity and traffic considerations.

Changes in the population structure, changing lifestyles and economic needs have led to an increasing demand for pre-school childcare facilities and day nurseries.

With the growing demand for childcare provision, there is equal recognition that childcare must be of suitably high quality. Childcare provision has also been recognised in the National Anti-Poverty Strategy as one measure to address poverty and social exclusion. Accordingly, the Council will seek to facilitate the provision of crèche and playgroup facilities in appropriate locations and will require the provision in large residential, commercial and retail developments.

Such provision shall be implemented in a sustainable manner, compatible with the land use and transportation policies set out elsewhere in the Plan. The Council will have regard to the Childcare Facilities Guidelines for Planning Authorities (June 2001) issued by the Department of Environment and Local Government.

Primary traffic routes, where suitable and safe pull in areas exist at the front for dropping off children by car, are more suitable than tight residential cul-de-sacs.

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### 5.4 Rural Housing

#### 5.4.1 Policy RES18: Control of one-off housing

*It is the Council policy to restrict the spread of one-off housing in to the rural countryside and to accommodate local growth into identified small villages subject to the availability of necessary services, as it is recognised that much of it is urban generated and results in an unsustainable pattern of development, placing excessive strain on the environment, services and infrastructure. At the same time, it is recognised that one-off housing may be acceptable where it is clearly shown that it is not urban generated and arises as a result of the needs of local people and will not place excessive strain on the services and infrastructure. It is also the policy of the Council to accommodate local growth by facilitating cluster and village development in the rural areas subject to the availability of necessary services.*

In order to protect the rural character of the countryside and achieve sustainable development, it is necessary to restrict the growth of urban generated one-off housing. Development proposals will be evaluated in accordance with the following criteria:

#### Rural Amenity Zoning:

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 who are natives of the area and have close family ties with the rural community.

#### High Amenity Zoning:

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 a genuine need for housing in the area because their principal employment is in agriculture, hill farming or local industry and local crafts, directly related to the area’s amenity potential and where the applicant is a native of the area and has close family ties with the rural community.







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### Occupancy

Where permission is granted for residential development in rural areas it will be normal practice for the Planning Authority to request that the applicant enter into an agreement under S.47 of the Planning and Development Act 2000, restricting occupation of the dwelling for a period of 15 years to the applicant, or to other such persons as agreed by the Planning Authority.

### Special Levy

The Planning Authority will impose a special levy, as permitted by the Planning and Development Act, 2000, on all newly constructed one-off rural houses. This levy will reflect the full environmental and economic cost of such development.

### Glencullen Village

The Planning Authority will prepare and implement a Local Plan for Glencullen Village and its environs prepared in close consultation with the residents of the area. This plan will be initiated within one year and completed not less than two years after the adoption of the County Development Plan. The plan will focus on issues such as physical and social infrastructure provision, geographical limits, settlement patterns, design and siting, protection of the interests of the local population, protection of the landscape and natural environment, future economic practices, development levies and occupancy agreements etc.

### Green Belt Areas

The use of lands in green belt areas for outdoor recreational purposes is permitted in principle. Where complementary development is allowed by the Council in these areas, stringent conditions governing the height, scale and density



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of development will be imposed in order to protect the open nature of the lands.

Where residential development is concerned, 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.

### 5.5 Development Control Objectives

#### 5.5.1 Design Considerations

In dealing with proposals for residential development, it is the aim of the Council to achieve a high standard of residential design.

The Council will endeavour to ensure that the following qualities are achieved in residential developments:

- Sense of place.
- Protection of existing amenities.
- Accessibility.
- Recreational provision.
- Personal security.
- Traffic safety.
- Privacy.
- Architectural quality.
- Permeability.
- Use of alternative and sustainable energy sources.

The Council will endeavour to achieve these qualities by encouraging, for example, a variety of house types, road layouts and building lines, use of different materials and colours, and incorporating existing site features into the design. These will contribute to creating a sense of place and establishing a local identity in residential areas.

Protection and respect for the existing amenities and the character of the area are important and should be regarded as a feature of good design.

The Council will endeavour to promote a reduction of greenhouse gas emissions by encouraging the passive energy capture from sunlight in the design of buildings.

Layouts should have regard to the need for access to the normal range of local services required by residents (including schools, shopping, employment and transport).

Public open space must be provided throughout residential areas in a way which will encourage use and enhance the visual quality of the area. Provision must be made for safe children's play. A variety of recreational needs are required for residents, both within the residential area and within easy reach.

The developer is responsible for providing and developing the basic public open space and may be required to contribute towards the provision of necessary recreational facilities in the area. In certain circumstances, where the open space standards cannot be achieved and more intensive recreational facilities would be necessary to compensate, the Council may consider arrangements, including financial contributions, whereby appropriate intensive facilities may be provided in lieu of open space of lesser utility.

The need for personal security is an important factor in modern living. Residential areas should be designed with this in mind. Areas used by the public, open spaces and housing should overlook roads and footpaths.

Residential estate layouts should be designed in such a way that through traffic is discouraged. Road alignments should discourage speed and give priority to the safety and convenience of pedestrians and cyclists. There should be easy access to individual houses and road widths should be sufficient to accommodate two vehicles passing. Turning areas must provide for the needs of emergency vehicles (fire service, ambulance). Adequate off-street facilities for parking, including visitor parking, should be provided.

Private open spaces should be provided in association with private dwellings, designed to minimise over-looking.



In applying the above principles, the approach will vary depending on whether the development is located in a new development area or constitutes infill development.

In older residential suburbs, appropriate infill development will be encouraged while still protecting the character of these areas. Infill development must retain the physical characteristics of the area including such features as boundary walls, fencing, gates, existing landscaping and trees. This will apply particularly where densities are to be increased.

### 5.5.2 Residential Density

It is an objective of the County Development Plan to promote higher density and relax Development Plan standards where the following criteria have been met in accordance with planning legislation and issued government policy:

#### (i) Quality of design and layout.

- Imaginative and site specific design.
- Practicality of internal spaces provided in respect to room size, shape, function, and orientation.
- Detail and quality of finishes proposed.
- The proposed development in conjunction with the existing development in the area must contain a mix of unit type and size.
- Consideration given to the needs of children, elderly and disabled.
- In instances of detached and semi-detached houses, separation between dwellings should be such so as to allow for adequate rear access for wheelie bins and bicycles.
- Consideration given to the inclusion of passive solar design techniques.

#### (ii) Sustainable siting of development. The proposed site should accord with one of the following criteria;

- Access to town/district centre (within a 1 kilometre pedestrian catchment)

- or
- Transport corridor (within a kilometre pedestrian catchment of a rail station or LUAS line or a 500 metre pedestrian catchment of a QBC or priority bus route). It is recommended that these distances should be measured as pedestrian distances so as to improve the permeability<sup>3</sup> of areas.

#### (iii) Standard of residential environment.

- Protection of privacy.
- High quality of private open space.
- Quality of public open space, well designed physically and functionally. Public open space should be overlooked, supervised and accessible.
- Detail of landscaping.
- Appropriate boundary treatment that facilitates ease of movement for pedestrians.
- Parking provision appropriate to site location.
- Siting of parking area so as to make optimum use of land, while still relating well to the particular residential unit.
- Provision of services appropriate to the area, so as to limit the new journeys necessitated by the proposed development e.g. local shop, crèche.
- Safe pedestrian and cycle access.
- Traffic safety.
- Access to private garden or communal garden space for family units.
- Provision of accommodation for special needs.
- Design and layout in accordance with Dun Laoghaire-Rathdown Sustainability Guidelines.

#### (iv) The design will have to address the following issues in respect to adjoining property;

- Overlooking.
- Scale and bulk.
- Overshadowing of habitable rooms (daylight and shadow projections may be required to be submitted as part of a proposal).
- Height.

<sup>3</sup>Pedestrian access through areas



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### (v) High Density proposals will be constrained by the following:

- Architectural Conservation Area designation.
- Protected structures.
- Specific Development Plan policy in regard to density due to views and prospects or character integral to the landscape.
- Site area: sites over 0.5 hectare have greater flexibility in regard to possible layout and increases in density.

### O/O Zone

*Locations have been identified where no increase in the number of buildings will normally be permitted. Such locations include sectors in the vicinity of the coastline, where density controls are considered appropriate in the interests of preserving their special amenity. In these areas no increase in the number of buildings will normally be allowed. Where, in the opinion of the Planning Authority, some small increase is considered feasible, regard will be had to the existing pattern of development in the area; traffic considerations, drainage and in particular septic tank arrangements, where appropriate; possible interference with trees on the site and with any views over the site (whether listed or unlisted).*

*Many of these locations are within close proximity of the DART line, where higher densities would normally be permitted. Sensitive infill development will only be allowed where such development would not detract from the character of the area.*

### 5.5.3 Additional accommodation in existing built up areas

#### Extension plus Sub-Division of Dwellings

The sub-division or extension plus sub-division of existing dwellings into two or more dwelling units will be encouraged in certain instances, where it is demonstrated that the proposed development contributes to maintaining a viable community in an area.

The maximum number of units to be permitted in a sub-division will be decided upon having regard to the character of the area, the suitability of the dwelling for sub-division, the availability of services, parking provision, privacy, provision of private amenity space and other relevant factors. Permission to sub-divide into apartments or bedsitters will not normally be granted unless the average size of unit is at least 40 sq.m gross floor area.

Conversions must be of good quality, in order to maintain and enhance the residential character of the County and must provide a high standard of residential accommodation without detracting from adjoining/existing residential amenity.

In suburban estates of two storey houses, sub-division or extension plus sub-division will only be allowed where an independent car parking space is provided for the additional dwelling unit. In areas adjacent to public transport routes this provision may be waived. Finishes and landscaping shall be of a high standard so as to ensure a quality visual environment. Adequate open space shall be provided at the discretion of the Planning Authority.

Sub-division must retain the physical characteristics, such as boundary walls, fencing, gates and trees. High quality landscaping shall be used to accommodate additional car parking spaces. The retention of garden space shall be a priority.

#### 'Family' Flat

A 'family' flat refers to a sub-division of a single dwelling unit to accommodate a member of the immediate family for a temporary period (e.g. elderly parent). The Council will favourably consider such sub-division where satisfied that there is a valid case, provided the proposal does not otherwise detract from the residential amenity of the area.

A grant of permission will normally be conditioned that the premises be returned to a single dwelling unit when the flat is no longer required for the family member. Where the applicant wishes the premises to remain subdivided, an application should be made for sub-division and not family flat.



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### Backland Development

Backland residential development which involves the establishment of a new building line behind the existing established residential building line will be acceptable in certain instances in the built-up area of the County. Residential development within the boundary of larger detached houses does not constitute backland development and will not be assessed based on the standards outlined below. The standards outlined below will apply in instances of proposals for development to the rear of smaller more confined sites within the existing built-up area. Where the Council accepts the principle of backland residential development, the following standards will apply:

- (1) All backland development should generally be single storey in height to avoid issues of overlooking. In the event of a proposed two storey dwelling the criteria of (4) below must be adhered to.
- (2) Adequate vehicular access generally of a width of not less than 3.5 metres must be provided to the proposed new dwelling. A separation distance between the nearer edge of the proposed accessway and the side/gable of the existing dwelling should generally be not less than 3 metres. In general to satisfy this criteria, a side garden width of 6.5 metres would be necessary.
- (3) The existing dwelling and the proposed dwelling shall generally have individual private open space of 48 sq.m. exclusive of car parking area.
- (4) A proposed single storey backland dwelling shall not be located less than 15 metres from the rear wall of the existing dwelling and with a minimum rear garden depth for the proposed dwelling of 7 metres. Proposed two storey backland dwellings shall not be located less than 22 metres from the rear wall of the existing dwelling where windows of habitable first floor rooms directly face each other. Proposed two-storey backland dwellings should have a minimum rear garden depth for the proposed dwelling of 11 metres.

### Corner/Side Garden sites

Corner site development refers to sub-division of an existing

curtilage to provide an additional dwelling in existing built up areas of the County. In determining planning applications for corner sites/side gardens the Planning Authority will have regard to the following:

- Relationship with the existing dwelling.
- Size of proposed development.
- Effect on the amenity of neighbouring residents.
- Standard of accommodation for the intended occupiers.
- Maintenance of Development Plan standards for both the existing and proposed dwelling.
- Maintenance of buildings lines where appropriate.
- Provision of car parking.
- Use of appropriate building materials which integrate with existing materials used.
- Need to encourage a mix of house type in the area.

### 5.5.4 Apartment Development

Apartment developments should show a high quality of building design and site layout and have due regard to the character and amenities of the surrounding landscape.

All apartments shall be provided with designated internal storage space, separate to the area containing the water tank and the hot water cylinder and designed to permit ready access and use.

In designing apartment development, consideration should be given to including as many dual aspect apartments as feasible.

Favourable consideration will be given to the provision of private balconies which provide usable private open space. Such balconies should be in keeping with the overall composition of the building and not be injurious to the streetscape or adjoining residential amenities.

All proposals for residential development, particularly apartment developments, shall provide for an acceptable distance between residential blocks to provide sustainable residential living and open spaces in these schemes.

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Refuse storage, recycling and composting areas for apartment development and other residential development should be addressed at the design stage for all schemes. In the case of communal refuse storage provision, the collection point for refuse should be accessible to the external collector and to the resident.

In designing apartment development, consideration should be given to providing a mix of units to cater for different size households.

### Private Open Space In Apartment Development

The Council, where it considers it appropriate in the case of apartments or other residential developments which have limited or no individual private open space, may permit the public and private open space requirement to be combined (partially or otherwise) to provide for communal amenity areas serving the development. Such developments may also be required to contribute, where appropriate, towards open space for active recreation being provided in the area in accordance with Development Plan standards.

Car parking areas will not be considered as part of the private open space. However, drying areas, bin storage areas or fuel storage areas which are provided outside the structures can be included in the private open space.

The total open space provision for apartment development shall not be less than 10% of the total site area except in cases where the Council considers that less than 10% will serve the needs of the residents.

The minimum clearance distance of 22 metres between opposing windows will normally apply in the case of apartments up to three storeys in height. In taller blocks, where acceptable, a greater distance may be prescribed having regard to the circumstances and the design characteristics. In certain instances, depending on orientation and location the minimum clearance distance may be reduced.

### 5.5.5 Mews Lane Development

The principle of mews development will generally be acceptable when located on a lane that:

- Has a legally acceptable agreement between owners or interested parties who intend to bring the laneway to standards and conditions suitable to be taken in charge by the Council. The onus will be on the applicant to demonstrate that they have a consensus of owners or interested parties.
- Where the Council is likely to be able to service within a period of not more than seven years and where owners can be levied to allow the Council to service the sites, or,
- Is already adequately surfaced and serviced from the site to the public road or,
- Is already developed to such an extent that further development would have to be regarded as infill.

The principle of mews development on a particular laneway will not generally be accepted where:

- The length of all or most of the adjoining rear gardens on the side of the lane concerned is less than 25 metres\* or
- Where, particularly in a commercial area, the lane is likely to be required by the frontage buildings for access or the area adjoining the lane required for expansion.

*\*Exceptions may be allowed in the case of conversion of existing two-storey structures in sound condition and of architectural or townscape value.*

Where the Council accepts the principle of residential development on a particular laneway, the following standards will generally apply:-

- Development will be confined to single units in one or two storeys.
- The setting back of dwellings and boundary walls may be required.
- Dwellings and boundary walls may be required to reflect the scale, height, materials and finish of existing walls and buildings.



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- All parking provision in mews laneways shall be in off-street garages, forecourts or courtyards. At least one off-street parking space per dwelling will generally be required. Where two spaces can be reasonably accommodated these should be provided.
- Each dwelling shall generally have a private open space area of not less than 48sq.m exclusive of car parking area. This open space should generally be screened from the lane by a wall of 2 metres in height. A financial contribution in lieu of public open space provision will normally be required.
- Where dwellings are to be permitted on both sides of a lane, the windows of habitable rooms must be set out so as to minimise overlooking of facing windows at less than 9 metres.
- Dwellings shall not be located less than 15 metres from the rear wall of the existing dwelling or less than 22 metres where first floor windows of habitable rooms directly face each other.

Minimum lane width requirements are given below, (a greater width may be required in particular cases):

Up to 6 dwellings:	Private road of sufficient width to allow easy passage of large vehicles such as fire tenders or refuse collection vehicles.
Up to 20 dwellings:	Minimum width of 4.8 metres subject to a maximum length of 300 metres. Short lengths of narrow width may be acceptable where there will be no frontage access to those lengths.
More than 20 dwellings, or more than 300m in length:	Minimum width of 5.5 metres.

All mews laneways will be considered to be shared surfaces and footpaths need not necessarily be provided.

Reduced standards may be acceptable, particularly in the case of conversion of existing two storey structures in sound condition and of architectural or townscape value.

### 5.5.6 Temporary Accommodation

#### Holiday Caravan Sites

The Council recognises the need for properly developed sites to cater for holiday home type caravans, smaller trailer caravans and tents. The provision of these sites will generally be permitted in areas zoned 'B' with the objective - "to protect and improve rural amenity and provide for the development of agriculture" where the topography would permit their siting without injury to amenity or public health. In areas zoned 'G' and 'GB' with the objective - "to protect and improve high amenity areas" and "to protect and enhance the open nature of lands between urban areas" holiday caravan sites are not 'permitted in principle' but may be acceptable depending on the circumstances of the proposal.

For the purposes of development control, the Council regards holiday caravan sites as sites for temporary dwellings. The layout and servicing of such sites will be required to conform to the standards set out in the Bord Failte document - Registration and Renewal of Registration Regulations for Caravan and Camping Sites (1986) (or as may be amended from time to time).

#### Residential Caravan Parks

Proposals for residential caravan parks will not normally be considered favourably unless a genuine need can be established for such development.

The Council will distinguish between residential caravan parks and sites used as holiday caravan parks for the accommodation of holiday home type caravans, smaller trailer caravans and tents.



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The residential caravan park is intended to accommodate caravans and mobile homes specially designed as homes for year round accommodation and which are adequately insulated and otherwise suitable for this purpose.

The most suitable location for a residential caravan park is within or on the edge of a residential area, within reach of community services. Informal layouts providing for cluster or angle arrangements are to be preferred. Good landscaping and screen planting, not only between clusters, but around the perimeter of the site itself will be required. The distance between each unit shall be sufficient so as to provide for domestic privacy. The minimum plot size will be 230 sq.m per living unit. Public open space must be provided on the same basis as for residential development.

Depending on the scale of a proposed park, the Council may require community facilities, such as an administrative office building, storage and laundry facilities. Carparking space must be provided at the rate of one space per mobile home or caravan.

Each plot will be required to have a hardstanding under the entire area of the unit with additional paved areas at the caravan entrance. Any store provided for the caravan shall not exceed the height of the caravan itself. Piped water, sewerage and electricity connections will be provided for each caravan.

Suitable enclosures will be provided for refuse bins. Services will be underground throughout. Public lighting to residential area standards will be required. Roads and driveways must be designed and constructed to the Council's satisfaction. Looped access ways are preferable to culs-de-sac and curved radii should be designed to accommodate the turning movements of large vans.

### 5.5.7 Residential Open Space (for apartments see section 5.5.4 above)

#### Public Open Space

Public open space shall be provided throughout the County

on a hierarchical basis, ranging in descending order from county parks to small incidental spaces.

New and existing parks and open spaces shall be developed to improve recreational facilities to the increasing population in the County and to allow for intensification of use. This will include provision of playgrounds, all weather sports and recreational facilities, pavilions, improved boundary treatment and civic buildings, where appropriate.

The size and layout of a space identifies its function within the hierarchy - functions which provide for children's play, kick-about spaces, passive recreation and incidental landscape areas. Medium and large scale housing development proposals bring substantial extra numbers of residents into an area, which can generate the need for a major park providing active and passive recreational facilities. It may not be possible, or desirable, to locate this space within the confines of the proposed scheme. The Council may require a financial contribution towards the provision of a public park, the need for which is generated in whole or in part by a proposed development.

Within development areas (A1 zones) public open space shall normally be provided at a rate of between 1 and 2 hectares per 1,000 population. The reduced rate of 1 hectare per 1,000 population will only be acceptable where more intensive recreational facilities are being provided in lieu of open space to the satisfaction of the Council. Population will be calculated on the basis of 3 persons per private dwelling house and 2 persons per 75sq.m of gross floor area in the case of flats.

In all other cases the Council will generally require the provision of open space at the rate of 10% of the total site area in new residential development. The space should be designed and located so as to complement residential layout and should be visually as well as functionally accessible to the maximum number of dwellings within the housing area.

Inaccessible or backland open space will not be acceptable. Fragmented open spaces within a housing layout which result from the necessity to protect existing site features



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(e.g. an important stand of mature trees) may not necessarily be reckoned as part of the minimum site area requirement, as they are necessary for the protection of existing amenities in any event.

The Council may require that the open space provision of any development be located in a specific area in order to assemble areas of satisfactory size, or to enhance the existing features of the area. In this regard, the Council may require a developer to make a financial contribution in lieu of part or all of the public open space requirements (which may include acquisition and development costs). Contributions may be required towards expenditure incurred by the Council in respect of the provision of open spaces facilitating the proposed development.

In specific cases, the Council may accept land outside the built-up area as meeting part of the requirements set out above, where it can be utilised in conjunction with a major park which facilitates the proposed development. The Council may accept a financial contribution for the provision and development of public open space in this category.

As an alternative to developing the open space to the requirements set out above, a developer may, with the agreement of the Council, lodge a financial contribution in lieu of outstanding works and dedicate and transfer to the Council the conditioned open space as public open space - following which the Council will accept responsibility for the development and subsequent maintenance of the open space.

Planning applications for major residential development shall include a landscaping plan, specification and a phased implementation programme. The layout and development of public open spaces, to an overall plan and specification which should be agreed by the Council, shall be the responsibility of the developer.

### Private Open Space

All houses (terraced, semi detached, detached) should have an area of private open space behind the front building line.

In general, the requirement shall be 60 sq.m. minimum for 3/4/5 plus bedroom houses. For one or two bedroom houses a figure of 48 sq.m. may be acceptable. A minimum standard of 22 metres between directly opposing first floor windows should be observed. This will normally result in a minimum rear garden depth of 11 metres. However, where sufficient alternative private open space is available this depth may be reduced to 7 metres for single storey dwellings subject to the maintenance of privacy.

However, in an exceptionally well designed scheme which provides a high quality living environment the above standards may be relaxed. Standards may also be relaxed for a well designed scheme which includes single aspect dwellings.

### 5.5.8 Standard of Development

#### Road and Footpath Requirements

The requirements set down in the Council's *Development Works in Residential and Industrial Areas - Guidance Document* will generally apply. Where an innovative layout is accepted by the Council, variations to these requirements may be accepted. In allowing any deviation in the general requirements the primary consideration will be the safety of pedestrians and access for emergency vehicles.

Dished kerbs shall be provided at junctions to facilitate people with ease of movement.

The Council will seek to achieve high standards of design and materials in the layout and finish of footpaths, hard landscaping and pedestrian areas. High quality materials will be required in all instances. In rural areas, blacktop footpaths with precast kerbing may be appropriate.

#### Boundary Treatment Of House Sites

Where the flank or rear boundaries of house sites abut roads, pedestrian ways or public open space, suitably designed screen walls at least 2 metres in height shall be



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provided. Where concrete screen walls are proposed they shall be suitably rendered in an acceptable manner.

### Habitable Room Sizes

The minimum size of habitable rooms for houses and flats shall conform with any appropriate national standards in operation at the date of application for planning permission.

### Management Companies

In residential developments which are proposed not to be taken in charge by the Council, evidence will be required that management companies are to be set up by the time of completion of the estate, and of which membership shall be compulsory for all purchasers of property on the estate. Details of the management scheme shall be agreed with the Council.

If the membership so desires, when Management Companies fail, consideration may be given to inviting the Council to take development in charge.

### Bonds

To ensure the satisfactory completion of development (including the protection of trees) on a site which has been the subject of a grant of permission, a bond or cash lodgement may be required until the development has been satisfactorily completed. The bond or cash lodgement may be sequestered in part or in its entirety at the discretion of the Council where the development has not been satisfactorily completed. The amount of such bond or cash lodgement will be determined by the Council.

### 5.5.9 Dwellings In Rural Areas

Where accepted in accordance with the Council's policies on rural housing, development in rural areas will be considered in accordance with the following criteria:

### Design

Suburban type development is not acceptable in rural areas i.e. outside the nuclei of rural villages particularly when this would result in ribbon development. The Council will generally require new dwellings to be set well back from the road. The building line will be determined by local topography and existing and natural features.

The traditional field pattern should be preserved and roadside and field boundary hedges retained or reinstated. A native tree planting scheme will generally be required in order to enhance rural amenity. Access roads and driveways should respect site contours. Recessed gateways should be constructed in local materials and in a style indigenous to the area.

The Council will not insist on the use of particular architectural styles except where there is an accepted vernacular. A design which is incompatible with site conditions, to an extent that it would be dominant, intrusive or incongruous in the landscape will not be permitted. Reconstituted stone finishes will generally be unacceptable.

Buildings should not be located on a ridgeline or in an elevated position on a site. The site contours should be respected. Roof types and materials will be controlled in the interest of visual amenity.

Buildings should meet the requirements of the Dun Laoghaire Rathdown Guidelines for Sustainable Settlement.

While the overall aim of protecting the rural areas is common to the High Amenity, Green Belt and Agricultural land use zones, there are differing aspects of siting and design which are particularly important in each type of area. In exercising control over development the Council will, therefore, have regard to the specific aspects of siting and design which are relevant in the individual areas.

### Road Frontage

Road frontage should generally be at least 60 metres so as to preserve the rural or high amenity quality of the area.



### **Vehicular Access**

Rural dwellings shall not be permitted vehicular access to motorways or national routes in the County. Vehicular entrance gates shall be recessed and the wing walls or fences splayed so as to provide adequate sight distances in both directions depending on the traffic conditions and the characteristics of the roadway at that location. Visibility splays in accordance with the NRA's Design Manual for Roads and Bridges should be provided where appropriate. Front boundary treatment shall retain or plant indigenous hedges or provide dry stone walls depending on the characteristics of a particular area.

### **Waste water treatment systems**

The Council acknowledges the availability of various domestic waste treatment systems as alternatives to waste water treatment systems. Where such systems are considered acceptable, the Council will adjust the technical qualifying criteria pro-rata to the proven performance of these systems.

Site assessment and the design of waste water treatment systems and percolation areas shall generally conform with "The Environmental Protection Agency, Waste Water Treatment Manual - Treatment Systems for Single Houses 2000", as may be amended and the requirements of the Environmental Health Office.

A detailed site investigation report, to include percolation and water table tests certified by a qualified person should be provided with the planning application.

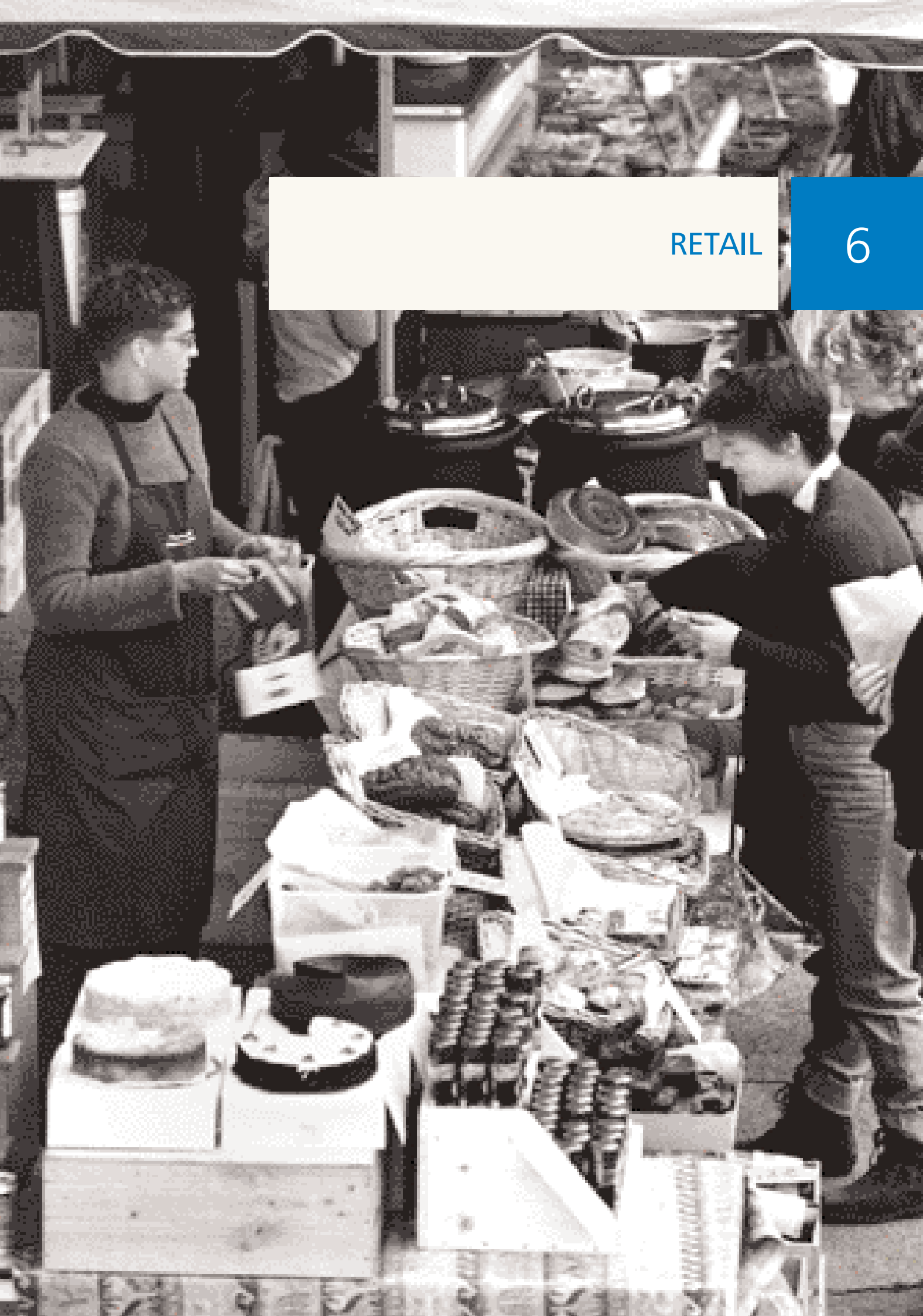
All existing waste water treatment systems and treatment plants should be maintained annually and should be subjected to an inspection by the Environmental Health Office.

### **Water Supply**

Where no public water main is available, a potable water supply must be provided in accordance with Council requirements.







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### Vision

**To support the future vitality and viability of the retail centres and to facilitate a competitive and healthy environment for the retail industry of the future, while reinforcing the sustainable development of this County.**

### Context

Retail development within the County is set in the context of national and regional policy, including the following:

- Retail Planning Guidelines for Planning Authorities, DOELG, December 2000.
- Greater Dublin Area Retail Planning Strategy, November 2001

### Strategy

The retail market has changed, particularly over the past ten years, with major increases in overall consumer expenditure reflecting the improvement in economic conditions. The retail market has matured to the degree that in 2001, for the first time, spending on comparison shopping was greater than convenience shopping.

*The Greater Dublin Area Retail Planning Strategy of November 2001 noted the low inflow of expenditure into Dun Laoghaire-Rathdown County, which contrasted with the situation in the other metropolitan counties. It identified a major gap in the potential retail market in this County due to the limited inflow of comparison goods expenditure from the surrounding counties. In addition, the report identified that 45% of this County's residents' expenditure on comparison goods is spent outside this County.*

*The Strategy stated "(For) a more equitable, efficient and sustainable distribution of comparison floorspace within the Metropolitan Area to be achieved then there needs to be greater potential for comparison floorspace within Dun Laoghaire-Rathdown over the period to 2011. This will enable regeneration/redevelopment of existing centres such as Stillorgan, meeting the needs of local*

*people where there is programmed population growth such as Cherrywood and improvement in the amount and quality of retail warehousing floorspace. It will allow Dun Laoghaire-Rathdown to achieve parity with the other Metropolitan Counties with expenditure capacity being derived from that within the Metropolitan Area". (Greater Dublin Area Retail Planning Strategy 2001, para.5.83)*

The existing town and district centres provide an important sense of place and community identity. In addition to retail, they provide an important mix of services and leisure activities. Future retail provision in this County must build on the existing strengths while taking advantage of the increase in employment, improved access to retail, and greater choice.

The County Development Plan must protect the hierarchy of retail centres and the amenity of their surrounding area while facilitating development that caters for future population growth and changes in the nature and extent of retail demands of the existing population.

The County Development Plan focuses on the need to support the future vitality and viability of the retail centres. It also must address the issues identified in the *Greater Dublin Area Retail Planning Strategy 2001* in respect to the limited inflow of comparison-shopping and the outflow of 45% of expenditure goods shopping from this County. The Plan facilitates a competitive and healthy environment for the retail industry of the future while reinforcing the sustainable development of this County.

### 6.1 Retail Policies

#### 6.1.1 Policy RET1: Retail Hierarchy

***Regard has been had to the Retail Planning Guidelines for Planning Authorities, December 2000, DOELG, and, the Greater Dublin Area Retail Planning Strategy, November 2001, in defining the retail hierarchy of this County and in defining the role of the retail centres. It is Council policy to promote the vitality and viability of retail***





**centres while protecting and or improving the amenity of surrounding areas. The target population will determine appropriate scale and location. Target markets for any new or expanded retail facility will be required to be assessed on the basis of appropriate means of access.**

To achieve this, the retail hierarchy in the County Development Plan is in the following order:

Dun Laoghaire and Dundrum are Major Town Centres in a position to attract high order comparison retail outlets, convenience outlets as well as the cultural, social and employment opportunities associated with the highest-ranking centre.

"The Major Town Centres embrace the most important centres in the Metropolitan Area beyond Dublin City Centre. They will tend to serve catchment areas well beyond their immediate locality, they should have the potential for significant comparison floor space and some already have, including some higher order shopping, and offer a wide range of non-retail services."(Greater Dublin Area Retail Planning Strategy)

Bray is also a Major Town Centre although just outside the County Boundary. The Council will reinforce the importance of Bray by facilitating its development in the Bray environs.

Cherrywood-Rathmichael is a newly planned area and will ultimately be developed. This new urban centre will cater for projected residential and employment growth and take advantage of its strategic location in relation to major transport routes. It is the policy of the Council to plan for the development of Cherrywood with a retail floor area of 35,000 sq.m.

Stillorgan, Blackrock, Dalkey, Cornelscourt and Nutgrove are designated District Centres. *The Retail Planning Guidelines state* (page 19) that the district centres perform an important retail function for local communities.

The Neighbourhood Centre zone is the appropriate location for convenience goods shopping aimed to cater for a local market. Neighbourhood examples in the Strategy are Ballinteer shopping centre. and Sandyford shopping centre. These will remain in the County Development Plan as Neighbourhood Centres.

Retail developments should relate to this hierarchy, they should locate within designated centres (i.e. Major Town Centres, Cherrywood-Rathmichael, District Centres, Neighbourhood Centres) and be of a scale compatible with the function of the centre, and the market that it serves.

In order to ensure the continued vibrancy of Major Town Centres, Cherrywood-Rathmichael and District Centres, the provision of leisure, entertainment and cultural uses will be encouraged. In large-scale proposals, the provision and retention or replacement of such uses may be required.

In dealing with applications for large retail developments, the Council will also have regard to *The Retail Planning Guidelines for Planning Authorities*, December 2000. Applicants will be required to demonstrate whether or not the proposal would have the impacts outlined in paragraph 65 of the Guidelines and to what extent this would be the case.

### 6.1.2 Policy RET2: Environmental Improvement

***It is Council policy to provide for the improvement of existing shopping areas where necessary and subject to the availability of finance.***

Implementation of this policy will involve a combination of strict control over the design of new development and/or action by the Council, in conjunction with other agencies, including local residents and traders, to secure improvements to the shopping environment.

The Council will promote measures, including pedestrianisation, to improve pedestrian safety and convenience within the main shopping areas, with particular emphasis on the needs of persons with disabilities,

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the elderly and the very young.

### 6.1.3 Policy RET3: Neighbourhood Centres

*It is Council policy to encourage the provision of an appropriate range and type of retail uses and services in neighbourhood centres (NC zones), subject to the protection of the residential amenities of the surrounding area.*

The function of neighbourhood centres is to provide a range of convenient and easily accessible retail outlets and services within walking distance for the local population. Having regard to their proximity to the surrounding residential area particular attention will be paid to the possible effects that certain developments within the shopping centre may have on the residential amenity of adjoining occupiers when evaluating development proposals.

### 6.1.4 Policy RET4: Non Retail Uses

*It is Council policy to control the provision of non-retail uses at ground floor level in the principal shopping streets of town and district centres and also within the shopping parades of neighbourhood centres.*

This policy will be operated through the development control process. It is considered necessary to control the amount of non-retail floorspace at ground floor level within shopping centres in order to protect the retail viability of the centre, and to maintain the visual character of the streets which can be adversely affected by the impact of 'dead frontages'. Corner sites in major town centres, and district centres are considered pivotal in creating a sense of vibrancy; the nature of the use of ground floor corner retail units will be required to reflect this in the design of their frontages, the use of the premises, and where feasible their hours of opening.

### 6.1.5 Policy RET5: Convenience Shops

*It is the Council policy to facilitate the provision of a local convenience shop in residential areas where there is a clear deficiency of retail provision, subject to protecting residential amenity.*

Within residential areas, the Council recognises the need for convenience shopping provision and accepts that a neighbourhood centre may not always be available within easy walking distance. When evaluating proposals for such a use, the Council will have regard to the distance from the proposed development to existing shopping facilities and to its impact on the amenity of adjoining dwellings.

### 6.1.6 Policy RET6: Location of Discount Food stores

*Discount food stores are suited for location in major town centres and district centres where they complement the multiplicity of uses. It is the policy of the Council that discount food stores will be open for consideration in zoning objective 'E' "To provide for economic development and employment", on brownfield sites where the industrial use has become redundant. Discount foodstores will also be open for consideration in neighbourhood centres.*

### 6.1.7 Policy RET7: Casual Trading Areas

*It is Council policy to designate sites as Casual Trading Areas in suitable locations where deemed appropriate.*

In the implementation of this policy the Council will have regard to the terms of the Casual Trading Act, 1995 (or as may be amended from time to time).

### 6.1.8 Policy RET8: Major Town Centre

*It is Council policy to maintain the two major town centres Dun Laoghaire and Dundrum as the primary retail centres in the County. This will be reflected in the nature and scale of retail and services permitted in these centres and by the leisure, entertainment and cultural facilities located there.*

### 6.1.9 Policy RET9: Blackrock, Stillorgan

*It Council policy to maintain two District Centres at Blackrock and Stillorgan.*



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### 6.1.10 Policy RET10: Future Growth

***It is Council policy to recapture at least 50% of the lost comparison retail expenditure by way of attracting higher quality retail facilities which respect and adhere to the Retail Hierarchy, as set out in the Retail Planning Guidelines for the Greater Dublin Area (November 2001), so as to encourage a higher spend by the existing residents and visitors to the County. Depending on whether a higher or lower growth rate prevails, the Development Plan should not exceed the floor space allocation in the Retail Planning Strategy for the Greater Dublin area, unless it can be clearly demonstrated that growth in retail expenditure to 2011, over and above that set out in the Strategy, warrants additional space.***

This indicative capacity is based on retaining the County's existing share of the retail market, but it is also the policy of the Council to recapture at least 50% of lost comparison shopping. These figures shall not be used to constrain future development. In addition to retaining this County's existing share of the retail market, it is policy to reduce significantly the net outflow of comparison expenditure from this County. This will result in a more sustainable retail sector and will provide local employment. Applications for large retail shopping developments will be assessed having regard to their location within the retail hierarchy and the impact of the proposal on the vitality and viability of existing and permitted retail centres.

## 6.2 Specific Objectives

### 6.2.1 Cherrywood Town Centre

- It is the aim of Dun Laoghaire Rathdown County Council to facilitate the development of Cherrywood on a phased basis subject to the provision of rail links, a sufficient resident population and the preparation of an approved urban design Master Plan.

### 6.2.2 Stillorgan District Centre

- Net retail sales space in Stillorgan District Centre is capped at 25,000sq.m.
- The regeneration and redevelopment of Stillorgan District Centre will create an urban context in respect to its scale, design and layout.
- The creation of civic spaces will be integral to any proposed layout.
- Moderate to large scale planning applications must include detailed traffic management plans, which should form part of an integrated traffic management plan for Stillorgan and environs. The scope and requirement of these plans should be agreed during the preparation of the Local Area Plan.
- That the residential amenity of householders in the immediate area is protected and, where possible, enhanced.
- Indoor active recreational facilities for the youth will be provided for in Stillorgan District Centre.
- That priority movement for pedestrians, cyclists and public transport is ensured.
- A Local Area Plan for Stillorgan shall be prepared within a year of the new Development Plan, to guide the future development within the lifetime of the County Development Plan, concentrating on improvements to the public domain, encompassing a variety of zonings and sites. Good quality residential developments shall be encouraged and preferably incorporated into future schemes such as the overflow carpark, Leisureplex, Blakes and Hamiltons Yard.

### 6.2.3 Blackrock District Centre

- Net retail sales space in Blackrock District Centre is capped at 25,000sq.m.
- That future development in the Main Street in Blackrock respects the scale and height of existing structures.
- To seek renewal of the area between Blackrock DART Station and Main Street, Blackrock. Development in this area will not be higher than Idrone Terrace and brick facades will not be permitted. All new developments should respect the character of the Idrone Terrace and Blackrock DART Station.



- That detailed traffic management plans will be included with applications for development in Blackrock District Centre. The scope of these should be agreed with the Local Authority prior to their submission.
- That priority movement for pedestrians, cyclists and public transport is ensured.

#### 6.2.4 Frascati Shopping Centre

- To encourage the potential redevelopment of Frascati Shopping Centre to allow for additional retail provision.
- To promote improved carparking facilities (possibly 2 storey and/or underground) at Frascati Shopping Centre.
- To provide a pedestrian link between Frascati and Blackrock Shopping Centres (preferably a first floor glazed link) in conjunction with the redevelopment of Frascati Shopping Centre.

#### 6.2.5 Carrickmines Great

- To allow for the development of 5,000sq.m. net retail sales space.

### 6.3 Development Control Objectives

#### 6.3.1 Retail Development

Shopping often provides the main social and civic focus in suburban areas. Shopping schemes must therefore conform to the highest design standards. They should be designed so as not to be of excessive size in relation to the planned catchment area. In this context, neighbourhood centres are intended to cater for the daily shopping and service needs of the surrounding neighbourhood and will normally be small in scale. Regard will be had in dealing with applications in local centres to changing shopping trends and to the social and economic circumstances of the area.

While adequate carparking, separate service areas and convenient access by public transport and for pedestrians and cyclists from surrounding residential areas are essential elements in a large shopping scheme, these must be supplemented by features that make the scheme attractive

and pleasing to the public. Such features include:-

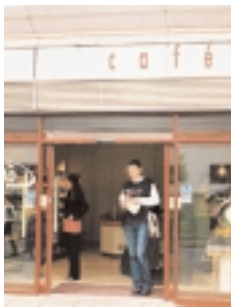
- Pedestrian space of appropriate scale, design and enclosure.
- The provision and design of street furniture, e.g. telephones, seats, litter bins, covered cycle facilities.
- The provision within the overall design of the scheme for public facilities, e.g. toilets, advice centres, health clinics, crèches, child, and special care facilities.
- Activities and uses that keep the centre alive both during the day and evening, e.g. stalls, cafes and bars.
- The inclusion of residential uses, particularly flats and maisonettes, as an integral part of the centre in order to increase the evening activity and security of the centre.
- The overall design strategy will normally reflect variety (by the use of differing shopfronts, plot frontage widths, setbacks, signs etc.) within a unified concept.
- The design and layout of buildings together with the materials used in their construction should be such as to discourage graffiti and other forms of vandalism. All unsightly areas, for example, service areas, should be out of sight of surrounding residential areas and pedestrian areas within the scheme. The screening should form an integral part of the design, but where this is not possible, tree planting and landscaping will be necessary. Tree planting and landscaping must also form part of the general design of the shopping scheme.

A high standard of design will be insisted upon to achieve the objectives set out above.

To achieve a mix of tenants both within and between Major Town, and District Centres, permitted large retail developments will be required to submit for agreement with the Planning Authority, a list of first occupants of retail units.

In dealing with applications for planning permission for shopping development, the Council shall have regard to the *Department of the Environment and Local Government Retail Planning Guidelines for Planning Authorities, 2000* (in particular paragraph 65) and the *Retail Planning Strategy for the Greater Dublin Area*.





### 6.3.2 Retail Parks and Retail Warehouses

Retail parks have emerged as agglomerations of retail warehouses, grouped around a common car park selling mainly bulky household goods. Retail warehouses, require extensive areas of showroom space, often with minimal storage requirements. Retail warehouses have two main impacts on the retail hierarchy in a county:

- If located in the retail town centre, by their nature and scale they can detract from the urban character of the town centre and represent an unsustainable use of land.
- Secondly, if the range of goods on offer in a retail warehouse extends beyond that of non-food and or bulky household goods, it will undermine the hierarchy of retail centres in the County.

Applicants for retail parks and retail warehouses will be required to provide detail on their target markets in their application for planning permission. Retail parks and warehouses shall be discouraged from developing in retail town centres identified within the retail hierarchy of this County. Retail parks and warehouses shall be encouraged on land with zoning objective E to provide for employment and economic development, where the site has good access to a suitable road network and has access to integrated public transport. If the proposed retail warehouse or park will result in the gross retail warehouse floor space within the existing industrial zone being greater than 15,000sq.m. then its impact will be assessed having regard to the primary zoning objective for the area and the impact of the proposal in relation to the impact on vitality and viability of existing retail centres in accordance with the criteria set down in the *DOELG Retail Planning Guidelines for Planning Authorities, 2000*.

The DOELG Guidelines provide a maximum size range for retail parks of 8,000 – 15,000sq.m. The recommended minimum unit size for retail warehouses is 700sq.m. and a maximum unit size of 6,000sq.m. These standards will be adhered to in Dun Laoghaire-Rathdown County.

### 6.3.3 Fast Food Outlets/Takeaways

The following factors will be taken into account in the assessment of development proposals for fast food/takeaway outlets:

- The need to retain, protect and strengthen the retail and general variety and multi-use function of the area.
- The adequacy of existing facilities for the sale of hot food for consumption off the premises in the locality.
- The cumulative effect of the proposed development on the amenities of the area.
- The effect of the proposed development on the existing mix of land uses and activities in the area.

### 6.3.4 Design of Shopfronts

Good shopfront design makes a valuable contribution to the environmental quality of shopping areas. The Council will control the design of shopfronts in line with the following principles:-

- The design, materials and proportion of the shopfront should be appropriate and respect the scale and fabric of the building and/or street of which they form part. Not all shopfront design needs to be in the 'traditional style'. There is a place for new good quality contemporary designs which respect the upper floors of the buildings in which they are housed.
- The presence of well crafted and historic shopfronts is an important part of the character of an area. Features of existing shopfronts which are likely to be of interest and merit include pilasters or uprights, apron panels, stall risers or plinths below the display windows, any mullions or glazing bars to the display window, sill guards, fascia signboards, blinds and blind boxes, shutters and shutter boxes, cornices, cresting and consoles or brackets, doors, gates and decorative tiling to the floor of the entrance porch, good lettering on fascias, interesting hanging signs and trade emblems. Such elements should be considered for retention.
- Fascia design is an important element of shopfront design. Fascias should not interfere with existing first



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floor cills and should reflect existing plot widths. Oversized fascias are not appropriate in historic streetscapes.

- If aluminium is used it should be anodised or treated in an appropriate colour. The painting of clay brick or stone is generally not acceptable.
- Illuminated box signage is generally not acceptable.
- Commercial interests will not necessarily be allowed to use standardised shopfront design, "corporate colours" and materials. Compatibility with individual buildings and with the street scene is considered more important than uniformity between the branches of one company.
- Roller shutters are not exempted development on, or in front of the building line and their erection requires planning permission. Shutters should be provided in such a way that no part of the shutter or its casing extends beyond the face of the building. Where possible the shutter should be recessed to provide for a window display area. Open grille shuttering should be used and in all cases shutters should be treated with a colour to match the colour of the main shopfront materials. Provision should be made for roller shutters behind the line of the glazing. In vulnerable areas "open style" external shutters may be appropriate. Alarm boxes should be sensitive in design and location on the building.

### 6.3.5 Access For People With Disabilities

Access requirements for people with disabilities must be incorporated into the design of shops used by the general public. Such requirements may include the dishing of footpaths.

The criteria necessary in designing for people with disabilities is set out in the Building Regulations 1997, Part M and the documents 'Access for the Disabled (Nos. 1 to 3)', published by the National Rehabilitation Board in November 1988 (or as may be amended from time to time).

### 6.3.6 Petrol Stations

Petrol Stations ancillary to large foodstores located in or adjacent to town centres may be permitted where there is acceptable road access and where considered to be in accordance with the proper planning and sustainable development of the area.

Petrol filling stations can provide a wide range of retail goods in an associated shop. In general, these shops should remain secondary to the use as a petrol filling station. The total area devoted to ancillary retail sales within a petrol station shall not exceed 100 sq.m and shall be in scale with the size of the filling station. Should a larger retail facility be proposed with a wide range of goods, it will be treated as a shop and assessed accordingly.

All petrol stations (new and existing) are required to be licensed and are thus required to comply with statutory requirements. A workshop for minor servicing (e.g. tyre changing, puncture repairs, oil changing) may only be permitted in circumstances where it would not adversely affect the local amenities, particularly with regard to proximity to dwellings and the availability of adequate off-street car parking.

A high quality of overall design will be required for all new petrol stations and refurbished existing stations to ensure an attractive development which integrates with and complements or enhances its surroundings.

In visually sensitive locations, the use of standard 'corporate' designs and signage for petrol stations may not be acceptable.

Petrol stations will not generally be permitted adjoining residential areas, unless it can be clearly demonstrated that no significant damage to residential amenities will occur by reason of factors such as noise, visual obstruction, safety considerations or fumes and smells.

Consideration may also be given to the limiting of the hours of operation of petrol stations in these circumstances.

In rural areas, petrol stations will not be permitted where they will have a detrimental impact on the surrounding views and prospects, scenery or general amenities.

Signs should be limited in number and designed and located so as to generally form part of the buildings or other structures on site. Signs generally permitted include those giving the name of the petrol company and information signs indicating services within the petrol station.



The use of high level signs, signs which project over the footpath, 'fly' posters and bunting will not be permitted. Free standing signs shall be limited to one per petrol station and shall not project above the height of the forecourt canopy.

The forecourt canopy should be integrated into the overall design of the petrol station. It should be designed and sited so that it does not dominate the surrounding landscape and buildings.

### 6.3.7 Advertisements

To protect the amenities and attractiveness of the County, no advertising structure will be permitted in the open countryside, on or near a structure of architectural or historical importance, in architectural conservation areas, on public open spaces, in areas of high amenity, within important views, in residential areas, or where they would confuse or distract users of any public road. Prismatic and moving signs will not normally be permitted.

Particular attention will be paid to the design and location of new advertising in those areas where the Council intends to implement town and village improvement schemes (see Table 3.1) in order to maximise the potential environmental benefits of such schemes and also in areas the subject of Local Area Plans.

Advertising signs, where permitted, should be simple in design and sympathetic to the surroundings and features of the building on which they will be displayed. The number of signs located on a property should be limited and no sign should be unduly obtrusive or out of scale with the building façade. Control will be exercised to prevent an impression of clutter in any location.

### 6.3.8 Wall Panel/Poster Board Advertisements

Wall panel/poster board advertisements may be permitted on commercial premises in shopping areas. The size of the display panel should relate to pedestrian scale. The larger scale poster panels are generally inappropriate in locations proximate to pedestrians.

A wall panel/poster board should be sited having regard to the symmetry of the wall on which it is to be displayed. Panels should not be placed on buildings above ground floor level.

In circumstances where they will provide temporary screening for derelict and vacant sites or sites where development is taking place, the actual poster board should not exceed 30% of the surface of the wall or screening on which it is mounted.

Subject to availability of location, well designed advertisement panels may be permitted on builders' hoardings for a specified period. The panels should not extend above the general line of the top of the hoarding and should be evenly spaced at uniform height and width.

### 6.3.9 Free Standing Advertisement Displays

Public information and advertising panels are permissible in situations such as pedestrian precincts of shopping centres and other areas of commercial activity. They can be effective when grouped in a unified composite which avoids an impression of clutter. The amount of advertising permitted on public information panels will be restricted and shall constitute not more than 50% of the total area.

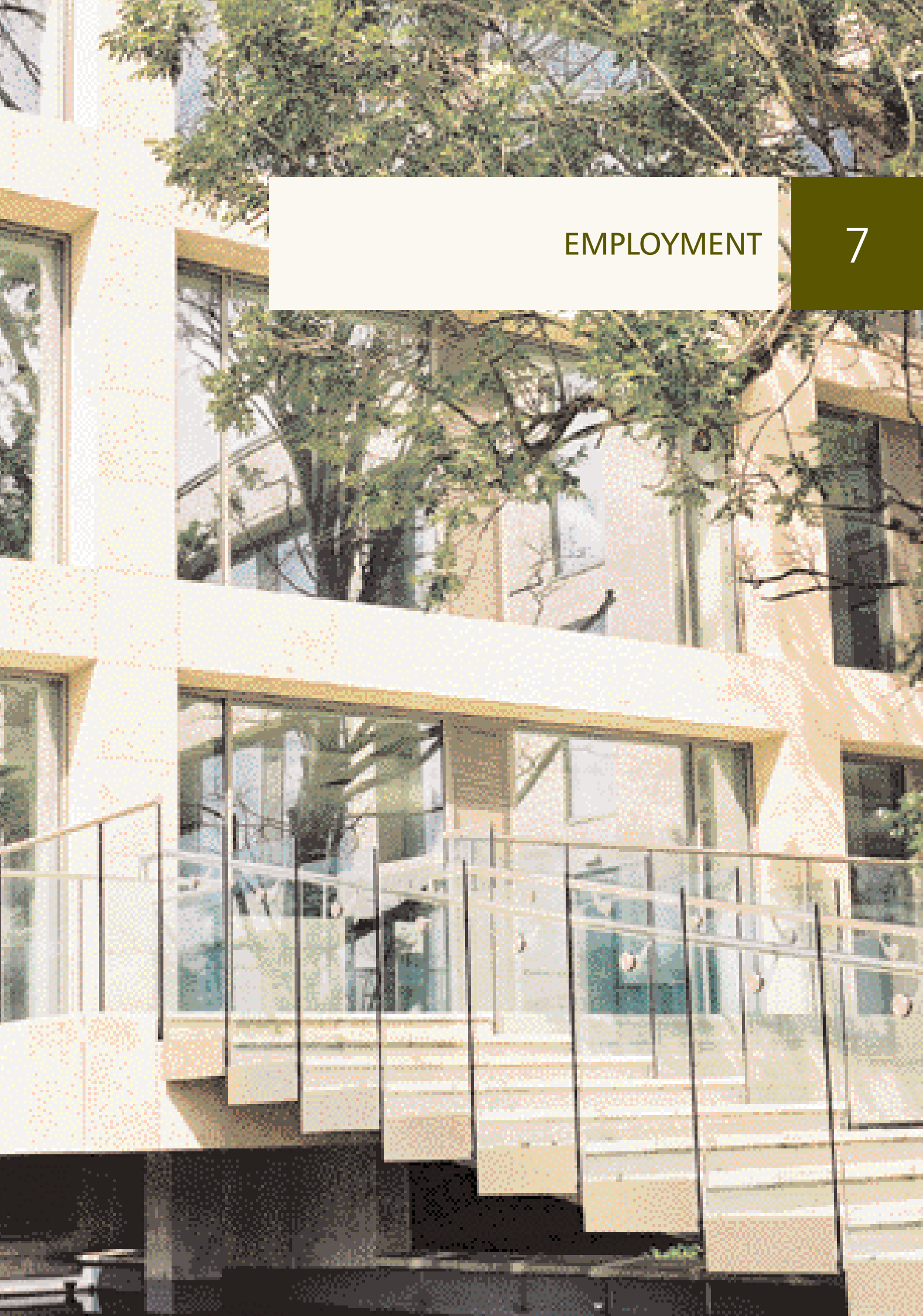
In the interest of amenity and public safety, the Council will not permit, without a license, the display of any advertising boards or other advertising devices on the public footpaths or other public areas.

The Council will not normally permit the attachment of sundry advertising devices to the façade of any structure, e.g. multi-coloured lights, spotlights, flags, bunting, banners, neon moving message signs, fly posting, barrage/balloon etc.

In relation to bus shelters, the Council will exercise control over their exact location and over the number and scale of advertising panels permitted.

Advertisements and advertising structures shall be strictly limited along the coastline and full consideration shall be given to their visual impact.





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### Vision

**The vision of this Plan is to facilitate the creation of economic growth across a wide range of sectors in the County while fostering existing employment centres and realising the potential of the knowledge economy. The generation of economic growth will be required to marry with the principles of sustainable development.**

### Context

The framework for the delivery of the policies and objectives, listed below, is set in the context of national and regional plans, policies and strategies. At national level these include *The National Spatial Strategy 2002-2020*, *DOELG, 2002*, *Sustainable Development – A Strategy for Ireland*, *DOE, 1997* and *Ireland-National Development Plan 2000-2006*, *GOI, 1999*. The regional context is provided by the *Strategic Planning Guidelines for the Greater Dublin Area, 1999* and *Strategy 2000-2016 A Platform for Change*, *DTO, 2001*.

### Strategy

This chapter sets out the policies and development control objectives relating to the fostering of existing employment and creation of economic growth across the County, for the period 2004-2010. The strategic vision of this Plan is to encourage the expansion of existing industries, to concentrate development into existing employment centres and to facilitate the growth of employment opportunities for the residents of the County, in a sustainable manner. The focus on employment creation will be based on consolidating the strong job generation capacity of high technology and knowledge based industries and the need for starter/incubator units to promote small to medium enterprise. The attraction of these industries and other employment generators to the County will be facilitated by, the provision of a transportation infrastructure which will allow the efficient movement of people and services throughout the County and which would promote modal change to public transport, cycling and walking, the provision of a communications infrastructure, including broadband facilities to support the knowledge industries, the

enhancement of the existing high levels of educational attainment in the County and the availability of sufficient zoned serviced lands. The need to ensure linkages between the employment centres and transportation hubs is an integral element of the plan and is one of the basic tenets of achieving the sustainable economic development of the County into the future.

A significant recent trend in employment generation has been the development of activities which cross the boundary between traditional industry and office use. The distinction between industrial/manufacturing employment and offices/services industries has become less clear. This County, in particular in Sandyford Business Estate, has seen the redevelopment of low density industrial uses to medium - high density, high technology and office based industries. This form of redevelopment and construction in the estate peaked in the late 1990's/early 2000. The number of permissions granted and consequent floor space has diminished in the intervening period. There is still residual land capacity in Sandyford Business Estate to facilitate further such development but this would appear to be dependant on the global economic climate and indigenous market conditions. There are undeveloped industrially zoned sites remaining in the County, some of which are unserved. These lands are located in Sandyford, Carrickmines, Cherrywood and Bray Little. Both the redevelopment of the existing industrial areas and the serviced undeveloped zoned lands, are capable of providing major new sources of employment. To be responsive to future economic growth additional employment zoned lands will be provided in Cherrywood.

### 7.1 Policy

#### 7.1.1 Policy E1: Growth of Employment

***It is Council policy to facilitate the growth of employment in the County and to this end the Council will co-operate with other agencies to promote entrepreneurship in the County. To ensure sustainable development there needs to be linkages between land use and the provision of transport.***





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The County is an important base for small and medium enterprise formation. Together with the presence of multinational corporations, small and medium enterprises constitute the main economic activity in the County. The County Development Board's *Integrated Strategy for the Social, Economic and Cultural Development 2002-2012* envisages an outcome that the County will be widely acknowledged as the premier entrepreneurial County in the State.

The strategic use of zoned lands will be dependant on their location in relation to transportation and the type of employment provision. The Council will differentiate between the types of employment i.e. manufacturing, service and knowledge/technology industries and then encourage their location in proximity to the relevant transport network, through the development control process. In this regard, manufacturing or goods based industries require good access to the national road system and should therefore be located in close proximity to this network. By their nature the new technology or people-based industries should be concentrated close to high capacity public transport networks.

The Council will encourage sustainable linkages between the major employment areas and the public transport networks by the provision of light rail and a quality bus network. This will be facilitated through the development control process whereby major employment planning applications shall be accompanied by an acceptable mobility plan incorporating proposals to reduce car borne commuting and increase the use of public transport. A clear commitment in its implementation will be required together with arrangements for monitoring progress.

### 7.1.2 Policy E2: Unemployment

***It is Council policy to co-operate with other agencies to promote economic and social development with an emphasis on reducing unemployment and in particular to participate in programmes to alleviate long-term unemployment.***

While the overall unemployment rate in the County is comparatively low, the local economy, given its exposure to global economic trends could experience periodic downturns in employment. The Council will complement the work of its partners on the County Development Board, specifically the local development companies, the Industrial Training Authority (FAS), Enterprise Ireland and the Industrial Development Authority (IDA). In particular, the Council supports initiatives to build the social economy at a local level in an effort to address long-term unemployment. An Integrated Area Plan for Dun Laoghaire was designated in 1999 and has been extended to the end of 2004. Its aims are the regeneration of the social and economic fabric of the designated areas.

### 7.1.3 Policy E3: Lands for Employment Provision

***It is Council policy to ensure that sufficient serviced lands are available for employment generation.***

The Council-owned Sandyford Business Estate has undergone a significant transformation in recent years with medium-high density high technology and office based industry buildings replacing the traditional low rise manufacturing buildings. This transformation has occurred due to the changing nature of traditional industrial estates and the movement towards the new technology industries. There is still existing residual capacity in the estate and the Council will facilitate its continuing development, in line with sustainable transport provision. This policy is strengthened by a specific local objective in Chapter 14 of the Written Statement which indicates that it is an objective of the Council to support the ongoing development of the Sandyford Business Estate, Central Park and the South County Business Park area as a major employment centre with supporting facilities such as crèches, public restaurants/cafes and amenity areas for employees and visitors.

Much of the undeveloped industrially zoned lands in the County were previously subject to development constraints such as roads, drainage and water supply deficiencies. These long-standing shortcomings have been largely



addressed in the previous 5-6 years through the implementation of major capital schemes and it is envisaged that many of these deficiencies will be overcome early in the plan period, with the intended completion of the South Eastern Motorway Scheme, the Sandyford High Level Water Scheme and the Glenamuck – Kiltiernan Sewerage Scheme. In this regard, the water and drainage objectives, which will aid the resolution of these deficiencies, are set out in Sections 12.3.1 and 12.3.2 of the Written Statement. This section also provides a time horizon for the commencement and completion of these schemes. In regard to the employment lands at Carrickmines and Cherrywood there are remaining deficiencies in terms of water supply. The removal of the water supply constraint will be dependant on the availability of appropriate approval and finance to improve/augment the Rathmichael reservoir. The Council will encourage the provision of public transportation infrastructure as an element of servicing of lands for employment.

Finally, in accordance with the County Development Board's strategic goal to promote knowledge-based economic activity and the concomitant higher skills levels amongst employees, the Council will ensure sufficient zoned lands are available to facilitate the needs of such knowledge-based enterprises and its supporting providers.

#### 7.1.4 Policy E4: Telecommunications Infrastructure

***It is Council policy to promote the development of a knowledge economy in the County through the facilitation of telecommunications infrastructure, including broadband connectivity and other technologies.***

The Council will encourage the provision of the widespread availability of broadband facilities throughout the County (See Fig No. 7.1). This infrastructure is critical to the development of a knowledge economy and will help attract inward investment in hi-tech knowledge based industries. The provision of these facilities will also increase the competitiveness of existing industry and the small and medium enterprises. In addition, in order to promote differing work practices, such as teleworking, thereby

reducing travel demands, the Council will encourage the provision of broadband technologies in existing and new residential areas. The Council will promote the implementation of a communications broadband backbone in the County by some or all of the following methods:

- Public – Private partnership proposal,
- Co-funding from the Department of the Environment, Heritage and Local Government and the Local Authority,
- In conjunction with other infrastructural works being carried out by the Local Authority or other statutory service providers,
- Other proposals will be open to consideration.

#### 7.1.5 Policy E5: Education and Skills

***It is the Council policy to sustain the existing high levels of educational attainment and skilled workforce, to encourage employment generation to maintain this resource within the County and to promote the availability of education opportunities to all residents in the County.***

The County presently exhibits a wealth of highly educated and skilled residents and a strong hierarchy of educational facilities, particularly third level facilities. The Council will encourage the retention and expansion of the facilities, particularly the third level colleges. The largest of these colleges is University College Dublin, with a student population of 20,000. The Council will encourage the enhancement of this facility and this is expressed as a Specific Local Objective in Chapter 14 of the Written Statement. Through the availability of serviced zoned lands and other associated policies the Council will encourage the provision of employment opportunities to retain its workforce in the County. A well-educated and skilled workforce is a valuable human resource, which will provide an attraction for inward investment and will promote the County as a leader in the knowledge economy. The Council will support the continuing development and expansion of the Irish Management Institute at Sandyford, the Smurfit College of Business at Carysfort and the Dun Laoghaire Institute of Art, Design and Technology at Kill Avenue.



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### 7.1.6 Policy E6: Non-conforming Uses

***Where industrial or related employment uses exist as non-conforming but long established uses, it is Council policy to facilitate their continued operation provided they do not seriously detract from the zoning objective for the area and that such undertakings meet the required environmental quality standards.***

The Council will use its development control powers to implement this policy. In relation to change of use, expansion or intensification, the Council will consider each case on its merits having regard to its impact on the surrounding environment.

### 7.1.7 Policy E7: Environmental Quality

***It is Council policy to ensure that all economic activity in the County operates in accordance with current European and National environmental legislation.***

The Council has a role in advising, monitoring and enforcement of environmental considerations including emissions to air and water, consumption of resources, waste management, biodiversity and noise pollution.

When considering proposals for employment provision the Council shall take into account the interaction between such development and the receiving environment. Aspects for consideration will be the effect of industrial processes on water quality, emissions to air, noise and waste generation.

### 7.1.8 Policy E8: Enhanced Working Environment

***It is Council policy to secure a high quality working environment on lands for employment provision and to encourage the upgrading of industrial estates and business parks, where necessary.***

The vision for the development of these areas will be focused on the creation of a high quality environment in terms of overall design and layout, accessibility to sustainable modes of transport, a mixture of functions, tenure types and unit

sizes and the provision of a broad range of on site facilities for existing and future employees. An element of residential use in employment zoned areas may be considered in appropriate locations where a proposed development makes a positive contribution to the area in terms of adding to the richness and diversity of uses. The appropriate location for residential use would generally be on the fringes of employment zoned areas where there are adjoining residential zoned areas, which would allow a smooth transition between the zones, and/or in close proximity to public transport nodes and adjacent to public facilities such as shops, crèches, restaurants and hotels. The Council will use its development control powers to implement these policies. Within existing estates, the Council will take action and/or assist other agencies and the private sector to carry out appropriate improvement works, where financial resources are available.

### 7.1.9 Policy E9: Home Based Economic Activities

***It is Council policy to permit home based economic activities where, by virtue of their nature and scale, they can be accommodated without detriment to the amenities of residential areas.***

Home based economic activities are small scale commercial activities carried out by residents of the dwelling, and are subordinate to the main use of the property as residential accommodation. The Council accepts the need to accommodate such uses and recognises their importance in terms of employment creation and the achievement of a crèche or crèches sustainability. Such uses would include childcare provision for local need only, such as a crèche, nursery school, playschool or craftwork etc.

Under the following circumstances, planning permission for such uses may be granted:

- Solely granted to the resident of the house.
- On a temporary basis for home based economic activity in certain circumstances in order to enable the impact of the activity on residential amenity to be assessed. Temporary permissions for childcare facilities are



generally not appropriate.

- Applications for the provision of a crèche, nursery school, playschool and other similar uses will normally be granted in residential areas where the use recognises the residential needs of the area. The proposed facility should fulfil a local need.

#### 7.1.10 Policy E10: Childcare Facilities

***It is Council policy to encourage the provision of affordable and accessible childcare facilities in association with major employment developments.***

In recent years there has been an increase in the number of parents in paid employment who need childcare facilities while they are at work. This has led to a growth in demand for the provision of childcare facilities. The provision of workplace facilities as part of major planning applications for employment developments, will encourage people to gain local employment. The size of the childcare facility should be proportional to the expected employment to be generated by the proposed development.

#### 7.1.11 Policy E11: Enterprise Centres

***It is Council policy to assist in the provision of enterprise centres in association with other agencies and in the context of local need. In conjunction with this policy the Council will require the provision of incubator/starter units in all major industrial planning applications.***

The provision of low-cost small-scale incubator and workshop space increases the capacity of the local economy to spur new enterprise and entrepreneurial activity. Such spaces could be situated in a single purpose building or form part of new multi-purpose commercial developments. In particular these facilities will be encouraged in Cabinteely, Cherrywood and Shankill. In addition in Chapter 14 of the Written Statement, there is a Specific Local Objective for the provision of incubator units in Kiltiernan.

The County Development Board identified in its strategy the

need to support local employment and enterprise initiatives in rural areas. The Council will promote the establishment of incubator space in appropriate rural settings in collaboration with the County Development Board, Enterprise Ireland and FAS.

The Council will liaise with the public sector employment agencies, with voluntary community development groups and with business organisations in the County to facilitate the provision of suitable premises for such enterprises. In addition major planning applications, located in employment zoned areas, may be required to provide for incubator/starter units within the development. The Council will encourage the development of linkages between enterprise centres and the third level educational institutions, to foster the transfer of knowledge and skills. The Council will encourage the relocation of the Dun Laoghaire Enterprise Centre to a more suitable location.

#### 7.1.12 Policy E12: Tourism

***It is Council policy to co-operate with the appropriate agencies in promoting sustainable tourism and securing the development of tourist orientated facilities in the County.***

The Council recognises the employment potential of tourism in the local economy. Many of the policies and objectives of the Plan have as their ultimate aim the protection and enhancement of the natural and built environments, which are such an attractive feature of the County and an important element in terms of promoting sustainable tourism.

It is intended by the Council to promote the preparation, in co-operation with the appropriate agencies and Dun Laoghaire-Rathdown Tourism Company Ltd, a strategy for the further sustainable development of the tourism sector. The objective of the strategy is to encourage a continuing investment programme by both the public and private sectors in order to secure the provision of retail, accommodation, leisure and other facilities and to develop specific tourism related projects and encourage specific visitor markets. In addition, it is intended to carry out further





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environmental improvement schemes on key tourist routes within the County. Tourist facilities and specific objectives relating to tourism are detailed further in Chapter 9 of the Written Statement.

It is recognised that a modern integrated tourism and recreational complex will potentially involve development and consist of uses, some of which may not be permitted under a High Amenity Zoning. Consideration will be given to allowing such uses in order to achieve this objective.

An overall planning application will be required for the entire complex, which will include proposals, where appropriate, for

- The preservation/conservation of natural amenities on the site,
- The preservation/conservation of the heritage structures on the site,
- The retention of the open nature of the lands,
- Significant and intensive landscaping of the site,
- A phasing plan for the provision of the proposed facilities, together with any necessary guarantees in regard to the provision of such facilities.
- That any integrated tourism and recreational complex will compliment and be in keeping with its environs and surrounds.
- Suitability of the site and affect on the landscape shall be paramount.

### 7.1.13 Policy E13: Economic Development Co-operation

***It is Council policy to co-operate with the County Development Board to maximise employment provision in the County.***

The County Development Board's *Integrated Strategy for the Social, Economic and Cultural Development 2002 – 2012* provides a framework for the long-term economic development of the County. The Council acknowledges the important role of all partners on the County Development Board, not least the Council itself, to ensure that opportunities for employment creation are maximised, to remove barriers that prevent social inclusion and hinder full

participation in the local economy and to promote the increasing cultural diversity in the County.

### 7.1.14 Policy E14: Knowledge-Based Enterprise

***It is Council policy to promote the development of knowledge-based enterprise in the County.***

A significant part of knowledge-based enterprise is research, innovation and/or product development activity. Although Information Communication Technology is often associated with such enterprise, the aim is not to exclusively attract the ICT sector. It is further anticipated that a range of support services could be clustered with such enterprise.

The Council will also encourage development proposals that incorporate a range of activities such as teaching and conference centres, media production and art exhibition/performance theatres, computer and test laboratories and data centres and museums housed all under one roof. The aim will be to develop spaces conducive to high levels of learning and creativity.

### 7.1.15 Policy E15: Office Development

***It is Council policy to facilitate office development in commercial and employment centres. The appropriate locations for office development would generally be in District Centres, Major Town Centres and Employment zoned areas (zones DC, MTC and E).***

This policy will be implemented through the development control process. Office developments will generally be considered appropriate in District Centres, Major Town Centres & Employment zones. In District Centre areas, office development will be assessed in accordance with relevant development control standards and on the size of the proposal in comparison to the size of the centre, the need to ensure a variety of uses in the centre to fully serve its catchment area and the capacity of the centre to absorb any such proposal. These locations should be well served by existing and/or proposed public transport facilities in line with the principles of sustainable development. In addition,





in Dun Laoghaire, there are Specific Local Objectives relating to office development. These are expressed in detail in Chapter 14 of the Written Statement.

#### **7.1.16 Policy E16: Office Based Industry**

*It is Council policy to become a centre of high technology employment. To this end it is policy to accommodate "office-based industry" in employment and commercial areas subject to acceptable mobility plans being implemented.*

A significant recent trend in employment generation has been the development of activities which cross the boundary between traditional industry and office use. Such activities include data processing, software development, telemarketing, research and development, information technology etc. Significant employment opportunities exist in these sectors and demand exists for suitable sites and buildings. Such activities will be permitted in principle in Employment zoned lands (Zone E) and within Major Town and District Centre zones (Zones MTC and DC).

Applications for development of office based industry shall be accompanied by an acceptable mobility plan incorporating proposals to reduce car borne commuting and which increase the use of public transport. A clear commitment to its implementation will be required together with arrangements for monitoring progress.

#### **7.1.17 Policy E17: Science and Technology Based Industry**

*It is Council policy to encourage the development of science and technology based enterprise in the County.*

Science and technology based enterprise comprises knowledge based processes and industrial activities in which research, innovation and development play a significant part and which lead to and accommodate the commercial production of a high technology output. Science and technology based enterprises have formal and operational links with third level educational institutions or research centres and encourage the transfer of technology and business skills.

#### **7.1.18 Policy E18: Service Industry**

*It is Council policy to locate major service sector employment in commercial and employment centres. The appropriate locations for service sector employment would generally be in District Centres, Major Town Centres and Employment zoned areas (zones DC, MTC and E).*

This policy will be implemented through the development control process. Service sector developments will generally be considered appropriate in the District Centre, Major Town Centre and Employment zones. These locations should be well served by existing and/or proposed public transport facilities in line with the principles of sustainable development.

#### **7.1.19 Policy E19: Agriculture and Horticulture**

*It is Council policy to facilitate the growth of the agricultural and horticultural industries in the County.*

Through the zoning and development control objectives of the Plan it is the intention of the Council to protect valuable agricultural land from pressures for development not associated with these industries. The Council recognises that the future viability of agriculture depends on diversification of land use and will take cognisance of this during the development control process.

#### **7.1.20 Policy E20: Rural Development**

*It is Council policy to facilitate the development of acceptable rural enterprises and to minimise pollution from agricultural and industrial sources by means of development control and water pollution legislation.*

#### **7.1.21 Policy E21: Extractive Industry**

*It is Council policy to facilitate the operation of extractive industry in suitable locations.*

The Council recognises the importance of the extractive industry and will facilitate its operation in suitable locations.



## EMPLOYMENT

# 7

However such industry can have severely damaging environmental effects and permission will only be granted where the Council is satisfied that environmental quality and amenity will be fully protected. In addition, the proposal must make appropriate provision for the reinstatement of the landscape.

### 7.1.22 Policy E22: Forestry

***It is a policy objective to recognise the importance of afforestation and to support Government policy to promote the development of a strong forestry sector, which can contribute to the local economy and also to the social well being of the rural area.***

Forestry is important in its potential to contribute to the national economy, as an alternative income source to farmers and for its potential to stimulate rural development.

Well-planned forestry can enhance wild life habitats and species diversity. Poorly planned forestry can however have adverse effects including visual intrusion, contamination of water sources, loss of sites of scientific interest including bogs, loss of archaeology and impact on road networks. Forestry will not be permitted on ridgelines.

All forestry development must be compatible with the protection of the environment and all development should conform to the concept of environmental sustainability and also to the Department of Environment and Local Government, *Forestry Development, Draft Guidelines for Planning Authorities 1997*. The Council will seek to recommend a strong bias in favour of broadleaf trees in response to the Heritage Council recommendation for a 50% target for broadleaf planting.

While it is recognised that the Planning Authority has no direct role in the development of forestry, proposed afforestation schemes will be subject to a licensing process through the Department of Marine and Natural Resources and will consult with the Planning Authority. In providing guidance on schemes the Planning Authority should have regard to:



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## EMPLOYMENT



- Any Indicative Forestry Strategy prepared for the area;
- The proper planning and sustainable development of the area;
- The impact on the road network;
- The impact on water quality;
- The impact of the proposal on heritage;
- Impact on residential amenity;
- Visual impact;
- Impact on recreation facilities, including public rights of way.

### 7.2 Development Control Objectives

#### 7.2.1 Office Development

When examining proposals for office development, the Council will have regard to the size and scale of the proposal, its effect on the centre in which it would be located, the availability of, and proximity to, public transport networks and the quality of design and finishes.

The appropriate location for office development is in the District Centres, Major Town Centres and Employment Zones. Applications for large-scale office development shall be accompanied by satisfactory mobility management plans which aim to shift the emphasis from car borne commuting to increased use of public transport, cycling and walking. In the District Centre areas, applications for large scale office developments will be assessed on a case by case basis. These will be dependant on the capacity of the centre to absorb any such proposal and the Council will aim to ensure that the centre will have a full range of uses to serve its catchment area. For Car Parking standards for offices see Table 11.5 in the Written Statement.

#### 7.2.2 Industry And Warehousing Development

Industry and warehousing schemes will be required to present a good quality appearance, helped by landscaping, careful placing of advertisement structures, the screening of open storage areas and unobtrusive loading and parking space.

Each industrial or warehouse unit should be provided with adequate space for the loading and unloading of goods (including fuels) in areas clear of the public road and preferably behind the building line.

In the case of development for two or more industrial/warehouse buildings, a uniform design for boundary fences, roof profiles and building lines is essential. Areas between the buildings and the road boundary may include car parking spaces provided an acceptable landscaping scheme is incorporated. Attention is also drawn to the need to comply with the Air and Water Pollution Acts (as may be amended).

The Council will determine access details from industrial development onto existing roads.

#### 7.2.3 Extractive Industry

In dealing with applications for new development, intensification of use or diversification of activity, the Council will have regard to the nature of the proposal, the scale of activity proposed, the impact on the adjoining road network and its effect on the environment.

Every application for development within this category will be expected to be accompanied by a detailed landscaping plan indicating proposed screening for the operational life of the site and by an appropriate programme for the reinstatement of the landscape.





# LINE OF PROPOSED BROADBAND BACKBONE IN THE COUNTY

## EMPLOYMENT

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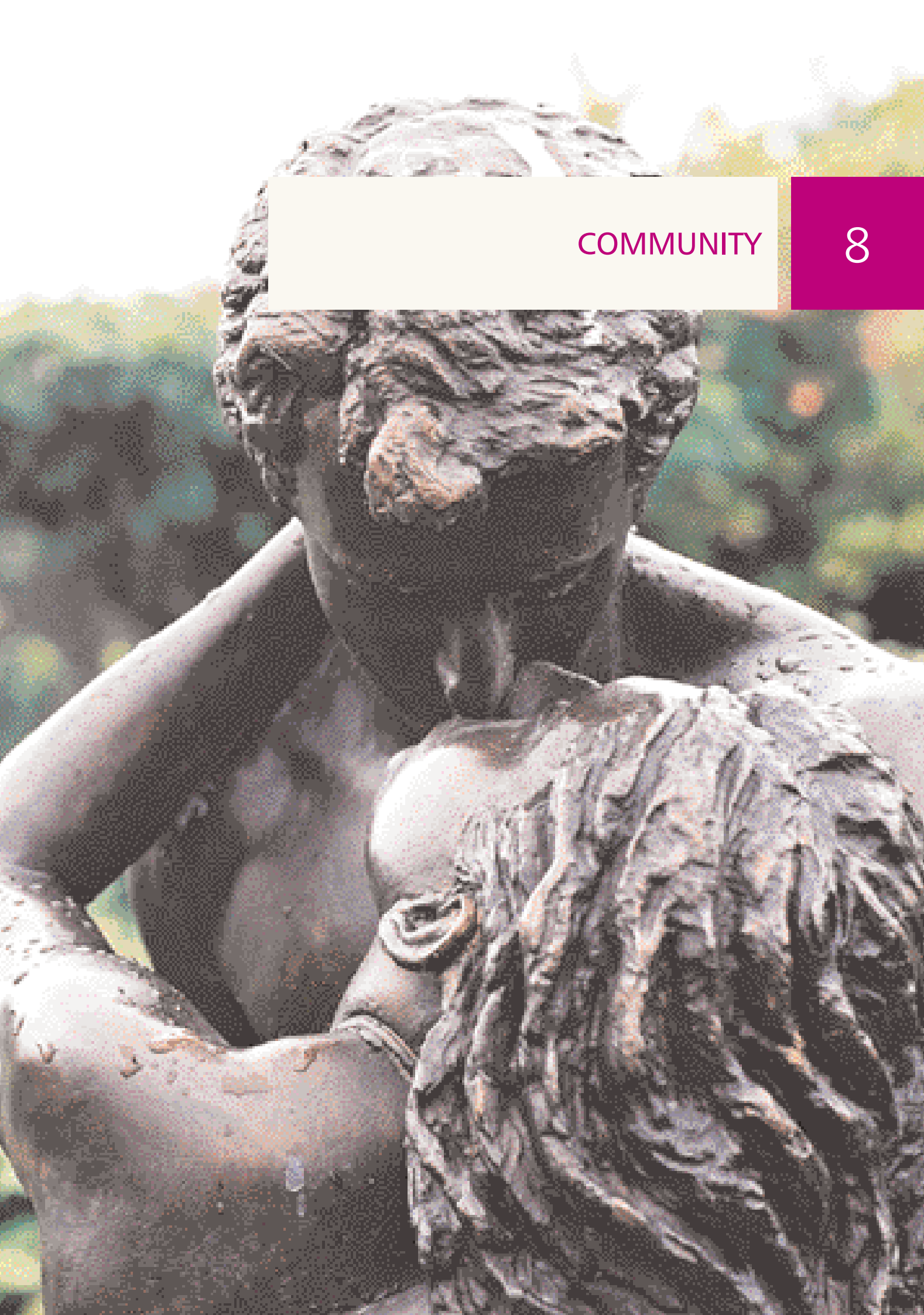
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## Vision

**To plan for communities and create a County with a shared identity built on the achievement of the goals outlined in the County Development Board Strategy 2002 – 2012.**

## Context

- *The National Spatial Strategy, People, Places, Potential, 2002 – 2020, November 2002, DOELG.*
- *National Anti-Poverty Strategy*
- *Local Agenda 21*
- *National Children's Strategy*
- *Dun Laoghaire Rathdown County Development Board, An Integrated Strategy for Social, Economic and Cultural Development, 2002 – 2012.*

## Strategy

One of the mandatory objectives to be contained in Development Plans outlined in the Planning and Development Act 2000 is the objective to ensure the integration of the planning and sustainable development of the area with the social, community and cultural requirements of the County and its population.

Many of the goals relating to social, economic and cultural development in the County Development Board Strategy are goals that the Development Plan also strives to achieve. The County Development Plan and the County Development Board Strategy shall operate parallel to one another with the County Development Board Strategy providing the social, economic and cultural vision while the County Development Plan provides for the proper planning and sustainable development of the County. It is a symbiotic relationship between the two with both working in order to plan and create viable communities.

Chapter 5 - Residential:- contains a number of policies in relation to the neighbourhood concept and the creation of communities which further complement the range of policies outlined below. There is cross compliance between policies contained in this plan so as to ensure the creation of communities.

Viable and sustainable communities which enhance quality of life are built on the principles of proper planning and sustainable development. It is the strategy of this Plan to:

- Integrate sustainable development and planning with the social, economic and cultural development of the County.
- To provide or facilitate the provision of services for the community including, schools, crèches and educational facilities.
- To facilitate the goals identified in the *Dun Laoghaire - Rathdown County Development Board Strategy 2002 – 2012.*
- To ensure the integration of settlement structures and service provision in accordance with the *National Spatial Strategy 2002 – 2020* thus enhancing the quality of life for the residents of the County.
- To ensure a balanced and equitable provision of community facilities throughout the County.
- To provide or facilitate the provision of accessible facilities/services through a community development process that is responsive to the identified needs of the local community including local community/resources centres, recreational amenities and sporting facilities.

## Policy

### 8.1 Community Development

#### 8.1.1 Policy CD1: County Development Board Strategy

***It is Council policy to support the Dun Laoghaire Rathdown County Development Board's, Integrated Strategy for Social, Economic and Cultural Development, 2002 – 2012 in order to reach a shared vision for the long-term social, economic and cultural development of Dun Laoghaire-Rathdown.***

It is Council policy to facilitate the achievement of the goals as set out in the Strategy in relation to social development including community and local development, education, family support, health, rural communities, safety, security and policing, social inclusion and substance abuse.



## COMMUNITY

# 8

It is Council policy to facilitate the achievement of the goals as set out in the Strategy in relation to economic development including enterprise, living space, physical infrastructure, tourism, training and transportation.

It is Council policy to facilitate the achievement of the goals as set out in the Strategy in relation to amenity, the arts, conservation and heritage, culture, marine, coast and sports, recreation and leisure.

### 8.1.2 Policy CD2: Safer Living Environment

***It is Council policy to facilitate the achievement of a safe environment for residents of and visitors to the County.***

Ensuring personal safety and security for the community enhances quality of life. It is an objective of the Council to develop an environment of natural surveillance on our public walkways and open spaces by encouraging supervised people centred activities in these areas, improve the use of targeted lighting and CCTV cameras in liaison with An Garda Síochána. An environment of natural surveillance will also be created in newly planned areas through high quality urban design.

## 8.2 Participation

### 8.2.1 Policy P1: Community Participation - Information and Consultation

***The Council recognises that people in communities have a right to a view on the planning and development of the areas in which they live and it is Council policy to facilitate people in examining that view. It is Council policy to build on the spirit of partnership so as to ensure real social development.***

It is intended to promote public awareness of the functions and activities of the Council, to provide information in relation to its policies and objectives and to engage in consultation with local communities as appropriate. The Council is already involved in a wide range of activities in this regard including:

- Supporting environmental education;
- Liaising with local schools/colleges;
- Supporting the initiatives of local voluntary groups;
- Compiling and publishing local environmental information;
- Maintaining statutory registers;
- Consulting widely with local communities on planning and environmental issues;
- Forming partnerships with local residents, business and environmental groups to counter disadvantage and social exclusion and to secure improvements in the quality of life, (e.g. Southside Partnership, County Enterprise Board, Blackrock Initiative).

It is intended to continue these activities and further expand on them in the future in line with the Council's commitment to the preparation of Local Agenda 21 and the promotion of sustainable development.

### 8.2.2 Policy P2: Community Support

***It is Council policy to encourage and assist the formation, development, guidance and co-ordination of community organisations, local interests and self-help groups, with an emphasis on areas of special need within the County.***

The Council will continue to influence the provision of services/facilities that are responsive to and meet the needs of communities, particularly in areas of social disadvantage in the County. This provision of services/facilities promotes the integrity and vitality of the local community and enables them to develop structures that ensure sustainable neighbourhoods. This also facilitates a multi-agency approach that provides services in a targeted, efficient and timely manner.

The Council will continue to support the provision of community facilities where necessary, and will continue to sponsor community projects where appropriate. It will continue to liaise with other statutory bodies involved in community development work, i.e. F.A.S., E.H.B., V.E.C., Youth Services.



It is a Council objective to provide a resource centre at Fitzgerald Park. It is a Council objective to protect and enhance the community infrastructure of the Church of Ireland.

### 8.2.3 Policy P3: Estate Management

*It is Council policy to support the continued development of Estate Management in order to enhance the role of neighbourhood development as resources allow. Estate Management is about working together to exchange information and ideas and to generate for tenants a greater sense of involvement and responsibility in the decision-making process impacting on their areas.*

## 8.3 Education

### 8.3.1 Policy ED1: School and College Sites

*It is Council policy to ensure that school and college sites are made available in accordance with the requirements of the relevant education authorities.*

### 8.3.2 Policy ED2: Second Chance School

*It is Council policy in conjunction with the VEC and other relevant bodies to promote the establishment of a special second chance school for early school leavers in the County*

### 8.3.3 Policy ED3: Third-Level Educational Facilities

*It is Council policy to support the ongoing provision of third level institutions in the County including University College Dublin, (Belfield and Carysfort); Dun Laoghaire Institute of Art, Design and Technology; Sion Hill; Blackrock; Dun Laoghaire Senior College and Blackrock VEC.*

## 8.4 Community Facilities

### 8.4.1 Policy CF1: Libraries

*It is Council policy to promote and develop the library service in accordance with the highest professional standards and in accordance with the objectives laid down in the report "Branching Out: A New Public Library Service" of the Department of the Environment and Local Government 1998, and the report "Joining Forces: Delivering Libraries and Information Services in the Information Age" of An Chomhairle Leabharlanna 1999 to meet the needs of the community subject to the availability of finance.*

In its implementation of this policy the Council, will as resources permit, expand its existing branch network to those areas which are currently without a branch library and will improve its existing facilities and services.

The need for specialised and centralised services in a Europe of the Regions setting will be promoted through the development of a Europe of the Regions Centre of Literature and Culture, which will be both a local and European focal point for literature, culture, and related co-operative activity.

The overall library policy will be in accordance with the objectives and priorities identified in the Library Development Programme (New Library Development Programme-To be prepared). Suitable sites shall be identified for library purposes throughout the County.

### 8.4.2 Policy CF2: Provision of social services throughout the County

*It is Council policy to ensure that the provision of social services i.e. drop in centres, drug centres, crèches/childcare facilities, educational and rehabilitation centres, be spread equitably throughout the entire County so as to ensure that these services are provided locally as indicated by need and not centred in one area.*

Photo: Our Lady of the Wayside School, Kiltiernan.



## COMMUNITY

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### 8.4.3 Policy CF3: Cemeteries

*It is Council policy to continue the development of Shanganagh Cemetery to cater for the needs of the County and to continue on a planned basis with the improvement of the appearance of the cemeteries now closed.*

### 8.4.4 Policy CF4: Public Toilets

*It is Council policy to improve public toilet facilities at suitable locations throughout the County.*

Public Toilets are the responsibility of the Culture, Community Development and Amenities Department and are provided at various locations throughout the County. The provision of public toilets is under continuous review.

### 8.4.5 Policy CF5: Fire Brigade Services

*It is Council policy to co-operate with Dublin City Council in the development of the fire service in the Dublin region.*

## 8.5 The Arts

### 8.5.1 Policy A1: Community/Public Art

*It is Council policy to encourage and assist in the development of the arts throughout the County. The Council will require major new commercial developments in the County to incorporate works of public art in the scheme in order to enhance the amenities of the local environment. Major new Local Authority construction schemes will also incorporate permanent artistic features.*

The Council will foster an understanding of the diversity of cultures as part of the County and wider environs.

The Council is preparing an Arts Development Plan to ensure a proper foundation for the advancement of arts and culture in the County and to prioritise direction for future development. This Plan will be implemented and updated as resources permit.

## 8.6 Social Inclusion

### 8.6.1 Policy SI1: Planning for Social Inclusion

*It is Council policy to progressively reduce all forms of social exclusion whether by race, creed, sexuality, educational attainment, geographical location or levels of physical and intellectual ability.*









LANDSCAPE, HERITAGE  
AND AMENITIES

9



### Vision

**To create a green structure where heritage and landscape are afforded protection, management and enhancement, and where there will be adequate opportunity for passive and active recreation. The green setting will be enhanced by allowing rural landscape into the urban areas through greenways, linear parks, and wildlife corridors. Residents and visitors alike should have access to the recreational and leisure facilities of the County.**

### Context

- *Landscape Character Assessment, Guidelines for Planning Authorities, DOELG.*
- *National Heritage Plan, Department of Arts, Heritage, Gaelteacht and the Islands, 2002.*
- *National Spatial Strategy, 2002 – 2020, People, Places, Potential, DOELG.*
- *The Local Coastal Plan, Booterstown to Sandycove, June 2002, Dun Laoghaire-Rathdown Economic Development and Planning Department.*
- *Heritage Appraisal of Dun Laoghaire-Rathdown County Development Plan, 1998, June 2000, Dun Laoghaire-Rathdown Economic Development and Planning Department.*
- *Windfarm Development, Guidelines for Planning Authorities, September 1996, DOELG.*
- *The National Climate Change Strategy, October 2000, DOELG.*
- *Sustainable Development, A strategy for Ireland, 1997 DOELG.*
- *Forestry Development, Consultation Draft Guidelines for Planning Authorities, January 1997.*
- *National Biodiversity Plan, 2002 Department of Arts, Heritage, Gaelteacht and the Islands.*

### Strategy

The overall strategy in this section is:

- To manage environmental quality by enhancing both the natural and cultural heritage and recognising that both

are constantly evolving and changing. The landscape of Dun Laoghaire-Rathdown is not a static entity and much of it is man-made. This needs to be recognised to ensure adequate management of the landscape and its resources;

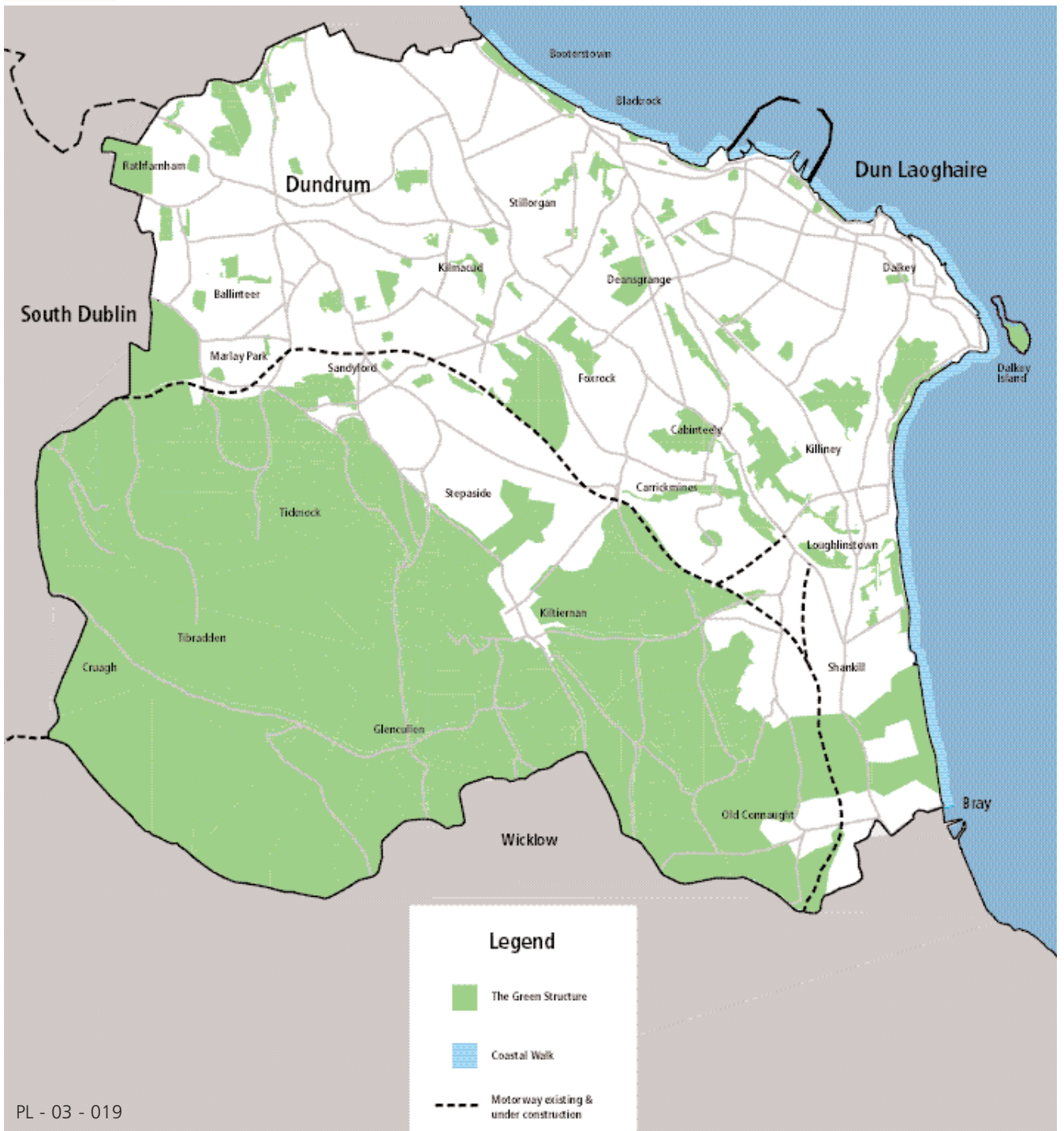
- To recognise that the landscape and heritage of Dun Laoghaire-Rathdown has an important role to play in contributing to a high quality of life for both residents and visitors alike.
- To recognise that landscape is the overall key facet which links all areas of heritage and the environment.
- To integrate environmental considerations into other policies to ensure cross compliance in this plan.
- To facilitate the creation of a green structure in accordance with the National Spatial Strategy.
- To ensure that the protection and conservation of the environment and heritage ranging from landscape, seascapes, european designated sites of importance to flora and fauna, is balanced with the sustainable development of the County.
- To prepare a Local Heritage Plan.
- To endeavour to foster a network of habitats from the existing patchwork of open space and green corridors that permeate the County.
- To ensure adequate access to the recreational facilities of the County for all.

### 9.1 Landscape.

Dun Laoghaire-Rathdown contains significant areas of landscape importance. The importance of these areas is strengthened due to the built-up nature of the majority of the County and the need to conserve, maintain and enhance the landscape character of the County to enable those living within the County and those visiting the County to reap the benefits of the high quality environment and leisure and recreation amenities both passive and active which this landscape facilitates. It is important to recognise that the landscape constantly changes, adapts and evolves to human intervention and as such is not a static entity.

The Department of Environment and Local Government's *Draft Guidelines for Landscape and Landscape Assessment*

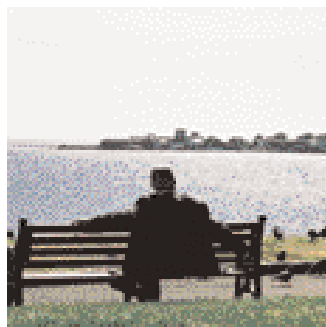
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# 9

## LANDSCAPE, HERITAGE AND AMENITIES



(2000) and the Planning and Development Act 2000 recommend a new holistic approach to examining the landscape in its entirety as opposed to only designating areas of high scenic importance.

Dun Laoghaire-Rathdown has carried out a Landscape Character Assessment study of the rural area of the County (May 2002) which identifies 13 Landscape Character Areas in addition to Cherrywood Rathmichael, along with a recommended strategy for each area.

### 9.1.1 Policy L1: Preservation of Landscape Character

***It is a policy objective of this Council to preserve and enhance the character of the landscape in accordance with the recommended strategies as outlined in the Landscape Character Assessment (May 2002) and in accordance with the Draft Guidelines for Landscape and Landscape Assessment as issued by the Department of Environment and Local Government.***

The zoning maps of the County Development Plan highlight areas which are zoned as high amenity areas. These areas consist of landscapes of special value where inappropriate development would contribute to a significant diminution of the landscape setting of the County. These areas include the Glencullen valley, Glendoo valley and Kilmashogue valley. The areas adjacent to the high amenity areas are also sensitive landscapes as development in these areas may affect the quality of the high amenity areas.

In view of their landscape importance it is an objective of the Council to prepare a Special Amenity Area Order for Killiney Hill/Dalkey Hill/Rocheshill and to consider the feasibility of designating the Carrickgollogan Hill area, to the north of Murphystown Lane as an area for a Special Amenity Area Order (see specific local objectives chapter 14).

### 9.1.2 Policy L2: High Amenity Zones

***It is Council policy to conserve and enhance existing high amenity zones and to seek to expand these and other areas to absorb further recreational use***

#### ***without damaging their amenities.***

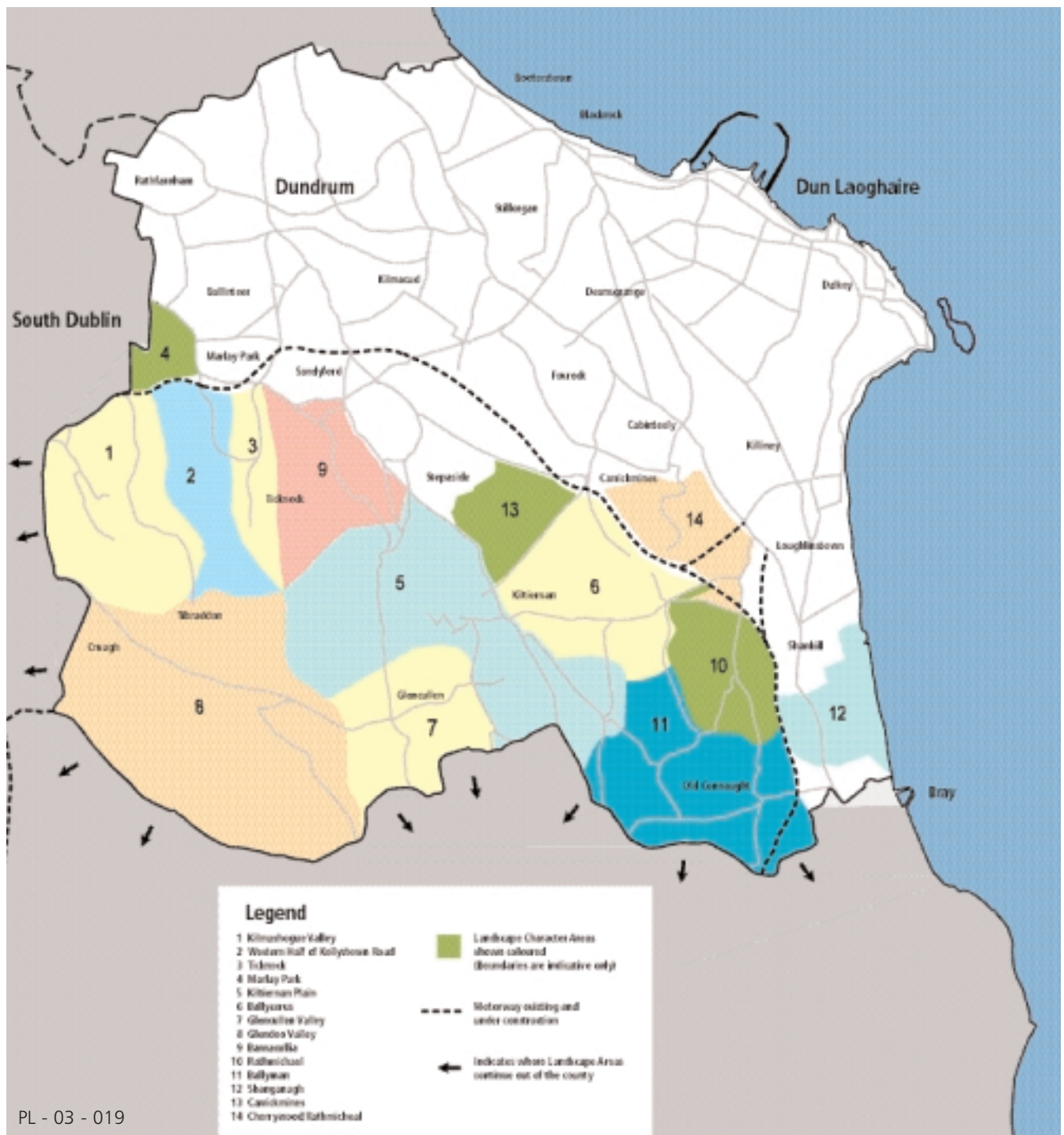
Within zoned high amenity areas any development not related directly to the area's amenity potential or its existing use for agriculture, mountain or hill farming shall not be permitted.

The table below outlines the landscape character areas along with an identified strategy as identified in the Landscape Character study.





Fig No.9.2



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Table 9.1 Landscape Character Areas

Description	Sensitivity/Strategy
<p><b>1. Kilmashogue Valley</b></p> <p>This enclosure is bounded by the motorway to the north, Glendoo to the south, Tibbradden Mountain to the West and Kilmashogue to the east. Because this is an area of high relief, the boundaries are actually landform features.</p> <p>The upper reaches of this enclosure – i.e. the upper valley between Tibbradden Lane and Kilmashogue Lane is almost completely hidden from the view of the rest of the enclosure and indeed the outside world. This portion of the enclosure retains its rural feel with planned older hedges retained in the main. In the higher reaches, sheep graze in the fields. This is essentially an upland grazing area. Some field boundaries take the form of stone walls. The upper reaches have been afforested but not to the same extent as other upland areas in the County.</p> <p>Further down valley again, the field pattern becomes larger, the development more concentrated and the features of a large urban settlement in the form of pylons, the Oldfield golf course and the M50 motorway begin to impinge on the landscape.</p>	<ul style="list-style-type: none"> <li>• Kilmashogue valley is currently one of the County's finest unspoilt valley landscapes, which is currently not protected by any particular status. Any development in this valley should be carefully considered and be in sympathy with the existing landscape. The upper portion of the valley has not been affected by large-scale afforestation.</li> <li>• Existing deciduous trees, especially those around Larch Hill, shall be afforded continuing protection.</li> <li>• Buildings – the rural character of the valley shall be maintained along with the avoidance of suburbanisation. Any permitted development shall be vernacular in design, mass and scale and in accordance with the policies of the Development Plan.</li> <li>• Roads – any plans for road realignment or improvements shall take account of the existing hedgerows.</li> <li>• Pylons and masts – careful consideration shall be taken of any proposals for pylon schemes to traverse the valley.</li> <li>• Afforestation (coniferous species) – careful consideration shall be given to the landscape impact of large scale afforestation on the upper reaches of either Kilmashogue or Tibbradden Mountain.</li> </ul>
<p><b>2. Western Half of Kellystown Road</b></p> <p>This enclosure is bounded by Kilmashogue Mountain to the west, Three Rock to the south, the M50 motorway to the north and a small rocky outcrop (the remains of a quarry) to the east.</p> <p>The area runs steeply upwards from the motorway. St Columba's school (originally Hollybrook House) is at the Northern end of the enclosure. The Southern Cross route effectively contains this enclosure. Some suburban development has infiltrated up the valley. Individual fields give way to Stackstown Golf Course which ends with the tree line of Kilmashogue Woods stretching upwards to</p>	<ul style="list-style-type: none"> <li>• Existing hedgerows and stone walls shall be maintained.</li> <li>• Deciduous trees in the river valley shall be protected.</li> <li>• Roads – any plans for road improvements shall take account of the existing hedgerows.</li> <li>• Pylons and masts – careful consideration shall be taken of any proposals for pylon schemes to traverse the County.</li> <li>• Afforestation (coniferous species) – careful consideration shall be given to the landscape impact of large scale afforestation.</li> </ul>



**Description**

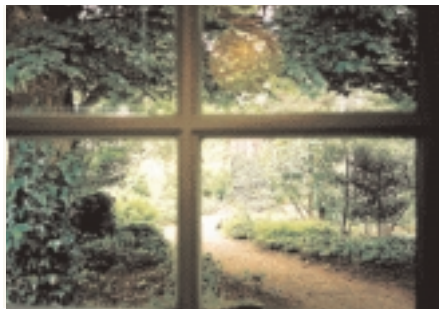
Kilmashogue Mountain and eastwards to Three Rock Mountain. Views in the upper reaches have been obscured by coniferous plantations. At the bend on Kellystown Lane the view downwards to the city is obscured by a line of pylons traversing the enclosure. The Little Dargle River valley is delineated by deciduous trees along its reaches.

**Sensitivity/Strategy**

**3. Ticknock Road.**

From the top of the enclosure one obtains a panoramic view of the city. A line of pylons again traverses the view. From the upper reaches of the valley existing development appears to nestle discreetly in hollows or wooded areas. The coniferous treeline along Three Rock provides a stark boundary to the east. The traditional planned field pattern is delineated by stone walls and hedgerows. Afforestation has altered the landscape.

- Field patterns – restoration and conservation of field patterns.
- Building – any permitted development shall be vernacular in design, scale and mass and shall nestle into the existing landscape.
- Pylons and Masts – careful consideration shall be given to proposals for pylon schemes traversing the landscape.
- Afforestation – careful consideration shall be given to the landscape impact of large scale coniferous afforestation and resultant harvesting on the upper reaches of the mountains bounding this enclosure. Closing off of the slopes shall be avoided.
- Existing parklands associated with demesne houses shall be treated on an individual basis. It is recommended that historical survey and analysis be carried out prior to any alterations.



## Description

## Sensitivity/Strategy

### 4. Marlay Park

This enclosure contains Marlay House and 18th century demesne which is one of the largest to remain intact in the entire County of Dublin. A portion of the original demesne is now a public park with much of the original estate wall still intact. Marlay Park provides a good buffer between the foothills of the Dublin Mountains and the built up area of the city.

### 5. Kiltiernan Plain

This is a large enclosure which comprises the hilly plain lying between Three Rock to the west, Newtown, Barnaslingan (The Scalp) and Carrickgollogan to the south, the disused lead mines and chimney to the east. The enclosure is curtailed to the north by the coniferous plantation on Three Rock. The edge of Stepside Area Action Plan and Ticknick also forms a boundary to the north east.

This enclosure is characterised by a series of smaller hillocks within a plain. Roads run between the undulations most notably the main Enniskerry Road running north-south from Stepside and disappearing into the Scalp.

This large hilly plain which is part of the foothills of the Dublin Mountains accommodates much of the rural development in the County (Kiltiernan and Stepside). Given its terrain and the number of routeways traversing this plain, it is likely to be subject to the most pressure for long-term development which would significantly alter the existing landscape.

- The area has accommodated much change generated by the pressures of being adjacent to a large urban area. The village of Stepside will accommodate further change as detailed in the Area Action Plan. There is a risk that continued linear development along the road between Kiltiernan and Stepside will simply merge the two villages into a continuous built up strip. Settlement strategy shall ensure the consolidation of these villages along with the provision of an open space buffer zone between the two.



## LANDSCAPE, HERITAGE AND AMENITIES

9

### Description

#### 6. Ballycorus

This enclosure encompasses the valley along which runs the Ballycorus Road and is bounded by the disused lead mines to the south and Ticknick and the Glenamuck Road to the north, Barnaslingan to the west with Three Rock in the background. This enclosure displays past and also present industrial/extractive works. The past is in the form of the old leadworks especially the lead mine's chimney. Quarrying/extraction has continued into the present with the activities of Cement Roadstone in the valley.

### Sensitivity/Strategy

- Recognition of the important role of Ballycorus leadmines in the past.
- Dingle Glen is a sensitive landscape and shall be afforded protection due to its rarity.
- Maintenance and restoration of field patterns and boundaries.
- Consideration of designation of Carrickgollogan Hill as an area for a Special Amenity Area Order.

#### 7. Glencullen Valley.

The enclosure of the Glencullen Valley is possibly the most tranquil, unspoilt, high amenity area in the County which is further enhanced by the presence of the village of Glencullen at the crossroads in the valley. Although the river valley stretches beyond the boundary of this enclosure it was felt more appropriate - due to characteristics and distinctiveness - to divide the valley into two enclosures - No. 7 and No. 8.

The village of Glencullen nestles at a crossroads in the middle of an upland valley contained by Glencullen Mountain to the west, Ballybrew (Co. Wicklow) to the south, the Scalp (Killegar) to the east and Newtown Hill and Two Rock to the north. When approached either from Kilternan or the Ballyedmonduff Road, there is a point along each road where one enters what can be termed 'Glencullen Valley'. The sense of a village at a height contained within an armchair of hills is evident. The village and the valley are possibly best viewed from the Killegar Road outside the County. From this view point the fact that the village is being gradually elongated due to one-off housing is also evident.

Field patterns predominate and are delineated by stone walls

- This is a highly sensitive landscape in which any development must be handled with care. Linear elongation of the existing Glencullen village shall be avoided. Instead consolidation shall be encouraged.
- Building - any new development shall respect the vernacular in design, mass and scale. Development on ridges shall be avoided.
- Encouragement of tree planting of native species in low lying area and on hills.
- The impact of coniferous plantations on the hills shall be noted and further proposals assessed.
- Existing stone walls shall be restored and maintained.
- Possible road improvement schemes shall not remove hedgerows and walls.



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### Description

in some cases. Coniferous forestation along with one-off housing has had the largest impact on the landscape. The upper reaches of Glendoo are afforested – as is the east portion of Newtown Hill. The valley contains a wealth of archaeological sites and artifacts of importance. In the lower reaches of the valley the course of the river is delineated by native scrubland and deciduous woodland.

The NHA Ballybetagh Bog lies within this enclosure. Ballybetagh bog includes three separate areas of marsh land situated approximately 5km north-west of Enniskerry.

Knocksink Wood, a Natural Heritage Area of international importance, is situated in the south of this enclosure, just north west of Enniskerry. The steep sided valley falls down to the Glencullen River which meanders over granite boulders along the valley floor.

### Sensitivity/Strategy

#### 8. Glendoo Valley.

This enclosure encompasses much of the Glencullen river valley and is bounded on either side by Glendoo Mountain and Two Rock Mountain. The upper reaches of Glendoo Mountain which are forested but underlain with peat form part of the proposed Wicklow Uplands Park. From the northern end of this enclosure the view is one of an unspoilt rural landscape with traditional field boundaries delineated by stone walls. Scrubland and deciduous species predominate in this river valley. Development is sparse and the landuse is still predominantly agricultural (sheep grazing).

- The nature of this valley landscape render it a sensitive landscape. Extensive planting of forestry would be detrimental to this landscape.
- Field patterns and stone walls shall be conserved.
- Pylons and masts – careful consideration shall be taken of any proposals for pylon schemes to traverse the valley.



### Description

To the west, Glendoo Mountain has been altered by dense coniferous afforestation and the resultant forest tracks which are part of the Wicklow Way are clearly visible snaking up the hillside. Looking northwards from the same point the view is again of a rural landscape – predominantly peat on the upper reaches.

The Uplands Park which covers much of upland Wicklow, contains an area of approximately 20,000 hectares. Part of this vast area falls within the Glendoo enclosure and the County boundary. This includes large areas of mountain blanket bogs.

### Sensitivity/Strategy

#### 9. Barnacullia

This enclosure encompasses the elevated slopes rising from Stepside village up towards Three Rock Mountain.

Three of the boundaries are man made features – the roadway, the plantation forest and the edge of the built up area of the city. The enclosure can be almost subdivided into two separate enclosures by the Barnacullia Road. To the west of this road the land slopes steeply upwards to the summit of Three Rock Mountain. The most significant feature is the granite quarry which is clearly visible from a number of viewpoints within the County and from 2 kilometres off-shore in Dublin Bay. One-off housing is dotted up the mountainside with almost continuous ribbon development along the road. To the east of the Barnacullia Road the landscape is gentler in slope and characterised by irregular fields broken up by deciduous tree belts. One-off housing is again prevalent along the lower side of the roadway although views down the valley are currently protected. The noise of traffic in Sandyford village is audible and a line of large pylons traverses the enclosure. This enclosure also includes the area containing the NHA Fitzsimons Wood which occupies an area of approximately 8 hectares near Lamb’s Cross.

- The area has already absorbed considerable residential development along its main routeways. At present the Enniskerry Road R117 acts as a boundary between urban and rural developments as the land begins to rise steeply to the west of this roadway.
- The impact of any further pylon schemes on the landscape shall be carefully assessed.
- Any new residential development shall maintain the rural character of the area and should not be obtrusive on the horizon.
- The impact of further extractive industries on the elevated slopes of Three Rock shall be carefully assessed.
- Possible road improvement schemes shall not remove hedgerows and walls.



## Description

## Sensitivity/Strategy

**10. Rathmichael**

This enclosure encompasses the area between the Rathmichael Road and Carrickgollogan. At present the area slopes gently westwards up to Carrickgollogan. A number of roads with virtually intact hedgerows criss-cross the area giving a rural ambience, despite the fact that the area is dotted with enclaves of low density residential units – often three or four units, 17 in one case – all set in their own large sites.

- Maintenance of natural ambience.
- Protection of deciduous tree belts.

**11. Ballyman**

This enclosure encompasses the large plain between the Scalp and the Little Sugar Loaf and Great Sugar Loaf. This enclosure stretches beyond the geographical boundary of the County and beyond the area defined as Ballyman. The area has a distinctively rural feel with an open landscape and agricultural activities. It is a regular landscape with the fields generally larger than in the rest of the agricultural part of the County. This is possibly due to the upland nature of much of the rural area of the County. Fields are delineated by low hedges and trees. Moving away from the rolling plain afforestation prevails on the upper reaches of Killegar and Barnaslingan which rise on either side of The Scalp. Between Carrickgollogan and the Ballyman Road a line of pylons traverses the site and crosses the Ballyman Road amidst residential development. This enclosure also includes the village settlement of Old Conna.

- This area is distinctively agricultural and low lying in nature with views across to Bray Head and the Sugar Loaf.
- Much of the area falls outside the County and as such the Council shall work with Wicklow County Council on formulating policy for this area.
- Prevention of unauthorised dumping.

**12. Shanganagh**

This enclosure is essentially the area between Shankill and Bray which takes in the cemetery at Shanganagh, Shanganagh Park and Woodbrook golf course. This enclosure also includes the land to the west between the Dublin Road and the N11. The Dublin Road from Shankill

- The functioning of this area, as a green belt is reassessed in light of its proximity to the Dart line and also given that the vista nature of Crinken can be retained while allowing further development.



**Description**

to Bray traverses this enclosure. Big houses include The Aske, Beauchamp, Wilford, Woodbrook and Shanganagh House. When viewed from Killiney Hill and also from Carrickgollogan this area belt is effectively indistinguishable from the overall plain. The entire expanse appears to be dominated by low-density housing.

When viewed from the Dublin Road, the trees prevent any sense of a vista but instead provide for a tree lined Avenue.

**Sensitivity/Strategy**

- The sylvan character of the Old Dublin Road shall be maintained.

**13. Carrickmines**

This enclosure encompasses the area east of the Stepside Action Area and is bounded by the motorway to the north, the Glenamuck Road to the South and the Enniskerry Road to the west. The most dominant visual feature of this enclosure is the Ballyogan landfill. The landforms of the area have been stripped. This enclosure is dominated by the fact that it is located at the edge of the built up area of Dun Laoghaire Rathdown. It functions as a buffer between the more densely built-up area of Leopardstown/Stepaside and the lower density suburban generated housing area of Kiltiernan.

This enclosure is best viewed from a height adjacent to Dingle Glen NHA. From this viewpoint one gets a clear view of the enclosure. The impact of the multitude of urban uses – the tiphead, pylons and houses on the landscape are evident.

- Following on from decommissioning of the existing tiphead it is probable that the landscape of this enclosure will alter. The decommissioning of the tiphead offers an opportunity to enhance and restore a portion of the landscape for an amenity type purpose. The enclosure sits between the urban and the rural landscapes and is capable of accommodating development.

**14. Cherrywood-Rathmichael.**

For the purposes of this landscape assessment the Cherrywood-Rathmichael area has been outlined, as the landscape character of this area is undergoing dramatic change. The Cherrywood area is bounded by the N11 to the east, the proposed South Eastern Motorway to the west, Cherrywood Road to the south and the built up area of Brennanstown to the north.

- Development within the Cherrywood-Rathmichael area shall take into account the features of landscape importance within the area.



### 9.1.3 Policy L3: Views and Prospects

***It is Council policy to protect and encourage enjoyment of views and prospects of special amenity value or special interests.***

The County contains many sites, areas and vantage points from which views over areas of great natural beauty, over adjoining counties, over local landmarks and traditional lands and over the City of Dublin may be obtained. In addition to scenic views, the County also contains important prospects i.e. prominent landscapes or areas of special amenity value or special interest which are visible from the surrounding area. Views and prospects for protection have been identified in the Plan. The Council will take into account the views and prospects of adjoining counties – Wicklow and South Dublin in assessing planning applications for development.

In the implementation of this policy it is the intention of the Council to:

- prevent development which would block or otherwise interfere with a view which is designated for protection.
- preserve the prospects listed in the Plan.

In evaluating planning applications for development in the foreground of identified views and prospects, consideration will be given to the effect such development may have on the view or prospect.

Where possible it is the intention of the Council to improve the viewing potential by selecting the removal or lowering of walls, hedges or other structures and by establishing viewing points or car parks in scale with the area.

Roads or other public areas from which there is a view worthy of protection are shown on the Development Plan Maps. Prospects (i.e. the distant object, notably mountains, being viewed), the preservation of which is an objective of the Council, are listed below.

**Table 9.2: Prospects to be preserved**

• Dublin City and Bay from Deerpark, Mount Merrion
• Carrickgollogan from Ballybrack (e.g. Church Road and Churchview Road)
• Carrickgollogan from Bray Road (Shankill to Bray area)
• Carrickgollogan from Ballyman Road
• Carrickgollogan from the Enniskerry Road (south of Kiltiernan Village)
• The Scalp from Ballyman Road and part of the Enniskerry Road
• Three Rock Mountain and Two Rock Mountain from the Enniskerry Road (Sandyford -Kiltiernan area) and Sandyford Village
• Three Rock Mountain and Two Rock Mountain from the Ballybrack Road
• Three Rock Mountain and Kilmashogue Mountain from Marlay Park
• Tibbradden Mountain and Kilmashogue Mountain from Kilmashogue Lane
• Glencullen Mountain and Valley from the Ballybrack Road
• Glendoo Mountain from the Ballybrack Road
• Dalkey Hill from Ulverton Road, Station Road and the East Pier
• Killiney Hill from Vico Road, Station Road and the East Pier

## 9.2 Heritage and Protection of the Environment

### 9.2.1 Policy H1: Heritage and protection of the environment

***It is Council policy to protect and conserve the environment including, in particular, the archaeological and natural heritage and to conserve and protect Special Protection Area (Birds), proposed Candidate Special Areas of Conservation and Natural Heritage Areas of the County.***

Implementation of this policy will involve, inter alia:

- Safeguarding the integrity and the setting of archaeological monuments and sites, protecting existing rights of way to such sites and to seek to establish public





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access where it does not exist at present.

- Listing of buildings, structures and sites of architectural, historic, artistic or archaeological interest, under the Record of Protected Structures.
- Designation of Architectural Conservation Areas.
- Retention of trees and woodlands on particular sites.
- Making Special Amenity Area Orders where appropriate.
- Designation of High Amenity Area zones and Coastal Amenity zones.
- Designation of Green Belt areas.
- Identification of views and prospects of special amenity value or special interest.
- Identification, signposting and mapping of public rights of way.
- Designation of sites of geological and geomorphological importance.
- Designation of a Special Protection Area (Birds).
- Designation of proposed Candidate Special Areas of Conservation.
- Designation of proposed Natural Heritage Areas and Areas of Archaeological Potential.
- Promoting the heritage development of Blackrock, Dun Laoghaire and Dalkey.

This policy reflects the Council's commitment to protecting the heritage of the County and securing sustainable development. The Council will seek to ensure access for all in relation to heritage. The Council will seek the co-operation of the Department of the Marine and Natural Resources to ensure that foreshore development will not conflict with the policy of the Council.

### 9.2.2 Policy H2: Heritage Plan for Dun Laoghaire-Rathdown

***It is a policy objective to produce a Heritage Plan for Dun Laoghaire-Rathdown which will be set within the context of the National Heritage Plan published by the Department of Arts, Heritage, Gaeltacht and the Islands. It is a policy objective of the Council to adopt a sustainable heritage development policy which ensures a balance between protection of heritage and the implementation of other policies in the Development Plan.***

Heritage as defined by the Heritage Act 1995 includes monuments, archeological objects, heritage objects, architectural heritage, flora, fauna, wildlife habitats, landscapes, seascapes, wrecks, geology, heritage parks and gardens and inland waterways.

The County has a rich heritage. The Plan will seek to identify, preserve, conserve, manage and enhance the enjoyment of that heritage. The County Heritage Plan will be formulated in partnership and consultation with its partners in a spirit of shared responsibility. It will be a five year Plan and will be realistic and costed.

### 9.2.3 Policy H3: Heritage Town

***It is Council policy to continue to promote the improvement of Dalkey Village to reflect its designation as a 'Heritage Town'.***

Dalkey is the only area in Dun Laoghaire-Rathdown to be designated under the Bord Failte Heritage Towns Programme. The Programme is designed to upgrade a selection of Ireland's historic settlements/towns and to promote their attractiveness as tourist venues.

The Council has already carried out significant streetscape and other improvements in Dalkey Village. In conjunction with other agencies including The Dalkey Heritage Town Co. Ltd., local residents and traders and subject to the availability of finance, the Council will continue to upgrade the village as opportunities arise.

### 9.2.4 Policy H4: Historic Demesnes and Gardens

***It is Council policy that all historic demesnes and gardens should be identified in view of their significance as part of our national heritage. The following are listed in view of their significance as part of our national heritage: Cabinteely House, Marlay House and Fernhill.***

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### 9.2.5 Policy H5: Special Protection Area (Birds), Proposed Natural Heritage Areas and Candidate Special Areas of Conservation

*It is Council policy to protect and preserve areas designated as 'Proposed Natural Heritage Areas', 'Proposed Candidate Special Areas of Conservation' and 'Special Protection Area' (Birds) (Table 9.3).*

The County has a rich ecological, botanical and geological heritage and many such areas are worthy of conservation. This heritage can be damaged in many ways. It can be quickly destroyed by scrub or tree clearance, by drainage or dumping or it can suffer through pollution, fertilisation or overuse in recreation. The pressures in Dublin, because of the population density, are considerable.

Proposed Natural Heritage Areas are designated by the National Parks and Wildlife Service. Special Protection Areas (Wildbirds) and proposed Candidate Special Areas of Conservation are also designated by the National Parks and Wildlife Service under the EU Birds and Habitats directives respectively. The Habitats Directive places an obligation on member states of the EU to establish an EU wide network of special conservation sites, made up of Special Protection Areas and Special Areas of Conservation. The network is called "Natura 2000".

'Proposed Natural Heritage Areas' (pNHA), 'Proposed Candidate Special Areas of Conservation'(SAC) and 'Special Protection Area' (Birds) (SPA) are shown on the Development Plan Maps and are set out in the table opposite. It is the intention of the Council to protect and preserve these areas.

It is an objective of the Council to protect and preserve the wild bird species and their habitats, especially rare or vulnerable species, and regularly occurring migratory species within and forming part of the Sandymount Strand and Tolka Estuary Special Protection Area (SPA) and the Tolka Estuary Special Protection Area (SPA) which is designated by the National Parks and Wildlife Service.

It is an objective of the Council to protect and conserve the

Wicklow Mountains National Park and proposed candidate special area of conservation.





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**Table 9.3 Special Areas - Natura 2000**

Area on Map(s)	Site Name	Interest, Type and Rating	Designation	Map No.
1	Booterstown Marsh	Ecological, Local	pNHA	2
2	South Dublin Bay	Ecological, International	SPA, pNHA, pSAC	2, 3
3	Dalkey Coastal Zone and Killiney Hill/Rocheshill	Ecological and Geological, National and Regional	pNHA	3,4,7,10
4	Fitzsimons Wood	Ecological, Local	pNHA	5
5	Dingle Glen	Ecological, Local	pNHA	9
6	Loughlinstown Wood	Ecological, Local	pNHA	10
7	Shanganagh Coastline	Geological, National	pNHA	10, 14
8	Knocksink Wood	Ecological, International	pNHA, pSAC	13
9	Ballybetagh Bog	Ecological, Geological, and Historical International	pNHA	13
10	The Scalp	Geomorphologic, Regional	pNHA	13
11	Ballyman Glen	Ecological, International	pNHA	13, 14
12	Wicklow Uplands SAC	Ecological and Geological, International	pNHA, pSAC	8, 11, 11 insets, 12

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### 9.2.6 Policy H6: Flora and Fauna, wildlife and eco habitats

***It is Council policy to conserve the existing wide range of flora and fauna and wildlife in the County through the protection of wildlife habitats wherever possible.***

The conservation of existing flora and fauna is a central element in the preservation of the natural heritage of the County and important to the achievement of sustainability. In conjunction with other agencies the Council will endeavour to prevent the loss of woodlands, hedgerows, aquatic habitats and wetlands wherever possible. In addition, the Council will explore the potential for hedgerow management and habitat protection in urban areas. Fauna and Flora and a healthy environment have an intrinsic value independently of their present use or usefulness to humans and therefore they have a right to exist for their own sake where they do not conflict with human needs. The Council will encourage the preservation of wildlife eco habitats along the banks of the railway line and the banks of rivers and streams and also along the coast. The Council will also encourage the establishment of wildlife corridors in order to conserve wildlife. The Council will also encourage the linkage of parks and greenways throughout the County.

### 9.2.7 Policy H7: Biodiversity

***It is Council policy to prepare a Local Biodiversity Action Plan in consultation with relevant stakeholders for Dun Laoghaire-Rathdown in accordance with the National Biodiversity Plan prepared by the Department of the Arts, Heritage, Gaelteacht and the Islands, April 2002.***

Local Authorities are identified in the National Biodiversity Plan as having a key role to promote heritage conservation. The biodiversity plan shall identify and assess the local biodiversity resource of Dun Laoghaire-Rathdown and shall be part of the Local Heritage Plan.

### 9.2.8 Policy H8: Indicative Forestry Strategy

***It is a policy objective of the Council to work with the Forestry Service, of the Department of Marine and***

***Natural Recourses on the preparation of an Indicative Forestry Strategy for Dun Laoghaire-Rathdown County Council and other Dublin Counties.***

The Indicative Forestry Strategy will provide useful forest planning information at a strategic level and provides a platform to facilitate consultation on the appropriateness of proposed forestry development. The Indicative Forestry Strategy will guide forestry development in the County.

### 9.2.9 Policy H9: Forest Areas

***It is Council policy to seek the co-operation of Coillte Teoranta, forest services and other agencies where appropriate, in the establishment of access ways, bridle paths, nature trails and other recreational facilities within forest areas.***

### 9.2.10 Policy H10: Trees and Woodlands

***It is Council policy that trees, groups of trees or woodlands which form a significant feature in the landscape or, are important in setting the character or ecology of an area shall be preserved wherever possible.***

In the implementation of this policy the Council will consider making Tree Preservation Orders where it appears expedient in the interest of amenity. In addition, certain trees, groups of trees and woodlands have been identified on the Development Plan Maps. It is intended that these trees be protected and maintained. Landowners are responsible for the management and care of trees on their property.

It is the intention of the Council that new development should be designed and carried out so as to incorporate, as far as practicable, the amenities offered by existing trees on a site.

It is a Council objective to protect the trees, woodland and amenity gardens at Fernhill.

A study to produce a Schedule of Tree Preservation Orders will be carried out during the Plan period.



**9.2.11 Policy H11: Tree Planting**

*It is Council policy to improve areas of poor environmental quality under its control with significant tree planting and to improve and enhance the visual appearance of small neglected areas with good quality landscaping and to pursue a street tree planting and maintenance programme throughout the County where resources are available.*

**9.2.12 Policy H12: Geological features**

*It is a policy objective to seek the preservation of important features of geological interest within the County including the Scalp and Shangnagh cliffs.*

**9.2.13 Policy H13: Green Belts**

*It is Council policy to retain the individual physical character of towns and development areas by the designation of green belt areas.*

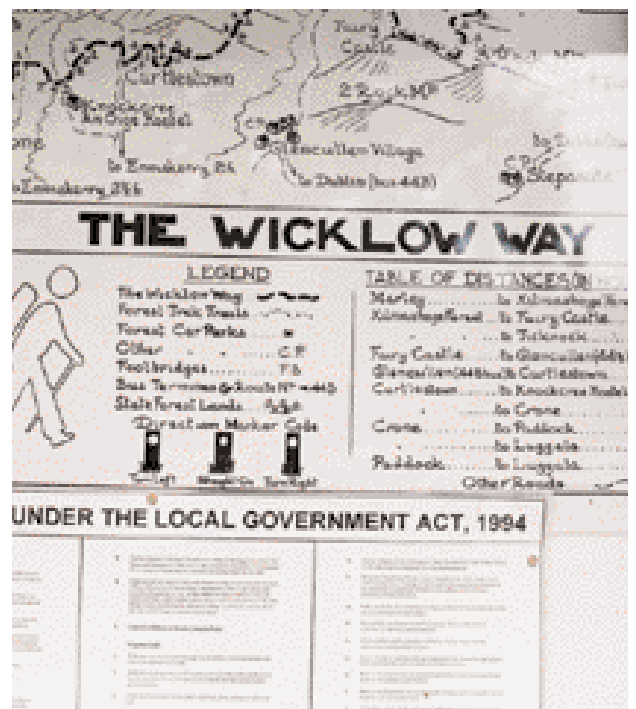
The function of this policy is to protect the special amenity value of countryside, which provides a visual break between urban areas. The Council will retain a green belt between Bray and Shankill and will include a green belt between the settlement nodes of Stepside and Kiltiernan.

**9.2.14 Policy H14: Public Rights of Way**

*It is Council policy to:*

- *Preserve for the common good all existing public rights of way which contribute to general amenity.*
- *Create new rights of way or extend or enhance existing rights of way in the interest of amenity.*

The Council will use its powers under the Planning Acts to preserve and maintain existing rights of way, to create new ones where appropriate, and to promote their greater use in amenity areas. In addition, the Council may seek to incorporate the creation of pedestrian ways as a condition of a planning permission to link amenities, facilities and points of interest.





**Table No. 9.4 Public Rights of Way**

It is an objective of the Council to secure the retention of established public rights of way as set out below:

<b>Development Plan - Map No.</b>	<b>Location</b>
2	Blackrock Park to the station and footbridge, Bath Place, Blackrock.
2	Seafort Parade to Williamstown Strand.
3 & 4	Marine Road to Summerhill Road, Dun Laoghaire and Summerhill Road to Old Quarry, Dalkey (entire length of "The Metals")
3	Martello Tower, Seapoint, along north side of railway to Coal Quay Bridge.
3	Seapoint Avenue to Brighton Vale.
3	Haigh Terrace to Queen's Road via Royal Marine Gardens and to Marine Road.
3 & 4	Sandycove Harbour to Sandycove Avenue East.
4	"Cat's Ladder", from Torca Road to Vico Road.
4	Dalkey Avenue to Ardbrough Road ("The Flags").
4	Knocknacree Road to Torca Road.
4	Loreto Road to the Lady's Well on the Foreshore.
4	Torca Road to Dalkey Hill.
4	Ulverton Road to Harbour Road, Dalkey.
4	Vico Road to Hawk Cliff Bathing Place.
4	Victoria Road to Coliemore Road.
4 & 7	Vico Road to White Rock.



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Development Plan - Map No.	Location
5	Ballinteer Road to Wesley Lawns.
5	Blackglen Road to Fitzsimon's Wood.
5 & 6	Coolkill to Sandyford Village.
6	Carysfort Downs to Farmleigh Close.
6	Springfield Park to Westminster Road.
7	Claremont Road via Roches Hill to Glenalua Road.
7	Church Road via Killiney Golf Club to Glenalua Road.
7	Glenalua Road to St. George's Avenue, Killiney.
7	Killiney Golf Club Pavilion to Roches Hill.
7	Killiney Hill Road to Strathmore Road. *
7	Killiney Hill Road to Station Road (amended route).
7	St. George's Avenue to Killiney Hill Road.
7	Station Road Car Park to underbridge at Strathmore Road.
7	Station Road (Car Park) to Killiney Strand.
7	Strathmore Road/Kilmore Avenue to Killiney Strand.
7	Strathmore Road to Killiney Strand.*
7 & 10	Strand Road to Killiney Strand.

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Development Plan - Map No.	Location
8	Coillte lands, Ticknock, various routes to Three Rock, Two Rock and Wicklow Way.
8	Kilmashogue Lane to Kilmashogue Mountain.
8	Woodside Road to Three Rock Summit, Two Rock and Wicklow Way.
8, 11, & 12	Pine Forest car park via Coillte lands to Tibbradden Lane, Tibbradden Mountain and Wicklow Way.
8 & 9	Barnacullia to Burrow Road via Walker's Wood.
9	Ballyedmonduff Road to Burrow Road via Walsh's Wood.
9	Glenamuck South; Ballycorus Road to Dingle Glen.
9	Bishop's Lane to Druid's Altar via Kiltiernan Abbey.
10	Ferndale Road via Rathmichael Wood to Puck's Castle Lane.
10	Rathmichael Road via Rathmichael Cemetery to Rathmichael Wood.
10	Laughanstown Lane to Celtic Cross.
10	Spur west of Herenford Lane to Ticknick.
10	Laughanstown Lane to Herenford Lane.
10	Seafield road to Killiney Strand.
12	Ballybrack Road R116 to Two Rock.
12	Ballybrack Road R116 to Wicklow Way.
13	Barnaslingan Lane to Scalp and Enniskerry Road via various routes in Barnaslingan Wood.



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Development Plan - Map No.	Location
13	Barnaslingan Lane to Enniskerry Road (opposite entrance to Kiltiernan Hotel).
13	Enniskerry Road (opposite Kiltiernan Grange) to Ballybetagh Road via Ballybetagh Wood.
13	Mine Hill Lane to Lead Mines Chimney.
13	Scalp Villa, Enniskerry Road to Ballybetagh Road.
13	Ballyman Road to Barnaslingan Lane via Glenmunder.
13 & 14	Various routes to Carrickgollogan Hill from Lead Mines Chimney, Murphy's Lane, Puck's Castle Lane via Coillte Lands in Carrickgollogan Wood. Includes access to Alcock Memorial from Murphy's Lane.
14	Ferndale Road to Crinken Lane.
	<p>*NOTE: Although separated by a short distance along Strathmore Road, these two rights of way in effect constitute a pedestrian route from Killiney Hill Road to Killiney Strand.</p> <p>**NOTE: This list of rights of way does not purport to include all the public rights of way.</p>



### 9.3 The Coast and Harbour

#### 9.3.1 Policy C1: Coastal Plan and Coastal Walk

*It is Council policy to implement the recommendations of the Local Coastal Plan – Booterstown to Sandycove which was adopted by Council on 10th June 2002. It is Council policy to support the development of a coastal walkway/cycleway from the County Boundary at Booterstown to Sandycove. It is Council policy to prepare a coastal plan for the remaining coastal area of the County, i.e. from Sandycove to the County boundary at Bray.*

The Local Coastal Plan – Booterstown to Sandycove provides a comprehensive set of objectives underpinned by themes of sustainable development, environmental enhancement, environmental designations, archaeology and conservation and the need to tackle derelict and underused sites. The final plan provides an important planning and design framework to guide development and amenity proposals in the area from Booterstown to Sandycove including vital underused sites such as ‘the Gut’ and the Carlisle Pier. Applications for development within the boundary of the Local Coastal Plan shall take into account the recommendations and guidance given in the Coastal Plan.

In accordance with the Coastal Plan the Council will:

- Seek the provision of a pedestrian over bridge to the coast and short term amenity car parking at the Ashcastle site.
- Encourage the redevelopment of Blackrock Baths, Bath Place and Blackrock DART station including provision of improved cycle/pedestrian access to Blackrock Park. Any redevelopment of Blackrock Baths shall include a substantial pool(s) for public use.
- Encourage the redevelopment of ‘the Gut’ adjacent to the West Pier.
- Encourage the redevelopment of the Carlisle Pier with an exceptional landmark building.
- Redevelop the Dun Laoghaire Baths site.

Any development should take into account the themes of the Local Coastal Plan – Booterstown to Sandycove, including environmental enhancement and conservation. Any redevelopment of Dun Laoghaire Baths and Blackrock Baths should address the need for swimming and other leisure activities to cater for the needs of present and future generations.

#### 9.3.2 Policy C2: Parks, Coastline and Harbours

*It is Council policy to continue to improve recreational and tourism-related amenities in its public parks, along the coastline and at the harbours for access by the general public.*

It is an objective of this Council to maintain the Coal Harbour area of Dun Laoghaire Harbour as a publicly accessible facility.

#### 9.3.3 Policy C3: Beaches

*It is Council policy to promote the use of beaches for amenity and recreational use.*

The Council will continue to develop beaches in co-operation with local and environmental interest groups. Special efforts will be made to secure Blue Flags for beaches designated under the ‘Quality of Bathing Water Regulations’ each year. This will require the achievement of stringent water quality standards, the provision of facilities and the provision of environmental education and information relating to the beach and the surrounding area. Public access to all beaches should be provided.

### 9.4 Open Space, Recreation and Amenity

#### 9.4.1 Policy OS1: Open Space Provision

*It is Council policy that adequate amenity and recreational open space should be available for all groups of the population at a convenient distance from their homes and places of work.*

The County is relatively well served with public open space,





with major parks at Marlay, Cabinteely, Kilbogget, Killiney Hill and Shanganagh. Some 800 ha. (2000 ac) of public open space is maintained by the Council, representing 6% of the County's land. Facilities include playing pitches, tennis courts, playgrounds, golf courses and an athletics track.

In areas where deficiencies are identified it is the intention of the Council to acquire land to remedy such deficiencies as the opportunity arises and as resources permit. The Council will use its powers to ensure that development levies for residential development will be used to provide new or enhanced sporting facilities.

The Council will also encourage the retention and development of the Airfield Estate for educational, recreational and cultural use.

**9.4.2 Policy OS2: Maintenance**

*It is Council policy to maintain to a high standard all of its public parks, playing fields and public open spaces while encouraging biodiversity.*

**9.4.3 Policy OS3: Future Improvements**

*It is Council policy to continue to improve, landscape, plant and develop more intensive recreational facilities within its parks and open spaces insofar as available finance will permit.*

Funds raised by way of contributions in lieu of open space provision as a condition of planning permissions will be used to further this policy. It is the Council's objective to provide in particular, for an additional regional park and/or intensive recreational facilities in the southwest of the County.

It is an objective of the Council to upgrade and improve Kilbogget Park insofar as available finances permit.

In addition it is an objective of the Council to create a linear riverside park in accordance with an action plan, incorporating a pedestrian route and cycle way which will link Cabinteely Park to the sea at Hacketts Land.





#### 9.4.4 Policy OS4: Tea rooms

*It is Council policy to facilitate the provision of tea rooms in a number of public parks throughout the County.*

#### 9.4.5 Policy OS5: Recreational needs study for Stepside

*Following consideration of the study of the future sport, leisure and recreation needs of the Stepside Action Plan area and its environs, Council shall have regard to and endeavour to implement the agreed findings of the Study as agreed by the Councillors.*

#### 9.4.6 Policy OS6: Recreation Facilities

*It is Council policy to promote greater usage of existing swimming facilities in the County and to facilitate the development of indoor swimming and other recreational facilities on suitable sites.*

It is Council policy to promote the development of a swimming pool and fitness complex for the Dundrum Area.

#### 9.4.7 Policy OS7: Children's Play Facilities

*It is Council policy to support the provision of structured and unstructured play areas with appropriate equipment and facilities throughout the County.*

Dun Laoghaire-Rathdown County Council recognises the right of children to rest and leisure, to engage in play and recreational activities appropriate to their age, and to be consulted on the provision of play facilities.

The Council will endeavour to ensure that all play facilities will be accessible to children of varying abilities and cultural backgrounds. The Council will have regard to changing demographics in how and where it provides for play.

The County Council will conduct a comprehensive survey of the existing play facilities throughout the County. The Council will investigate the provision of skateboarding facilities in the County.

#### 9.4.8 Policy OS8: Provision and Promotion of Recreational Facilities

*It is Council policy to provide sporting and recreational amenities, of both an indoor and outdoor nature. It is the policy of the Council to promote participation in sport and leisure activities among all residents of the County. The Council will endeavour to promote the increased use of these facilities and of the excellent natural resources located throughout the county. The Council will endeavour to ensure access to sporting infrastructure to meet the needs of the community in any major new residential developments.*

The benefits of participation in sport and recreational activities are well documented, and will lead to a more involved and vibrant community, providing opportunities to people of all ages and abilities, development skills that enhance the sustainability of the local neighbourhood such as team building, motivation and leadership. The Council will target specific areas with currently low levels of participation and focus on increasing awareness of and access to sport, recreation and leisure in these areas.

#### 9.4.9 Policy OS9: Preservation of Major Natural Amenities

*It is Council policy to preserve the major natural amenities of the County and where appropriate to provide parks and open spaces in association with them.*

#### 9.4.10 Policy OS10: National Park

*It is Council policy to facilitate the establishment of a Wicklow Mountains National Park.*

#### 9.4.11 Policy OS11: Amenity/Viewing Lay-Bys

*It is Council policy to secure amenity/viewing lay-bys in areas of recreational amenity and where there are views and prospects of special interest. Car parking for walkers should be provided where possible.*



#### 9.4.12 Policy OS12: Trails, Hiking and Walking Routes

***It is Council policy to promote the development of regional and local networks of hiking and walking routes and trails.***

Implementation of this policy could involve the development of special interest features such as cultural walks designed around a number of literary personalities, and long distance hiking trails taking advantage of the Dublin Mountains. The Council will co-operate with other relevant agencies, both public and private, and local landowners as appropriate.

#### 9.4.13 Policy OS13: Rivers

***It is Council policy to maintain and enhance the natural character of the rivers in the County and to promote access, walkways and other recreational uses.***

The Council will work in co-operation with South Dublin County Council and Dublin City Council in order to enhance, protect and maintain the Dodder Valley Linear Park. The Council will prepare a management plan for the Dodder Valley.

#### Specific Objectives

#### Heritage, Environment, Tourism, Recreation and Amenity

These specific objectives are in addition to a number of specific objectives contained in Chapter 4 and Chapter 14.

It is an objective of the Council to secure the following improvements in relation to recreation and amenity facilities in the County:

- Continue and promote the sustainable development of the seafront area from the City/County boundary at Booterstown to Sandycove through the Local Coastal Plan.
- To secure the provision of a coastal walk/cycleway from the County boundary to Blackrock and support the continuation of a coastal walk from Blackrock DART

station to Seapoint.

- To improve Blackrock Park including the provision of short term recreational parking facilities.
- To secure the re-development of Blackrock Baths for tourism and amenity purposes and improve the pedestrian linkages and visual amenity at Blackrock Baths, DART station, Bath Place car park and the main street. Any redevelopment of Blackrock Baths shall include a substantial pool(s) for public use.
- To facilitate the continued development of the Pavilion theatre and Pavilion Plaza as a public amenity and urban space.
- To secure amenity/viewing lay-bys at Ballinteer-Ticknock, Barnacullia, Ballycorus/Lead Mines.
- To secure the provision of a tourist caravan and camping park at a suitable location on the coast at Shanganagh.
- To facilitate public access to National Monuments in State care and local authority ownership.
- To improve directional and informational signage in the County to inform visitors of the existence and locations of the County's attractions and amenities.
- To promote and encourage the development of additional visitor bed spaces in the County with the provision of additional hotel facilities and short term summer letting units.

#### Development Control Objectives

#### Landscape and site features

In order to protect and enhance the character and amenities of the County, the Council will require that existing site features such as specimen trees, stands of mature trees, hedgerows, rock outcrops and water features be properly identified and retained where appropriate on development sites and that new planting or other landscaping appropriate to the character of the area be provided. The existence of significant natural features on a site will influence the layout. Developers should consult the Council at an early stage in relation to landscaping and planting proposals. Landscaping in new developments shall include planting of flora native to the County.



The developer will be responsible for the grading, hard landscaping, planting and further development of open space, including the provision of pedestrian paths and other facilities. The developer will be required to provide roadside trees, street planting and screen planting where necessary. The Council will encourage developers to plant trees in front gardens before the occupancy of houses.

Where necessary, the Council will require a comprehensive tree and hedgerow survey on drawings of a suitable scale.

Layouts will be required to facilitate the retention of the maximum number of significant trees, which should be adequately protected before and during development.

Where it is necessary to remove trees to facilitate development, the Council may require the planting of semi-mature trees, saplings or tree seedlings or other plants as a condition of the permission.

Security by means of a financial bond may be required to ensure the protection of existing trees on a development site.

Details of tree and hedgerow survey requirements and of measures necessary to protect trees and hedgerows can be obtained by contacting the Parks Department

### Public Open Space

Public open space shall be provided throughout the County on a hierarchical basis, ranging in descending order from county parks to small incidental spaces. New and existing parks and open spaces shall be developed to improve recreational facilities to the increasing population in the County and allow for intensification of use. Parks in the County shall be brought up to a similar high standard throughout. This will include provision of playgrounds, all weather sports facilities, pavilions, improved boundary treatments and civic buildings where appropriate. Medium and large-scale housing development proposals bring substantial extra numbers of residents into an area, which can generate the need for a major park providing active and passive recreational facilities. It may not be possible, or

desirable, to locate this space within the confines of the proposed scheme. The Council may require a financial contribution towards the provision of a public park, the need for which is generated in whole or in part by a proposed development.

### Development associated with water sports

The Council will normally only permit proposals for development associated with water sports where all the following criteria are met:

- The proposed facilities are compatible with any existing use of water, including non-recreational use.
- It will not result in damage to sites of nature conservation importance or features of archaeological and built heritage.
- The development can be satisfactorily integrated into its landscape or townscape surroundings.
- The development will not have an unacceptable impact on visual amenity especially in Areas of Special Amenity, or other locally importance scenic areas.
- The development will not result in over intensification of use leading to pollution, excessive noise and nuisance.



Photo: Peter Barrow







CONSERVATION OF THE  
ARCHAEOLOGICAL AND  
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## CONSERVATION OF THE ARCHAEOLOGICAL AND ARCHITECTURAL HERITAGE



### Vision

The Council recognises that Dun Laoghaire Rathdown has an outstanding built heritage, both archaeological and architectural, with the highest concentration of Protected Structures outside of the Dublin City area.

This diverse range of structures includes dolmens, early christian churches, tower houses, sites of industrial archaeology, maritime structures including the harbours and Martello towers, Georgian houses, Victorian terraces and villas, and early 20th Century International style houses. These structures should be valued as a unique and special finite resource for the County.

The Council is committed to ensuring that this heritage plays its part in the future sustainable development of the County.

### History of the County

Dun Laoghaire-Rathdown County was created in 1994. It comprises the area covered by the former Dun Laoghaire Borough and half of the original barony of Rathdown – the other half is in county Wicklow. It has a rich and varied landscape from the spectacular coastal sweep to the Dublin Mountains.

There has been human settlement in the county since earliest times. Many of these monuments have survived to the present day such as the Kiltiernan Portal tomb and the wedge tomb at Ballyedmonduff. A number of medieval castles, tower houses and churches testify to the continuing importance of the area.

It was not until the nineteenth century that the county began to be significantly developed as an extension of Dublin City. The beginning of the construction of Dun Laoghaire Harbour in 1817 was a major spur for this development. This was further accelerated with the opening of the first railway in Ireland between Dublin and Kingstown in 1834. These nineteenth century developments are still characteristic of this part of the county.

The second major phase of development began in the latter decades of the twentieth century with the construction of major residential areas away from the coast. This is a trend that continues today.

### Archaeological Heritage

#### Context

The European Convention on the Protection of the Archaeological Heritage (Valetta, 1992) was ratified by Ireland in 1997.

The Archaeological Heritage is protected by the National Monuments Acts 1930-1994 and is comprised of:

- Archaeological and architectural monuments and sites included in the Record of Monuments as established under Section 12 of the National Monuments (Amendment) Act, 1994.
- Major sites of archaeological importance in Dun Laoghaire-Rathdown in State ownership or guardianship.
- National Monuments which are the subject of preservation orders in Dun Laoghaire-Rathdown.
- Zones of archaeological potential in historic towns.
- The underwater archaeological heritage, including historic wrecks.
- All previously unknown and unrecorded archaeological sites that become known through ground disturbance, or the discovery of sites underwater (including sub-surface elements with no visible surface remains); potential sites located in the vicinity of large complexes of sites or monuments, present or former wetlands, unenclosed land, rivers or lakes, or the inter-tidal zone.

The Planning and Development Act, 2000, now makes it mandatory that objectives for the conservation and protection of archaeological sites be included in a Development Plan.

The Department of Arts, Heritage, Gaeltacht and The Islands published guidelines concerning the protection of the



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archaeological heritage in 'Framework and Principles for the Protection of the Archaeological Heritage'.

### 10.1 Policy

#### 10.1.1 Policy AH1: Protection of Archaeological Heritage

***It is Council policy to protect the archaeological heritage of the County.***

It is the policy of the Council to presume in favour of the preservation in situ of archaeological remains of importance and their settings. The Council will strictly control development proposals which may have a negative impact on the significance of archaeological sites and monuments, and their setting and interpretation. Development proposals within Zones of Archaeological Potential and in sites on or near Recorded Monuments, will be considered when accompanied by an archaeological assessment. This assessment will:

1. Articulate the significance of the site (in accordance with Section 3.6 of the Government's *Framework and Principles for the Protection of the Archaeological Heritage*;) )
2. Identify how this significance is vulnerable;
3. Address measures that will be taken to protect the significance of the site. These may include: survey, preservation in situ, preservation by record etc.

This statement will inform the planning authority in its decision making process as to the appropriateness of development in these sensitive locations.

The Council will include all recorded monuments on the Record of Monuments and Places on Development Plan maps. All such material is designated by the relevant Dúchas reference numbers on the map and listed in Schedule 1 of this written statement.

All structures highlighted in this Schedule are also defined as Protected Structures and there is scope between the ambit of protection under the provisions of the Monuments Acts and

the protected mechanisms established for structures of archaeological or architectural interest under the Planning Acts. The qualities of archaeological and architectural interest are not mutually exclusive and certain structures can have both qualities and be protected by both Acts.

#### 10.1.2 Policy AH2: Protection of Zones of Archaeological Potential

***It is Council policy to protect Zones of Archaeological Potential.***

Dalkey, an historic town, has been designated by the Department of the Environment, Heritage and Local Government as a Zone of Archaeological Potential, and is an area where intense archaeology is present. Reference should be made to the Bruges Resolution on the Conservation of Smaller Historic Towns (1975), which was adopted by the 4th ICOMOS General Assembly. This Resolution outlines the importance of preserving the features of historic towns while allowing for the necessity of development.

The redevelopment of this historic town (Dalkey) will include as far as is practical the retention of existing street layout, historic building lines and traditional plot widths where these derive from medieval or earlier origins.

#### 10.1.3 Policy AH3: Designation of Archaeological Landscapes

***It is Council policy to designate Archaeological Landscapes within the lifetime of the Plan.***

Following consultation between the Department of the Environment, Heritage and Local Government and the Council, areas that contain several Recorded Monuments or very important sites will be designated as Archaeological Landscapes.

#### 10.1.4 Policy AH4: County Heritage Plan

***It is Council policy to produce and implement a Dun Laoghaire-Rathdown County Heritage Plan with a***

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### **section on the archaeological heritage within the lifetime of the Development Plan.**

This plan will be generated through a partnership approach with other statutory bodies, non-government organisations and community groups. The overall aim will be to protect, promote and enhance the understanding of the heritage of the County including the archaeological heritage. Measures will be implemented over a five year period.

### **Architectural Heritage**

#### **Context**

The Convention for the Protection of the Architectural Heritage of Europe (The Granada Convention), drawn up by the Council of Europe and signed at Granada in 1985, was

ratified by Ireland in 1997.

As a result, comprehensive and systematic legislative provisions for protection of the architectural heritage were introduced by the Government as part of the Planning Code, with implementation of the Local Government (Planning and Development) Act, 1999.

This Act is now consolidated into Part IV of the Planning and Development Act, 2000. This Act provides a range of measures for the protection of the architectural heritage including the Record of Protected Structures and Architectural Conservation Areas.

The Department of Arts, Heritage, Gaeltacht and the Islands, and Dúchas, the Heritage Service published detailed guidance notes in the form of '*Architectural Heritage Protection – Guidelines for Planning Authorities*' – Draft December 2001. The Government Policy on Architecture - *Action on Architecture, 2002-2005* published by The Department of Arts, Heritage, Gaeltacht and the Islands, also contains objectives for the architectural heritage.

### **10.2 Policy**

#### **10.2.1 Policy AR1: Protection of Architectural Heritage**

***It is Council policy to protect the architectural heritage of the County.***

The Council will compile and maintain a Record of Protected Structures and will include in the Record every structure or parts of such structures which, in the Planning Authority's opinion, is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

In relation to a Protected Structure or proposed protected structure, the meaning of the term structure includes the interior of the structure, the land lying within the curtilage of the structure, any other structures lying within that curtilage and their interior, all fixtures and features which form part of the interior or exterior of that structure. The protection also extends to any features specified as being in the attendant grounds.





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Protected Structures are shown on the Development Plan maps and listed in Schedule 2 of this written statement.

The Department of the Environment and Local Government have issued a practical Guide to understanding the protection of Protected Structures. This Guide "PL 12 – A Guide to Architectural Heritage" is available from the Planning Authority.

After the publication of the *National Inventory of Architectural Heritage Survey of the County*, and any subsequent ministerial recommendation, the Council will consider further amendments to the Record of Protected Structures.

### 10.2.2 Policy AR2: Historic Items of Street Furniture

***It is Council policy to retain historic items of street furniture wherever possible.***

Items of street furniture can be important elements in establishing the character and interest of an Architectural Conservation Area. Such items could include lamp standards, seats and benches, bollards, railings, street signs, freestanding or wall mounted post boxes, telephone kiosks, horse troughs, water pumps, drinking fountains, jostle stones, milestones, paving, kerbstones, cobbles and setts, pavement lights, coal hole covers, weighbridges, statues, plaques and other monuments.

### 10.2.3 Policy AR3: County Heritage Plan

***It is Council policy to produce and implement a Dun Laoghaire-Rathdown County Heritage Plan with a section on the architectural heritage within the lifetime of the Development Plan.***

See Section 10.1.4, Policy AH 4.

### 10.2.4 Policy AR4: Protection of Architectural Heritage Buildings.

***It is Council policy to protect the architectural heritage buildings within its care.***

The Council has commenced the task of carrying out an inventory of all the architectural heritage buildings and structures within its care. The condition of all buildings will be assessed and a management and maintenance programme implemented as resources permit. All proposed works will be carried out with appropriate architectural conservation advice.

### 10.2.5 Policy AR5: Rehabilitation, Renovation and Re-use of existing older buildings

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

This policy refers to all other buildings including those that are not Protected Structures or located within architectural conservation areas. It will be implemented through the development control process and is consistent with the achievement of sustainability.

### Architectural Conservation Areas

#### 10.3 Policy

#### 10.3.1 Policy AC1: Architectural Conservation Areas

***It is Council policy to protect the special character of places, areas, groups of structures or townscapes within the County that,***

- have special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or*
- that contributes to the appreciation of protected structures, by the introduction of Architectural Conservation Areas.*

The purpose of an Architectural Conservation Area designation is to protect and enhance the special character of the A.C.A., and its objectives are to:

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- Conserve, restore and rehabilitate the existing building stock in the area;
- Ensure that all proposed developments are carried out in a manner sympathetic to the special character of the area.

The carrying out of works to the exterior of a structure in an Architectural Conservation Area shall be exempted development only if the works do not affect the character of the exterior of the structure or that of neighbouring structures.

The Council shall conduct a process during the lifetime of the Plan of establishing A.C.A.s, and in that regard shall initiate the process through the adoption of a Scheme of Priorities. This Scheme shall be based on assessing the existing Conservation Areas as set out in Schedule 3 in accordance with the Dúchas Guidelines, to be brought to Council for adoption.

The Council will examine limited specified areas in Dalkey, Killiney and Foxrock for the designation of further Architectural Conservation Areas within the lifetime of the plan.

### 10.3.2 Policy AC2: Management Plan for Public Authority works within A.C.A.s

***It is Council policy to produce a Management Plan for public authority works within A.C.A.s and which affect Protected Structures.***

This plan will take into consideration the management of proposed infrastructural development carried out by the Planning Authority and public utilities within these areas. It will include objectives for the retention of existing street furniture and paving, and for standards of all proposed interventions including pavement and road surfaces, public lighting, signage and the placement and specification of street furniture.

It is Council policy to seek the placing underground of all electricity, telephone and TV cables within such areas.

### 10.3.3 Policy CA1: Conservation Areas

***Within a Conservation Area the Council will have particular regard to the impact of a proposed development on the character of the area in which it is to be placed. The preservation of the existing character of an area does not preclude all forms of development. All proposals for new development should preserve or enhance the character and quality of the environment within a Conservation Area.***

#### Development and Archaeological Heritage

Proposed developments that may, due to their location, size or nature, have implications for archaeological heritage should be subject to archaeological assessment. Such developments include those that are located at or close to archaeological monuments or sites, those that are extensive in terms of area (1/2 hectare or more) or length (1 kilometre or more), and developments that require an Environmental Impact Assessment.

The applicant may be formally requested, as part of the planning process to have a report prepared by a qualified archaeologist on the archaeological implications, if any, of the proposed development. The applicant shall commission this assessment report. The archaeological assessment shall be submitted to the planning authority, and to the Department of the Environment, Heritage and Local Government for their consideration prior to the planning decision.

Conditions which the planning authority may place on developments within the zone of archaeological potential and within close proximity to Recorded Monuments and sites may include the funding by the applicant of archaeological assessment, monitoring, testing or excavation within the area covered by the permission, either prior to the planning decision or prior to any development works proceeding on the site following the grant of planning permission. The preservation of all or part of the archaeological remains in the area covered by the permission may also be covered by the planning authority as a condition on such developments. Each planning application for



development within the Zone of Archaeological Potential of Dalkey or in close proximity to monuments and sites included in the Record of Monuments shall be assessed on its own merits.

All such planning applications will be referred to the Department of Environment, Heritage and Local Government for its advice.

### Development and Architectural Heritage

The planning authority recognises that the best way to conserve historic buildings is to keep them in active use. The policy of the planning authority is to permit the refurbishment, re-use and where appropriate, redevelopment of Protected Structures, attendant grounds, curtilage and setting, where it can be demonstrated that these changes do not adversely affect the Protected Structure and its setting; where its special interest or character is not damaged and proposals may be reversible if appropriate.

Change may be necessitated by the requirement that a structure yields an economic return to pay for its maintenance, that it be made fit for modern living, that it be made safe from fire for its occupants, or that improvements be made in its access. This may require a change of use of, development of, or an extension to a Protected Structure.

Dúchas Guidelines provide that change of use is acceptable provided that 'any proposed material change of use should be compatible with the fabric, character and special interest of the structure'. With regard to extensions the Guidelines state that 'it will often be necessary to permit new extensions to structures that are protected... Extensions should complement the original structure in terms of scale, materials and detailed design while reflecting the values of our time'.

The inclusion of a structure in the RPS does not prevent a change of use of the structure, and/or development of and/or extension to a structure provided that the impact of any proposed development does not negatively affect the character of a protected structure in accordance with Dúchas Guidelines.

The design of new buildings, with the potential to impact on the character of Protected Structures, needs careful consideration. Such proposals should not have an adverse effect in terms of scale, height, massing and alignment and materials and should be of high quality contemporary design.

All applications in relation to Protected Structures should include an Architectural Heritage Assessment report as part of the planning application documentation. This report should include a comprehensive assessment of the implications of the development for the character of the structure and the area in which it is located.

All such planning applications will be referred to the Department of the Environment, Heritage and Local Government, the Heritage Council, An Taisce, An Chomhairle Ealaíon and Bord Fáilte Eireann, and will have regard to the advice and recommendations, both in respect of whether or not to grant planning permission and in respect of the conditions to which permission, if granted, should be subject.

All proposed applications should be assessed by taking into consideration the advice contained in Architectural Heritage Protection – Guidelines for Planning Authorities - Draft December 2001, and any subsequent drafts.







### Vision

**To promote a high quality, sustainable and integrated transport system for people and goods within Dun Laoghaire-Rathdown and to ensure and facilitate the timely provision of the transportation facilities necessary to meet the projected demand for development at appropriate locations in Dun Laoghaire-Rathdown.**

### Context

Sustainable transport policy includes consideration of the following:

- *Sustainable Development – A Strategy for Ireland*, DOE, 1997
- *A Platform for Change, Final Report, An integrated transportation strategy for the Greater Dublin Area 2000-2016*, Dublin Transportation Office, November, 2001
- *Strategic Planning Guidelines for the Greater Dublin Area*, March, 1999 and Annual Review and Update for 2000, 2001 and 2002.

### Strategy

The transportation policies and objectives set out in this chapter reflect the central elements of the Dublin Transportation Office (DTO) Strategy.

The DTO Strategy, *A Platform for Change, 2000-2016* has updated the Dublin Transportation Initiative (DTI) Strategy. It is the Council's policy to facilitate the implementation of the objectives set out in the DTO Strategy.

The DTO Strategy has two interdependent elements:

- Demand Management, which seeks to reduce the growth in travel while maintaining economic progress, and which is designed to encourage a transfer of trips, especially in peak periods, from the private car to sustainable modes of transport (such as public transport, cycling and walking).



- Infrastructure and Service improvements, including a substantial expansion of the public transport network, some strategic road construction and traffic management.

This chapter outlines the policies, specific roads, cycle routes and Quality Bus Network objectives and development control guidelines for transportation based on the following important principal components of the DTO integrated transportation strategy:

- An integrated public transport network which provides for a radical transformation in the quality of services provided.
- Strategic improvements to the road network which will be managed in a way which does not encourage peak hour commuting.
- Traffic management policies which will optimise the use of the road network for all users, including car drivers and passengers, public transport passengers, cyclists and pedestrians.
- A freight management policy designed to provide the basis for a detailed strategy to facilitate the movements of goods and to improve freight access to ports and airports.
- Good quality cycle and pedestrian networks.
- A statement of policy on demand management which will provide the basis for a detailed management implementation programme.
- Guidance on complementary land use policies.

Transportation policies are grouped under the following four headings:

- Integrating land use and transportation
- General Transport
- Public Transport
- Roads



### 11.1 Integrating Land Use and Transportation

#### 11.1.1 Policy T1: Integrating Land Use and Transportation Policies

***It is Council policy to integrate land use and transportation and to this end the Council will prepare Integrated Framework Plans for each of the major centres in the County to ensure that spatial planning policies are fundamentally linked to key transportation provisions.***

The Council recognises the fundamental link between transport and land use. An essential element of this is the need to integrate spatial planning policies with key transport requirements. This means for example that higher development densities are required around locations with high levels of access to public transport. Businesses with large work forces need to be close to public transport and to where their workforce live. Businesses with high volumes of freight need to be close to motorways, railways and/or ports.

The DTO Strategy provides the following guidance in this regard:

- The resource of public transport corridors should be maximised by concentrating development along these corridors at public transport nodes (rail stations, bus stops and interchanges).
- Development should be phased to maximise the utility of existing public transport services as they come on stream.
- Reservations for public transport should be protected in the design of new developments.
- Plans should be prepared around rail stations and along Quality Bus Corridors, identifying the appropriate development potential for these areas.
- Development near public transport corridors to comply with the following principles:
  - Neighbourhood centres should be located with good access to public transport.
  - Detailed layouts and design of developments which reflect the importance of walking and cycling as transportation modes by providing safe and direct access to local services (retailing,

- schools, employment and leisure) and public transport nodes.
- Increased density should be promoted close to public transport nodes.
- Mixed use developments should be encouraged.
- Development of rail stations should support local residential areas by providing local services.
- Integrated Framework Plans for land use and transportation should be developed for each of the major centres within the Metropolitan Area.

It is also a Council objective to provide road improvement schemes to facilitate integration of land use and transportation.

These requirements are reflected in the policies for the settlement strategy (Chapter 2) and for land use and zoning in this Plan.





### 11.1.2 Policy T2: Transport Interchanges

*It is Council policy to promote public transport interchanges at strategic rail/LUAS locations throughout the County in accordance with DTO policy guidance on rail alignments and key interchange stations.*

An interchange can be either the physical action of transferring between services or modes as part of a journey or it can be the physical location that provides access to the public transport system.

Where possible interchanges should be located at or within major destinations and should be given high priority in local land use planning. Secondary uses which would increase the numbers of people utilising the interchange should also be located there. Development should be oriented so as to maximise density of activity near interchanges. Interchanges are suitable locations for retail outlets, cash points, telephones, automatic vending machines and refreshment/bar facilities.

The design and layout of each interchange should have regard to the following:

- Location.
- Land use commercial exploitation opportunities.
- Pedestrian access to include provision for the mobility impaired.
- Cycling access and facilities.
- Taxi access and facilities.
- Bus access and operational requirements.
- DART/light rail and feeder bus access.
- Passenger waiting facilities e.g. seating, lighting, heating, shelter, information requirements and security.
- Linkages to surrounding development including pedestrian crossings.

### 11.1.3 Policy T3: Mobility Management Plans

*It is Council policy to require mobility management plans for proposed centres of employment, or existing centres where expansion/development is proposed, and which the*

*Council considers will have significant trip generation and attraction rates at peak hours or throughout the day, and where the utilisation of existing or proposed public transport may be employed to good effect. Mobility management plans may also be required for mixed use, leisure and other developments, which generate a significant level of peak and/or off peak travel.*

Mobility management plans are deemed to be a suitable mechanism by which development can manage the mobility needs of their users and achieve balanced modal split for the trips to/from them.

In line with DTO advice notes the Council considers mobility management to be a suitable mechanism by which new developments can support the objectives of sustainable development and the achievement of reduced car dependency.

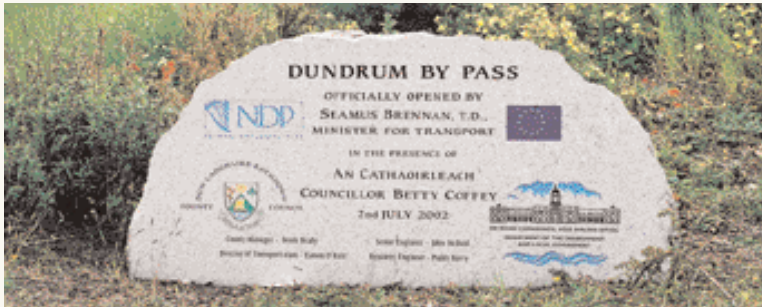
Development for which mobility management could be applied includes the following:

- Office
- Office based industry
- Other industry
- Retail (large one-off stores and major town/district centre developments)
- Retail warehousing
- Warehousing and distribution
- Places of education

A mobility management plan may take the form of a formally published document, which outlines its measures and targets. Alternatively it may simply evolve over time as different initiatives are piloted.

### 11.1.4 Policy T4: Implementation of D.T.O. Policy

*It is Council policy to promote, facilitate and co-operate with other agencies in securing the implementation of the transportation strategy for the Dublin Region as set out in 'A Platform for Change, Strategy 2000-2016' Final Report, Dublin Transportation Office.*



# TRANSPORTATION

Accessibility is vital to the efficient functioning of the various activities taking place throughout the County. The development of an efficient transportation system is, therefore, an important element in planning for the future of the County. However, responsibility for the transportation system is shared among a number of public agencies, of which the Council is only one. Co-operation among the various agencies is essential to secure implementation of an effective system. The Council acting as facilitator will have a significant role to play in this area.

The government approved *DTO Strategy 'A Platform for Change 2000-2016'*, sets out an integrated and balanced transportation strategy for the Greater Dublin Area. It deals with all surface transport (road, rail/suburban rail/light rail, bus, cycling and walking) as well as issues such as traffic management and enforcement and guidance on complementary land-use policies.

The main elements of the *DTO Strategy 'A Platform for Change 2000-2016'*, as it affects Dun Laoghaire-Rathdown County include:-

- Upgrading and completion of the orbital motorway around Dublin (M50, the Dublin Port Tunnel and Eastern By-Pass).
- Completion of the C-Ring Motorway System (Southern Cross Route and South Eastern Motorway).
- Provision of a Light Rail Transit System (LRT) LUAS Line to Sandyford and incorporation of this line into a Metro Line from an interchange with DART south of Shankill via Cherrywood and Sandyford to the city centre and Dublin Airport.
- LUAS line from Dundrum to the city centre via Harold's Cross.
- Upgrade of the existing DART line.
- Extension and enhancement of the existing QBC's and development of the Quality Bus Corridors and the Quality Bus Network which will consist of radial and orbital Quality Bus Corridors and additional bus priority measures.
- Integration of bus service network with rail service.
- Provision of park and ride facilities at strategic locations.

- Development of traffic management measures.
- Promotion of cycling and walking as important means of transport.

## 11.2 General Transport

### 11.2.1 Policy T5: Traffic Calming

***It is Council policy to implement traffic calming measures, in appropriate areas throughout the County.***

It is the intention of the Council to introduce traffic calming measures, including the creation of environmental cells based on the neighbourhood concept, on an area wide basis.

Calming cells will only be introduced following consultations with local residents and with agencies such as the Gardai, bus companies, fire and ambulance services. Schemes will be designed to enhance the environmental appearance and neighbourhood strengths of residential areas, with an emphasis on a more creative approach to design.







In relation to new development proposals the Council will work with urban designers and local residents to ensure that road design makes its proper contribution to traffic calming from the outset. In addition planning applications for new residential schemes shall include traffic calming measures where appropriate. Where possible the emphasis should be placed on horizontal rather than vertical calming measures.

#### 11.2.2 Policy T6: Cycling and Walking

***It is Council policy to promote the development of cycling and walking as important forms of movement in the County and to minimise the conflict between pedestrians and other modes of transport.***

Cycling and walking are environmentally friendly, fuel-efficient and healthy modes of transport. They are an important means of travel to work, school, shops and other activities and their development is in line with the principles of sustainability. The overall purpose of the policy is to increase the share of travel undertaken by cycling and walking and to reduce travel by private car. The Council will seek to ensure that footpaths in all future developments are designed to cater for the mobility impaired and are wheelchair friendly.

In order to promote the development of cycling, it is the intention of the Council to:

- Establish a complete network of cycleways throughout the County which integrates with the DTO strategic cycle network.
- Design the network with an emphasis on promoting safety and shortening of journey times by providing as direct routes as possible.
- Establish cycle/pedestrian links to DART and light rail stations.

The establishment of the network will include a combination of dedicated cycle lanes on-road and dedicated cycle tracks off-road. The network will be made clearly identifiable through sign-posting, road markings and by a different colour road surface or markings where practicable.

To promote the development of walking, it is the intention of the Council to:

- Continually upgrade the condition of existing footpaths throughout the County as resources permit.
- Provide controlled crossings where warranted at all major crossing points.
- Provide non-controlled crossing points with islands in the centre of the road to give opportunities for pedestrians to cross busy roads safely without detours.

Planning applications for major residential and commercial developments should:

- Demonstrate detailed layout and design which reflects the importance of walking and cycling as transportation modes by providing safe and direct access to local services (retailing, schools, employment and leisure) and public transport nodes.
- Demonstrate that the proposal will be easily accessible to pedestrians and cyclists. Details of proposed layouts should promote high internal pedestrian and cyclist permeability. The quality of internal routes should also demonstrate safety, security and convenience for users.

#### 11.2.3 Policy T7: Coastal Walkway/Cycleway

***It is Council policy to support the development of a coastal walkway/cycleway from the County boundary at Booterstown to Sandycove.***

#### 11.2.4 Policy T8: Cycle Facilities

***Where planning permissions are being granted for major new developments, such as offices, commercial, residential developments with limited cycle storage facilities, retail and industrial schemes, it is Council policy to require that adequate covered facilities for the secure parking of bicycles be provided at convenient locations close to building entrances in order to encourage cycling. It is also Council policy to require a full range of facilities for cyclists such as showers and lockers in substantial new commercial developments and to encourage the provision of safe bicycle***





*parking at DART and Light Rail Stations.*

**11.2.5 Policy T9: Controlled Crossings**

*It is Council policy that controlled pedestrian crossing facilities at major crossing points have an audible signal and tactile paving to assist visually impaired people in negotiating the crossing of the road.*

**11.2.6 Policy T10: Car Parking Control**

*It is Council policy in its provision of public car parks and in its control of on-street and off-street car parking to provide for short term shopping and business parking requirements and for the needs of local residents, rather than long-term commuter parking requirements.*

Car parking provision for land-uses close to public transport corridors should reflect the provision of public transport services.

The Council will extend its parking control scheme into other areas of the County where such controls will contribute to traffic management and the quality of life of the local residents and workforce.

**11.2.7 Policy T11: Landscaping**

*It is Council policy to landscape and plant along major roads when improvement schemes are being undertaken as resources permit.*

Landscaping schemes based on native species as far as possible will be designed to soften the visual impact of the road and enhance its appearance, with due regard being given to the achievement of road safety.

**11.2.8 Policy T12: Safe School Traffic Zones**

*It is the policy of the Council to continue to develop "safe school traffic zones" at county schools where warranted, where practicable and in line with existing policies on prioritising such zones. "Safe school traffic zones" will*

*include recognised crèches and play areas.*

**11.2.9 Policy T13: Traffic Management**

*It is Council policy in designing traffic management and traffic calming schemes that the schemes would be devised within the philosophy of the DTO. i.e. catering for all road users, managing the demand, and managing the supply of the existing road network.*

**11.2.10 Policy T14: Signage**

*It is Council policy to improve signage at appropriate locations throughout the County.*

To improve the quality of signage it is the intention of the Council to promote:

- More visible speed limit signage, including road surface markings and repeater speed limit signs.
- A "school gate" package with highly visible road markings, pedestrian lights, speed limits etc., in the vicinity of all schools.
- Improved signage at shopping centre car parks.

And to:

- Carry out a study of directional /information signage.



*Photo: Dun Laoghaire Harbour Company*



### Proposed Cycle Route Network

It is a Council objective to establish the following cycle route network subject to the availability of appropriate lands, approval and finance:

**Table 11.1 Cycle Route Network**

Location	Development Plan Map No.	Type
Adelaide Road from Upper Glenageary Road to Glasthule.	3, 7	Local Road
Ballinteer Avenue – Shopping Centre to Green Route.	5	Local Road
Ballyogan Road, Kilgobbin Road, Sandyford Road to Green Route.	5, 6, 9	Local Road
Boosterstown to Dalkey via Rock Road, Blackrock Park, Idrone Terrace, Newtown Avenue, Seapoint Avenue, Seafront, Queens Road, The Metals, Barnhill Road to Castle Street.	2, 3, 4, 7	Coastal Route, Regional Road, Local Road
Bray Road at Cornelscourt to Loughlinstown.	6, 7, 10	National Route - N11
Brewery Road to Kilmacud Road Upper via lands adjoining St. Raphaela's.	6	Park
Cabinteely Park - Brennanstown Road to Cornelscourt Hill Road.	7	Park
Carysfort Avenue, Brookfield Place, Barclay Court.	2	Regional Road, Local Road
Churchview Road.	7	Local Road



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Location	Development Plan Map No.	Type
Clonskeagh Road (south of Wynnsward Drive), Roebuck Road, Goatstown Road, Lower Kilmacud Road and Lower Drummartin Road.	1	Regional Road
Commons Road to St. Anne's Church, Shankill via Dublin Road.	10	Regional Road
Dundrum - Claremont Terrace to Churchtown Road Upper via Waldermar Terrace.	1	Local Road
Fosters Avenue.	2	Regional Road
Green Route - from County Boundary at Grange Road to Sandyford Interchange, South Eastern Motorway.	5, 6	Regional Road
Johnstown Road - N11 to Granville Road.	7	Local Road
Kill Avenue, Kill Lane to Deans Grange.	3, 7	Regional Road
Kilmacud Road Lower to N11	1, 2	Regional Road
Linear Park Route - Kill Lane to Shanganagh Road.	7, 10	Park
Monkstown Ring Road – Carysfort Avenue to Deans Grange Road via Brookville Park.	2, 6	Regional Route, Local Route
Mount Merrion Avenue.	2	National Route N31



Location	Development Plan Map No.	Type
Mounttown Lower, York Road, Clarence Street, Crofton Road.	3	Regional Road
Newtown Park Avenue - Yankee Terrace to Castle Byrne Park.	2	Regional Road
Newtown Park Avenue - N11 to Temple Hill (Blackrock By-Pass).	2, 6	Regional Road
Newtownsmith Park – Sandycove.	2, 6	Local Road
Nutgrove Way, Stonemason’s Way and Marlay Park.	1, 5	Local Roads, Park
Old Bray Road at Cornelscourt, Cornelscourt Hill Road and Glenamuck Road.	6, 7, 9	Local Road
Sandyford Interchange (South Eastern Motorway) to Lower Drummartin Road.	1, 5, 6	Road Reservation
Sandyford Road.	-	Regional Road
Shanganagh River Linear Park - Brennanstown Road to Cherrywood.	7, 10	Park
Shanganagh Road - St. Anne’s Church, Shankill to meet Linear Park Route.	10	Regional Road
Stillorgan Road - White’s Cross to Old Bray Road, Cornelscourt.	6	National Route - N11
Wyattville Link - N11 to Light Rail Transit Line.	10	Regional Road



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Location	Development Plan Map No.	Type
Wyattville Road, Church Road to N11.	7, 10	Regional Road
Wyckham By-Pass – Ballinteer Road to Taney Road, including Birch’s Lane.	1, 5	Road Reservation
Upper Glenageary Road – Albert Road roundabout to Kill Avenue.	3, 7	Local Road
York Road and Clarence Street.	3	Regional Road
Abbey Road.	3, 7	Regional Road
Brookdene - Shanganagh Road roundabout to park.	10	Local Road
Commons Road to Coastal Route.	10	Park, Local Road
Deans Grange Road.	2, 6, 7	Regional Road
Glen Drive to N11 via Old Bray Road and Clonkeen Road.	7	Local Road
Killiney Station to Woodbrook & Shanganagh Park.	7, 10, 14	Coastal Road
Cherrywood to Ballally via Ballyogan Road.	5, 6, 9, 10	Reservation
Monkstown Avenue.	3, 6	Local Road
Sandycove to Booterstown (Cycletrack and Promenade).	-	Coastal





Location	Development Plan Map No.	Type
Shankill - Corbawn Lane to Corke Abbey.	10, 14	Regional Road
Rochestown Avenue.	7	Regional Road
Taney Road.	1	Regional Road
Murphystown Parallel Road.	6	Reservation
Leopardstown Road from Kilgobbin Road to SEM.	6	Regional Road





### 11.3 Public Transport

#### 11.3.1 Policy T15: Public Transport Improvements

***It is Council policy to co-operate with the relevant transport bodies and authorities to secure improvements to the public transport system.***

In addition to co-operating with the appropriate agencies to secure the implementation of the Dublin Transportation Office Strategy, as set out in Policy T4 above, it is the intention of the Council to facilitate the provision of other, more modest, improvements to the public transport system such as the provision of bus lanes, bus bays, shelters and like facilities.

Apart from the provision of facilities, the Development Plan policies and objectives envisage:-

- Increased residential densities along strategic public transport corridors and close to public transport nodes to encourage greater usage of public transport.
- Increased employment land uses in town and district centres which will facilitate the maximum usage of public transport.
- Increased public transport service, including licenced private operators to and between public transportation nodes.
- The protection, free from development, of such lands as are required for the development of public transport facilities.
- Development of a Quality Bus Network in the County.
- Extension of LUAS south of Sandyford to Cherrywood and incorporation of the LUAS line into a Metro from the DART line south of Shankill to the City Centre and Dublin Airport.

#### 11.3.2 Policy T16: LUAS

***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 DTO Strategy "A Platform for Change, 2000 – 2016."***

LUAS Line B (St. Stephen's Green to Sandyford Business Estate) is currently under construction and due for completion by Summer 2004. Proposals to extend Line B to Cherrywood are being considered. In the longer term LUAS Line B will be extended to Shanganagh/Woodbrook to link with the DART line.

#### 11.3.3 Policy T17: Section 49 Levy

***It is Council policy to utilise where appropriate the provisions of Section 49 of the Planning and Development Act, 2000 to generate financial contributions towards the capital costs of providing strategic transport infrastructure services or projects in the County.***

Section 49 of the Act provides for Supplementary Development Contribution Schemes to be made by the Council to facilitate the provision of public infrastructure services or projects – including transportation. A Section 49 Scheme has been made in respect of the LUAS extension from Sandyford to Cherrywood (Line B1). The Council may promote further Section 49 schemes in relation to further strategic transport infrastructure projects where this is considered appropriate.

#### 11.3.4 Policy T18: DASH

***It is Council policy to co-operate with Iarnród Éireann to facilitate the DASH (Dublin and Suburban Enhancement) Station improvements, which includes, platform lengthening, station improvements, improved passenger and staff facilities and improved access for the mobility impaired etc.***

#### 11.3.5 Policy T19: Quality Bus Network

***It is Council policy to implement the Quality Bus Network measures outlined in the DTO Strategy 2000-2016 'A Platform for Change', subject to the availability of resources. The Council will co-operate with the Quality Bus Network Project Team and DTO to achieve this.***

The QBN office has responsibility for all aspects of the



delivery of on-street bus priority measures set out in the DTO Strategy 'A Platform for Change 2000-2016'.

The programme of works will complement the current QBCs within Dun Laoghaire-Rathdown. The overall aim will be to achieve a strategic mesh of radial and orbital QBCs linking the suburbs with each other and with the city centre. Other bus priority measures will, in particular, access major residential, retail and employment centres. There will be an emphasis on integration with existing and future transport nodes i.e. DART/Suburban Rail and LUAS which also forms part of the scope of work of the project office.

In addition to co-operating with the QBN office and the DTO it is the intention of the Council to facilitate the provision of other, more modest, improvements to the Quality Bus Network such as the provision of shelters, public transport information displays, appropriate footpath widths and standing areas for intending bus passengers, locating bus stops at confluences of pedestrian links to surrounding developments and providing road crossings that are well located relative to bus stops.

**availability of finance, it is also the Council policy to facilitate the provision of public car parks close to public transport nodes in order to facilitate 'park and ride' for commuters at strategic locations where the national road network meets the public transport network and to examine policies which have regard to the essential nature of 'park and ride' in the County. In this regard it is the policy of the Council to support the provision of 'park and ride' facilities where appropriate along the proposed LUAS B1 extension line.**

The purpose of 'park and ride' is to integrate the car with public transport and to encourage commuters to leave their cars at 'park and ride' facilities and continue their journey by public transport. This policy will help to encourage car commuters to transfer to public transport, thereby reducing congestion and promoting public transport. All proposed 'park and ride' sites will be assessed to ensure that cars accessing them do not unduly add to congestion. The policy is in line with Dublin Transportation Office recommendations and will promote the achievement of sustainable development.

### Rail Transport Objectives

Objectives for rail transport provision are:

#### LUAS

LUAS Line B, St. Stephen's Green to Sandyford Business Estate, to be extended to interconnect with the DART line at Shanganagh/Woodbrook.

LUAS stations at the following locations:

- Windy Arbour
- Dundrum
- Balally
- Kilmacud
- Stillorgan
- Sandyford

In the future it is a Council objective to provide LUAS Stations at

#### 11.3.6 Policy T20: Cross County Public Transport

**It is Council policy to encourage the provision of cross county public transport to encourage cross county economic activity.**

#### 11.3.7 Policy T21: Minibus/Taxi/Hackney Transport

**It is Council policy to facilitate provision for minibus/taxi/hackney transport to provide a feeder service to major public transport corridors and to encourage the provision of taxi ranks at DART and Light Rail Stations and at other appropriate locations.**

#### 11.3.8 Policy T22: Walk and Ride, Park and Ride

**It is Council policy to encourage the development of a local pedestrian network to link with the major transport facilities to encourage 'walk and ride'. Subject to the**



Central Park, Glencairn, The Gallops, Leopardstown Valley, Ballyogan Wood, Racecourse, Carrickmines, Laughanstown and Cherrywood and to continue to St.Colmcille’s (Loughlinstown), Shankill and Shanganagh/Woodbrook.

**LUAS Harolds’s Cross**

It is a Council objective to facilitate the provision of a LUAS line from Dundrum to the city centre via Churchtown Road, Rathfarnham and Harold’s Cross.

**DART**

It is a Council objective to:

- Facilitate the provision of a DART station at Woodbrook which is a location that facilitates convenient passenger interchange between DART and the proposed Metro.

It is an objective of the Council to facilitate DASH station improvements at the following locations:

- Booterstown
- Blackrock
- Seapoint
- Salthill/Monkstown
- Dun Laoghaire
- Sandycove/Glathule
- Glenageary
- Dalkey
- Killiney
- Shankill

In addition to the above, it is a Council objective, as outlined in the Local Coastal Plan, Booterstown to Sandycove, June 2002 to:

- Seek the upgrading of Booterstown DART Station involving the provision of a pedestrian over bridge, local shop and short-term amenity parking.

**Key Rail Interchanges**

It is a Council objective to facilitate the provision of key rail interchanges at the following locations:

Location	Public transport modes
Dundrum	LUAS - QBN
Blackrock	Suburban Rail – QBN
Dun Laoghaire	Suburban Rail – QBN
Sandyford	LUAS - QBN
Cherrywood	LUAS – QBN
Woodbrook	LUAS – Suburban Rail – QBN

**LUAS Park and Ride Sites**

It is a Council objective to provide for ‘park and ride’ sites at the locations listed below:

- Carrickmines
- Cherrywood





### Quality Bus/Bus Priority Route Objectives

Quality Bus Route objectives shown on the Maps are considered essential to provide a network of sufficient standard to serve the anticipated future population growth.

It is a Council objective to establish the following Quality Bus/Bus Priority Network subject to further study as appropriate, approval and finance. Other links may also be included in the Quality Bus Network:

**Table 11.2 Quality Bus/Bus Priority Network**

• Rock Road – Frascati Road (including Rock Hill, Main Street, Temple Hill) – Stradbroom Road - Abbey Road – Rochestown Avenue – Church Road – Wyattville – N11 Cherrywood
• Blackrock – Mount Merrion Avenue
• N11 - Fosters Avenue – Mt Anville Road – Taney Road – Dundrum
• N11 (Bray Road) – Cabinteely By-Pass – Dublin Road – Bray
• Kill Lane – Kill Avenue – Mountown Lower -York Road – Clarence Street – Crofton Road – Dun Laoghaire
• N11 – Leopardstown Road – Sandyford
• Dundrum – Sandyford Road - Blackthorn Drive
• Rathfarnham – Grange Road – Brehon Field Road - Ballinteer Road – Ballinteer Avenue, Wyckham Way -Dundrum
• Dundrum - Churchtown Road – Braemor Road – Rathfarnham
• Stillorgan – Kilmacud Road Upper – Link Road – Blackthorn Drive – Sandyford Business Estate
• Stillorgan, Lower Kilmacud Road – Drummartin Road (Link) – Goatstown Road – Clonskeagh Road Church Road – Thomastown Road – Lower Glenageary Road – Dun Laoghaire
• Rathfarnham – Nutgrove Way approach to Nutgrove Avenue
• Enniskerry Road to Sandyford Road
• Newtownpark Avenue approach to N11 – Stradbroom Road
• Monkstown Road approach to Temple Hill/Rock Road
• Churchview Road approach to Wyattville Road/Church Road

### 11.4 Road Network

#### 11.4.1 Policy T23: Road Development

***It is Council policy, in co-operation with other agencies and subject to the availability of the necessary finance, to:***

- Implement the road objectives set out in the Six Year Road Programme of this Plan.
- Implement the other road objectives shown in the Plan in the longer term.
- Improve the existing roads of the County where necessary by the setting back of building or frontage lines and by the setting back of proposed new structures at road junctions to improve sight lines in the interests of traffic improvement and safety, subject to maintaining visual amenities and sound urban design principles.
- Maintain and protect existing communities and when planning and building roads seek to avoid severing existing communities.
- Avoid unattractive, monotonous wallsapes along roads.

This policy will be implemented both by the Council and the National Roads Authority. It forms part of a balanced transportation strategy required to achieve sustainable development. The various road schemes will be subject to Environmental Impact Studies, where appropriate.

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.

The Six Year Road Programme is set out in Table No. 11.3 of this Plan.

#### 11.4.2 Policy T24: Road Access to South Eastern Motorway

***It is Council policy to provide improved road access from Dun Laoghaire town centre to the proposed South Eastern Motorway junction at Wyattville.***





There is a need to improve access between Dun Laoghaire and the proposed South Eastern Motorway. Implementation of this policy may involve measures including:-

- Traffic management measures.
- Road improvements, including road widening and
- Pedestrian safety measures for adjacent residential areas.

#### 11.4.3 Policy T25: National Routes

***It is Council policy to protect all National Routes from frontage access and to keep the number of junctions to a minimum.***

The National Routes are of vital importance to the economic and social development of the County. It is therefore the Council's intention that this investment should be safeguarded by preventing the premature obsolescence of these roads as a result of inadequate control on frontage development.

#### 11.4.4 Policy T26: Road Safety

***It is Council policy to promote road safety and to avoid the creation of traffic hazards.***

In the design and/or improvement of roads and in the assessment of planning applications for new development, the safety of road users, including motorists, cyclists and pedestrians, will be a primary consideration. Cyclists and pedestrians are especially vulnerable in road accidents and new design must pay particular attention to securing their safety.

#### 11.4.5 Policy T27: Heavy Goods Vehicles

***It is Council policy to manage HGV traffic and to facilitate this in the short-term to agree preferred routes throughout the county and to undertake a study to decide on the preferred routes to access the M50 and the two ports of Dun Laoghaire and Dublin in the long-term.***

#### 11.4.6 Policy T28: Roundabouts

***Roundabouts are not generally safe pedestrian or cycling environments, however where they are deemed necessary, it is Council policy that the design of roundabouts make full provision for the safety needs of cyclists and pedestrians.***

#### 11.4.7 Policy T29: Low Cost Safety Measures

The Council will continue its policy of providing low cost safety measures to improve the safety of the road network in the County as resources permit.

#### Roads Objectives

***The roads objectives provide for the improvement of the road network to cater for the transportation requirements of the County within the context of the overall transportation policies outlined in this chapter.***

The overall dimensions of the new roads, or of improvements to existing roads, which the Council will undertake either in the six year period following the adoption of this Plan or in later years, are not indicated in the Plan. Likewise the extent of lands required for junctions is not shown.

New roads and junctions are at this stage purely diagrammatic with regard to location and dimensions. The six year programme roads are shown in as much detail as possible, however there may be variations or adjustments necessary. Smaller schemes, such as junction and traffic management improvements, are not shown on the Maps or included in the Written Statement.

A full traffic analysis and detailed justification in the context of the Council's Strategy and DTO Strategy and any updated strategy will be provided when consultation is being undertaken.

It is an objective of the Council to identify specific heavy goods routes throughout the County.



### Six Year Roads Objectives

It is a Council objective to facilitate the provision of the roads listed in Table 11.3 as part of a six year programme. Designs have been prepared in respect of some of these proposals. These schemes are dependent on the necessary finance being available.

The Council may, at its discretion, introduce roads objectives other than those listed in Table 11.3 at any time within the currency of the Plan by way of a variation to the Plan.

### Access from the South Eastern Motorway to Dun Laoghaire

It is a Council objective to provide an improved access route from Dun Laoghaire to the proposed South Eastern Motorway interchange at Cherrywood. The Route will follow Coal Quay Bridge, Clarence Street, York Road, Mounttown Lower, Glenageary Road Upper, via proposed road (Church Road Phase III), Church Road and Wyattville Road. The proposed design shall ensure that no houses are demolished.

### Upgrading of the M50

It is a Council objective to facilitate the widening of the M50 from the proposed Sandyford interchange to the South Dublin County boundary from two lanes to three, within the existing land footprint.

### Monkstown Ring Road

It is a Council objective to complete the strategic orbital route known as the Monkstown Ring Road to link Dun Laoghaire with the west of the County. The route will follow York Road, Mounttown Upper, Monkstown Avenue, to Brookville Park, and then to Carysfort Avenue via Yankee Terrace and Fleurville. The proposed design shall seek to retain Yankee Terrace.



### Access to the N11

It is a Council objective that developments from Sunnyhill, Loughlinstown as far as the Willows, Loughlinstown should access the N11 at the Willows access.

### Carrickmines Cherrywood Spine Road

It is a Council objective to ensure the provision of a Spine Road linking the Carrickmines interchange to the Wyattville Link Road and the provision of an internal road layout to serve development at Cherrywood.

### Stepaside Loop Roads

It is a Council objective to ensure the provision of the two loop roads to serve development in the Stepside Action Plan area.

### Link Road From the South Eastern Motorway to Wyattville

It is a Council objective to provide an extra junction on the Wyattville link road to serve Cherrywood.

### Murphystown Road

It is a Council objective that the Murphystown Road will be a cul-de-sac with Kilgobbin Road on the completion of the South Eastern Motorway.



**Table 11.3 Six Year Roads Objectives**

- Eastern Bypass – N11 to Booterstown and Dublin Port. The line of the Eastern By-Pass is not fixed; it's route will be determined following the outcome of an Environmental Impact Assessment including a process of public consultation.
- Southern Cross Route Motorway and associated roads.
- South Eastern Motorway and associated roads, including northern link to Drummartin Road as a protected road.
- N11 to South Eastern Motorway/Sandyford Interchange.
- M50 Third Lane.
- Ballinteer Avenue (Green Route to Superquinn).
- College Road at junction with Kellystown Road.
- Leopardstown Road to re-aligned Kilgobbin Road.
- Wyckham By-Pass (Ballinteer Road to Sandyford Road).
- Wyckham By-Pass Extension (Sandyford Road to Taney Road).
- Wyckham By-Pass Extension to Blackthorn Drive, parallel to LUAS.
- Shanganagh Road. (Shanganagh Bridge to roundabout at St. Anne's Church, Shankill).
- Monkstown Ring Road.
- Rochestown Avenue, including junction with Sallynoggin Road and junction with Johnstown Road.
- Pottery Road.
- Enniskerry Road – Lamb's Cross to Stepside (road widening in the vicinity of Fernhill Gardens will take place on the north eastern side of the road subject to land acquisition and funding).
- Blackglan Road/Harolds Grange Road, Kilmacud Road Lower to roundabout at Kilmacud Road Upper .
- Ballyogan Road .
- Kilgobbin Road (Hillcrest Road to Ballyogan Road).
- Glenamuck Road.
- Murphystown Road - parallel road.
- Enniskerry Road, Kiltarnan junction with Ballycorus Road and Bishop's Lane.
- By-Pass from Enniskerry Road to Kilgobbin Road roundabout.
- Wilford roundabout to Bray Town Council Boundary.
- Grove Avenue (subject to design, land acquisition and funding).

- Brennanstown Road, Brennanstown House to Bray Road (subject to land acquisition and funding).
- Lehaunstown Road (part of) (subject to design and stringent environmental considerations, land acquisition and fundings).
- R116 Pine Forest Road and Ballybetagh Road (subject to funding and design).
- Access road through Industrial Yarns site to access Bray Golf Course lands subject to the development control process.
- Spine Road linking Carrickmines Interchange to Wyattville Link Road.
- Cherrywood – Access roads to north and south of Wyattville Link Road.

**South Eastern Motorway - Lehaunstown Interchange**

It is a Council objective to redesign the South Eastern Motorway Lehaunstown Interchange to increase its capacity.

**Long Term Roads Objectives**

Other road objectives shown on the Maps are considered essential to provide a long term road network of sufficient standard to serve the anticipated future population growth.



**Table 11.4 Long Term Roads Objectives**

- Enniskerry Road, Stepside to Wicklow County boundary
- Ballinteer Road (part of)
- Cornelscourt Hill Road (part of)
- Ballyman Road (part of) at Countybrook Cottages
- Access road to DART line at Woodbrook from Dublin Road
- Cherrywood Road (part of)
- Cherrywood-Lehaunstown Lane to Spine Road

## 11.5 Development Control Objectives

### 11.5.1 Roads General

The design standards required for carriageway, gradients, footpaths, junctions, road drainage, culs-de-sac, sight lines, boundary walls, vehicle accesses, service roads, bus lay-bys, rear lanes, pedestrian ways, cycleways, screen walls, public lighting, water supply, drainage and other underground services, etc., vary according to the scale, intensity, layout, design and location of proposed developments. The Council's *Development Works in Residential and Industrial Areas - Guidance Document* sets out the general requirements relating to the above.

In addition to these construction standards, quality of life should take precedence over ease of traffic movement and the design, layout and environment of residential areas should enrich the quality of the place and remove traffic barriers to neighbourliness, making them places for people and not just traffic.

In all new development cables shall be placed underground, except where it can be clearly shown by a statutory undertaker that underground location is of an impracticable nature. This provision shall not apply to temporary cabling necessary for the servicing of development site workshops or offices.

Pipes, cables, etc., under roads shall be grouped together as far as possible for easier access and less disruption, to avoid damage from tree roots and to facilitate tree planting.

### 11.5.2 Parking and Loading Requirements

(See Table 11.5)

### 11.5.3 General

The parking standards outlined in Table No.11.5 below for cars and other vehicles will normally be applied.

In addition to the general carparking standards required, service parking space will be required for cars or other vehicles necessarily involved in the operation of the business or particular building, e.g. delivery and collection of goods, the carrying out of repair and maintenance services etc. This does not include space for storing vehicles except where this is necessary as part of the business being carried on in the building. Each new premises proposed for office, commercial or industrial use must include within the curtilage of the building one or more loading bays of an adequate size to cater for its specific needs and the requirements of the type of vehicle serving the premises.

The particular location of a land use, i.e. whether in open country, urban centre, or industrial estate is a factor in the application of specified standards. So too, is the intensity of employment and the exact nature of the proposed use, particularly in retail shopping.

A reduced standard may be acceptable for commercial development located along strategic public transport corridors (close to the DART, Quality Bus Corridors and proposed Light Rail Transit Line). The acceptability of a reduced standard will depend on the precise nature of the proposed development (e.g. number of employees, nature of business, level of public activity, etc.).

Within Neighbourhood, District and Major Town Centres the Council may adopt a flexible approach to parking provision where a proposed development would be considered to provide a particularly desirable use (cultural or service type uses) which would enhance the attractiveness of the centre. Each case will be considered on its merits subject to the overriding presumption in favour of achieving the zoning objective for





the area. As a condition of any permission the Council may require a financial contribution towards the cost of providing or upgrading of public car parking accommodation in the locality.

Parking spaces must be located on site and should be located where possible behind established building lines and in such a manner as to ensure minimal injury to the amenity of adjoining premises. Where parking is allowed in sight of the general public, adequate landscaping and tree planting must be provided to counteract the appearance of the parking areas. Where parking space is proposed in front of existing premises, it is essential that boundary walls or railings be retained, with sufficient planted areas to maintain the visual character of the amenities of the area.

Carparks associated with late night uses, such as licensed premises, restaurants or discotheques must be sited so as to restrict to a minimum level, any noise, disturbance or other loss of residential amenity to any adjoining dwelling.

Consideration will also be given to grouped and dual use parking provision where peak demands do not coincide - especially where day and night uses are combined.

#### 11.5.4 Entrances

Vehicle entrances and exits must be designed to avoid hazards to pedestrians and passing traffic. In each case where a new entrance onto a public road is proposed, the Council will have regard to the traffic conditions on the road and available sight lines and will impose appropriate conditions in the interest of public safety.

#### 11.5.5 Bicycles

The Council will require that secure covered cycle parking facilities be provided close to building entrances for new office blocks, apartment blocks, shopping centres, hospitals etc. To promote bicycle parking within developments a minimum of 1 bicycle space per 80 sq.m. of gross development area should also be provided.







**Table No. 11.5 Parking Standards: General Carparking Standards Related to Land Use**

Land Use	Standards
Auditorium, Theatre, Cinema, Stadium	1 space per 20 sq.m gross floor area
Bank, Library	1 space per 20 sq.m gross floor area
Bars, Lounges, Function Rooms (including such uses in Hotels etc.)	1 space per 10 sq.m gross floor area
Bowling Alley	3 spaces per lane
Church	1 space per 20 sq.m gross floor area
Clinics and Group Medical Practices	2 spaces per consulting room
College of Higher Education	To be determined by Council
Dance Hall/Private Dance Clubs/Discotheques/Night-club	1 space per 20 sq.m gross floor area
Driving Ranges (Golf)	1 space per 2 m of base line
Dwelling/Flat	1-2 spaces per unit (depending on design and location)
Funeral Home	6 spaces
Golf or Pitch and Putt Courses	3 spaces per hole
Holiday Caravan Park	1 space per unit
Hospital	1 space per bed
Hotel, Motel, Guest House (excluding function rooms, bars)	1 space per bedroom
Institutions, Community Centres	To be determined by Council



## TRANSPORTATION

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Land Use	Standards
Manufacturing	1 space per 50 sq.m gross floor area
Marinas	1 space per berth (excluding visitor berths)
Nursing Home	1 space per 4 residents
Offices	1 space per 50 sq.m gross floor area
Primary and Post-Primary Schools	1 per classroom
Residential Mobile Home Park	1 space per unit
Restaurant/Café	1 space per 10 sq.m gross floor area
Retail Warehousing in Commercial Areas	1 space per 20 sq.m gross floor area
Retail Warehousing in Industrial Areas	1 space per 35 sq.m gross floor area
Science & Technology Based Industry	1 space per 50 sq.m gross floor area
Shopping Centres and Retail Stores	1 space per 20 sq.m gross leasable area
Sports Grounds/Sports Club/Recreation Centre/Gymnasium	To be determined by Council
Vehicle Service Station	1 space per 275 sq.m gross area
Warehousing	1 space per 100 sq.m gross floor area

NOTE:

- (1) In certain cases the above standards may be relaxed if considered to be in accordance with the proper planning and sustainable development of the area.
- (2) In the case of any use not specified above the Council will determine the parking requirements.
- (3) Short term parking bays (for shopping centres particularly) shall be 2.5 metres wide by 4.75 metres in length. In no instance shall a width of less than 2.4 metres be accepted, even for long term (e.g. office blocks) parking spaces.
- (4) Parking bay widths for disabled persons will be a minimum of 3 metres wide. Four or more spaces per 100 spaces (or part thereof) should be reserved for disabled drivers.





## ENVIRONMENTAL SERVICES

12



### Vision

**It is the vision of this Plan to protect and enhance the natural and built environment through the provision of a range of high quality and efficient water, drainage and waste management facilities. During the Plan period the delivery of these services will provide for the needs of our residents and will enable the long term sustainable development of the County.**

### Context

The framework for the delivery of the policies and objectives, listed below, is set in the context of national and regional plans, policies and strategies. At national level these include:

- *Sustainable Development – A Strategy for Ireland*, DOE, 1997 and
- *Waste Management – Changing our Ways*, DOELG, 1998.

The regional context is provided by the:

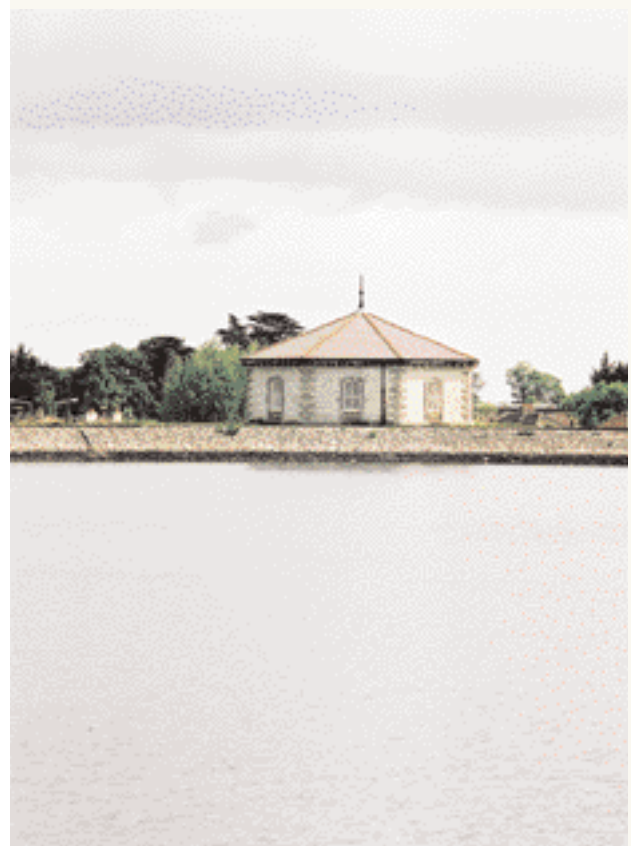
- *Strategic Planning Guidelines for the Greater Dublin Area, 1999, and the annual review and update for 2000, 2001 & 2002.*
- *Greater Dublin Water Supply Strategic Study, 1996-2016.*
- *Dublin Drainage - A Strategic Study for Greater Dublin.*
- *Waste Management Plan for the Dublin Region 1999-2003*, Dublin Local Authorities 1998 and
- *Air Quality Management Plan for the Dublin Region, 1999.*

### Strategy

This chapter sets out the policies, development control objectives and specific objectives for project development works of the Council, in relation to environmental services. The provision of high quality and efficient water supply, drainage and waste management facilities, during the period of the Plan, will ensure the long term environmental, social and economic development of the County. The delivery of these services is required to meet the anticipated needs of

the residents of the County up to 2010 and beyond.

The ongoing and proposed programmes of water supply and drainage infrastructure works will ensure the availability of serviced residential and commercial lands, to cater for an adequate supply of housing and facilitate employment opportunities. In this regard the following schemes are urgently required to facilitate residential development, the Sandyford High Level Water Scheme, the Glenamuck-Kiltiernan Sewerage Scheme and the Shanganagh Sea Outfall Works. This will allow the County to cater in a coherent way for its residents and to fulfill its role at regional level by aiding the consolidation of development in the metropolitan area. The Council's Waste Management Strategy is firmly grounded in E.U and National policy and can be summarised by the waste hierarchy of prevention, recycling, energy recovery and disposal. This strategy embraces the "polluter pays" principle.







## 12.1 Policy

### 12.1.1 Policy ES1: Water Supply and Drainage

***It is Council policy to provide adequate high quality drinking water and to continue the development and improvement of the water supply and drainage systems throughout the County to meet the anticipated water and drainage requirements of the area.***

In accordance with the Greater Dublin Water Supply Strategic Study and the Greater Dublin Strategic Drainage Study and subject to the availability of finance, it is the Council's intention to:-

- Implement the water supply and drainage objectives set out in Section 12.3 of this Written Statement.
- Further reduce leakage and wastage from the water supply system wherever possible, in the interest of achieving efficiency and sustainability.
- Carry out such works as are necessary to upgrade the older sections of the water supply system, with a view to providing adequate standards of water quality, pressure, storage, fire flows and safety.
- Review our water quality standards in the light of European Communities (Drinking Water) Regulations 2000 (S.I. NO. 439 of 2000), as may be amended, to ensure continuing compliance.
- Make provision for the construction of water supply and drainage facilities to permit development to proceed as required in designated development areas.
- Eliminate the discharges of untreated municipal sewage to coastal waters and thereby secure further improvements in seawater quality along the shoreline of the County and beyond.
- Make provision for flood discharge, including Sustainable Urban Drainage Systems (S.U.D.S.) in streams and rivers in the developed areas to protect persons and property, to prevent development on lands liable to flooding, or which will put an excessive strain on existing rivers and streams and increase the risk of flooding down stream, to preserve and improve the

quality of surface water and to assist in this by the promotion of linear parks along the lines of streams and rivers and to encourage the usage of storm water attenuation areas for natural wetland habitats and for recreational purposes. Culverting will be discouraged unless absolutely necessary.

- Having regard to S.U.D.S., it is Council policy that all new relevant developments be required to incorporate Best Management Practices for the disposal of storm water drainage. Specifically, developments should, (i) generally comply with all relevant criteria set out in the U.K. CIRIA (Construction Industry Research & Information Association) document– *Sustainable Urban Drainage Systems – Design Manual for Scotland and Northern Ireland*, (ii) limit run-off to a rate not exceeding four litres per second per hectare and (iii) provide appropriate residual storage to accommodate the run-off from a 1 in 50 year return rainfall event arising as a result of the limited discharge rate.
- Encourage the incorporation of facilities into new houses to provide for water conservation.
- Encourage the decommissioning of septic tanks for individual dwellings in areas which are served by mains drainage.
- Implement the Department of Environment and Local Government's *Water Pricing Framework*.

### 12.1.2 Policy ES2: Waste Management Strategy

***It is Council policy to conform to the European Union and National waste management hierarchy as follows:-***

***waste prevention,  
waste recycling,  
energy recovery and  
disposal***

***subject to economic and technical feasibility and Environmental Assessment.***



The Council will carry out solid waste management in its area in a cost-effective manner based upon:-

- environmental protection,
- national and E.U. policy and legislative requirements, and
- future development of the County.

The Council will co-operate with other relevant agencies, both public and private, and local community interests as appropriate, in following the hierarchy of waste management set out above.

The Council will seek the co-operation of other local authorities in the planning, development and operation of disposal facilities for solid wastes of all categories.

### 12.1.3 Policy ES3: Waste Plans

***It is Council policy to publish plans for the collection, treatment, handling and disposal of wastes in accordance with the provisions of the Waste Management Acts 1996-2001.***

### 12.1.4 Policy ES4: Private Waste Disposal

***It is Council policy to ensure that all waste, which is disposed of by private waste companies, is done so in compliance with the requirements of the Environmental Protection Agency and the Waste Management Legislation and in accordance with the Planning Code.***

This will entail the supervision of private waste collection companies by the Council through the provision of waste permits. This involves the relevant companies providing essential information to the local authority in terms of types and quantity of wastes removed and the origin and destination of waste loads. The waste permit will define the obligation to deliver waste to designated locations and will set down requirements in relation to the methods employed in the collection of waste.

### 12.1.5 Policy ES5: Waste Prevention and Reduction

***It is Council policy to promote the prevention and reduction of waste and to co-operate with industry and other agencies in viable schemes to achieve this.***

In line with the principles of sustainable development, it is the intention of the Council to continue to promote a waste minimisation programme to target all aspects of waste within the County. The programme will focus on both commercial and domestic waste producers. It will be directed at every stage of the predisposal activity, from extraction through to production and consumption to final disposal. Its objective will be to diminish the mass of waste at each stage. The Council will continue to implement the Landfill Levy introduced in 2002. This levy is charged for waste disposal at the Ballyogan Landfill site.

### 12.1.6 Policy ES6: Waste Re-use and Re-cycling

***It is Council policy to promote the increased re-use and re-cycling of materials from all waste streams. It will co-operate with other agencies in viable schemes for the extraction of useful materials from refuse for re-use or re-cycling and will adopt the National targets as stated in the Dublin Regional Waste Management Plan, 1999-2003 (as may be amended) for achievement within this area. Account will be taken of E.U. policies and objectives.***

By agreement with other local authorities and agencies and subject to the availability of finance, it is the intention of the Council to:

- Implement the waste re-cycling objectives set out in Section 12.3.3 of the Written Statement.
- Source separate waste into organic and non-organic streams. The objective will be to maximise the potential for each waste fraction to be reused and recycled or composted.
- Carry out a public information and education campaign on waste re-cycling techniques and actions.
- Develop a countywide network of multi-material 'Bring



Centres' in suitable locations to achieve national targets and to continue to expand the countywide collection system for domestic recyclable waste. The purpose of a 'Bring Centre' is to accommodate the collection of post-consumer recyclables from the local neighbourhood and provide onward transfer to a materials recovery or recycling facility.

- Co-operate with other interests in seeking to maximise the recovery and recycling of packaging and priority wastes, as well as the reduction in landfilling of organic wastes.

#### 12.1.7 Policy ES7: Refuse Disposal

***It is Council policy to dispose of refuse by means of sanitary landfill or other suitable methods as deemed appropriate.***

The Council intends that the safe disposal of refuse which cannot be reused or re-cycled shall be carried out in the manner as stated above. This approach reflects current European Union and County Council policy, as set out in the *Waste Management Plan for the Dublin Region, 1999-2003* and any subsequent Waste Plans. However, in the short term it is recognised that sanitary landfill will remain as the primary method of disposal. In this regard it is the intention of the Council, in co-operation with other local authorities, to acquire adequate sites for landfill and to develop and operate these with minimum detriment to the environment.

In collaboration with our neighbouring Authorities in the Dublin Region, it is intended to use the facilities of the waste to energy plant being expedited by Dublin City Council before final disposal to landfill.

#### 12.1.8 Policy ES8: Hazardous Waste

***It is Council policy, in co-operation with other agencies, to plan, organise, authorise and supervise the disposal of hazardous waste.***

It is the intention of the Council to have regard to the recommendations made by the Environmental Protection

Agency, as appropriate, in relation to the effective management by the Council of hazardous waste, including the recommendations of the *National Hazardous Waste Management Plan*.

#### 12.1.9 Policy ES9: Air Pollution

***It is Council policy to implement the provision of air pollution abatement in accordance with National and EU Directives and legislative requirements in conjunction with other agencies as appropriate.***

In this regard the Council adopted *The Air Quality Management Plan for the Dublin Region* on 13th December 1999 under the provisions of the Air Pollution Act, 1987.

The Council has established a network of monitoring stations to monitor the extent of air pollution caused by smoke and Sulphur dioxide (SO<sup>2</sup>), Nitrogen dioxide (NO<sup>2</sup>), PM10 Particulate Matter, Carbon dioxide (CO<sup>2</sup>), Lead and Benzene. This network will be extended as required.







### 12.1.10 Policy ES10: Water Pollution

***It is Council policy to implement the provision of water pollution abatement in accordance with National and EU Directives and legislative requirements in conjunction with other agencies as appropriate.***

In the implementation of this policy the Council will endeavour to:

- maintain the quality of sea water adjoining the County to the necessary standards, with particular reference to areas of the coastline where bathing takes place. Special emphasis will be devoted to beaches designated under the Quality of Bathing Water Regulations.
- improve the water quality in rivers and other water courses in the County, including ground waters.
- minimise the impact on ground water of discharges from septic tanks and other potentially polluting sources.

### 12.1.11 Policy ES11: River and Stream Management

***It is Council policy to prepare a strategy for the management of rivers and streams throughout the County.***

The purpose of the strategy is to draw up an integrated programme for the management of rivers and streams, dealing with issues such as nature conservation, flood control, pollution control, general recreation and angling. It will facilitate monitoring of changes in water quality and aquatic habitats, and assist in the preparation of landscape improvement schemes for existing rivers and streams. The strategy will be prepared in consultation with local community and environmental groups, angling organisations and fisheries authorities and in consultation with other Local Authorities where relevant.

### 12.1.12 Policy ES12: Re-Use of Landfill Sites

***It is Council policy that landfill sites, when full, be landscaped and used for amenity purposes, or where such use is inappropriate, be returned to agriculture or other beneficial use. The landfill will be monitored in accordance***

***with the Waste Management Act, 1996 and Environmental Protection Agency requirements.***

The landfill site at Ballyogan, which is proposed to be closed, will be subject of a restoration plan which will be prepared and implemented by the Council.

### 12.1.13 Policy ES13: Major Accidents

***It is Council policy to have regard to the provisions of the "Major Accidents Directive" (European Council Directive 96/82/EC). This Directive relates to the control of major accident hazards involving dangerous substances and its objectives are to prevent major accidents and limit the consequences of such accidents.***

This policy will be implemented through the development control process through controls on the siting of new establishments, on modifications to existing establishments and on development in the vicinity of an establishment which, by virtue of its type or siting, is likely to increase the risk or consequences of a major accident.

### 12.1.14 Policy ES14: Litter Control

***It is Council policy to ensure that, as far as resources permit, public places and places visible to any extent from public places within the County are maintained free of litter. It is Council policy to publish plans for the prevention and control of litter and for measures to encourage public awareness with the view to eliminating litter pollution in accordance with the provisions of the Litter Pollution Act, 1997 or other relevant legislation as may be enacted from time to time.***

The Council recognises that litter is a major environmental problem, which significantly detracts from the visual quality of urban and rural areas and the coastline. In addition, litter has public health implications and detracts from the image of the County as a tourist friendly area. The Council has adopted a statutory Litter Management Plan, 2001-2004 setting out appropriate objectives and targets for eliminating the litter problem within the County. The Council runs



various public campaigns, such as the 'Anti-Litter/Environmental Awareness Campaign' and the 'Tidy Districts Award Scheme' to promote a greater public awareness of the litter problem, and will continue to operate such campaigns as finances allow.



## 12.2 Development Control Objectives

### 12.2.1 Air Pollution

The Council will have regard to the *Local Government (Planning and Development) General Policy Directive, 1988* (or as may be amended from time to time) issued by the Minister for the Environment and Local Government relating to air quality standards nationally, and to the Air Quality Management Plan for the Dublin Region in considering applications for planning permissions and such other relevant legislation as may be enacted.

### 12.2.2 New Developments

The Council will have regard to *Guidelines for Sustainable Development* (Criteria for site appraisal, site planning and building design) DLRCC, 1999 to:

- make provision for composting and recycling for each site.
- Incorporate where appropriate local 'Bring Centres' into development layouts for recyclable materials.

Facilities for wheeled bin collection and litter collection points will be required in new developments.

### 12.2.3 Noise Emissions or Vibrations

The Council will have regard to the proposed EU Directive on Environmental Noise when issued.

### 12.2.4 Landfill Sites and Refuse Transfer Stations

In considering planning applications for privately operated landfill sites the Council will have regard to the provisions of the appropriate European Council Directives together with appropriate national legislation and regulations in respect of disposal of waste and disposal of toxic and dangerous waste. Where permission is granted, stringent conditions will be imposed in the interest of health, safety and preservation of amenities.

A refuse transfer station will only be permitted where it does



not materially detract from the relevant land use zoning objective and is at a scale appropriate to its surrounding environment.

### 12.3 Specific Objectives

#### 12.3.1 Water Supply Objectives

It is a Council objective to undertake the following projects as and when necessary and subject to the availability of appropriate approval and finance:-

##### Dun Laoghaire Supply Area

- Further projects to continue the rehabilitation of the old Dun Laoghaire Water Supply system will be carried out within the period of the Development Plan. These will include proposals to further reduce leakage from the existing distribution system, the further rehabilitation or renewal of any structurally deficient mains and the continuing introduction of telemetry to provide essential information for the optimum management of the system. These works will be ongoing during the period of the Plan.

##### Sandyford High Level Scheme

- Sandyford High Level Scheme - pumping plant, rising main, service reservoirs and distribution mains to improve security of existing water supply and to facilitate development in Sandyford, Ballyogan, Stepside and adjoining areas. This scheme is scheduled to commence in 2004 and has a completion horizon of two years.

##### District Metering

- Continuing provision of metering programmes, including District Metering Schemes for the identification of unaccounted for water, including leakage and incorporation of same into the telemetry system.



##### Metering of Non-Domestic Consumers

- To complete the installation of water meters to all non-domestic consumers. This will ensure compliance with the Department of the Environment and Local Government's 'Water Pricing Framework' policy.'

##### Extra Municipal Area

- Major upgrading of the Extra Municipal Area water supply system including watermain rehabilitation.

##### Plumbosolvency (Lead Reduction)

- Ensure compliance with revised E. U. Quality of Drinking Water Regulations.

##### Aquifer Protection

- Identification of Aquifer Protection Zone at Glencullen.



### 12.3.2 Drainage Objectives

It is a Council objective to undertake the following projects as and when necessary and subject to the availability of appropriate approval and finance:-

#### Dun Laoghaire Drainage Scheme

- Complete the extension of the main drainage system from the West Pier to Coliemore Harbour, to eliminate the discharge of untreated municipal sewage at these locations. This will involve extending the existing drainage system from Bullock Harbour to Coliemore Harbour, intercepting flows to, and pumping flows from the existing sea outfalls and pumping these flows from the West Pier to Ringsend Treatment Works via the Bullock Station. This scheme is scheduled to commence in 2004 and is proposed to be completed in two years.
- Continuing rehabilitation of any structurally deficient sewers within the Dun Laoghaire Drainage Catchment during the period of the Plan.
- Implementing measures to utilize unused capacity within the existing sewerage system. This will involve, where possible, the separation of storm and foul flows and the attenuation of flows. This will be undertaken in order to reduce the risk of flooding and to reduce the volume of storm flows pumped to Ringsend for treatment.
- Implementing measures to reduce, treat and control storm overflow discharges to watercourses and the sea.

#### Carrickmines/Shanganagh Main Drainage Scheme

- The continuing extension of the Carrickmines /Shanganagh Main Drainage Scheme along Ballyogan Valley.

#### Glenamuck - Kiltiernan Sewerage Scheme

- Construction of a drainage system to connect to the Carrickmines network to remedy existing problem areas, to remove dwellings from septic tank drainage and to service zoned lands. This scheme is due to commence in 2004 and has a completion horizon of two years.

#### Cherrywood–Loughlinstown Sewerage Scheme

- Construction of a drainage system to service the “A1” zoned lands at Rathmichael to connect to the Carrickmines network. This scheme is due to commence and be completed in 2004.

#### Carysfort/Maretimo Stream Improvements

- Improvement scheme to reduce the risk of flooding. The design of this scheme is due to be completed in 2004 with construction thereafter.

#### Deansgrange Stream Improvements

- Improvement scheme to reduce the risk of flooding.

#### Shanganagh River Improvements

- Improvement scheme to reduce the risk of flooding.

#### Shanganagh Sea Outfall Works

- Construction of an upgraded sewage treatment plant to eliminate the discharge of untreated municipal sewage from the Shanganagh and Bray sea outfalls to meet the E.U. Urban Wastewater Directive, 1991. This project will include a sewage transfer pipeline from Bray Pumping Station to Shanganagh and will be carried out in conjunction with Bray Town Council/Wicklow County Council. This scheme is at preliminary design stage and is due to open in 2006.
- Develop and implement a ‘Sludge Management Plan’ for the County. It is proposed that a sludge collection hub centre will be provided at the Shanganagh Sea Outfall Works. A Draft Sludge Management Plan is under preparation and will be implemented during the Plan period.

### Shanganagh Catchment Sewerage System

- Implement a programme of rehabilitation of structurally deficient sewers.
- Implement measures to utilize unused capacity within the existing sewerage system. This will involve, where possible, the separation of storm and foul flows and the attenuation of flows. This will be undertaken in order to reduce the risk of flooding and to reduce the volume of storm flows transferred to the Shanganagh Works for treatment.
- Implementing measures to reduce, treat and control storm overflow discharges to watercourses and the sea.

#### 12.3.3 Waste Management Objectives

It is a Council objective to undertake the following projects as and when necessary and subject to the availability of appropriate approval and finance:-

#### Integrated Waste Management Facilities at Ballyogan

The Council is developing an integrated waste management centre at Ballyogan Recycling Park. This Park will be developed in two stages. Stage 1 involves the construction of a Waste Transfer Facility, a Civic Recycling Facility and associated infrastructure and is programmed for completion in late 2004. Stage 2 involves the provision of an Organic Waste Composting Facility, a Green Waste Composting Facility and a Materials Recovery/Recycling Facility and is programmed for completion in late 2005/early 2006.

##### Stage 1

- The operation of a baled Waste Refuse Transfer Facility.
- The operation of a Recycling Facility for the receipt, segregation and processing of recyclable material and for the reception and safe disposal of non-recyclable and bulky household wastes and also for categories of hazardous waste, e.g. fridges/old batteries/waste electrical and electronic equipment/waste oils.
- A dedicated access road be provided from the baling



station to the M50 so long as the provision of this does not contravene the waste licence provided to the Council by the E.P.A.

##### Stage 2

- The provision and operation of a Green Waste Composting Facility for the reception and processing of gardening and landscaping waste.
- The provision and operation of an Organic Waste Composting Facility for the processing of food and similar waste.
- The provision and operation of a Materials Recovery/Recycling Facility for the receipt and segregation of recyclable materials and for the processing of recyclable materials.

#### Sludge Management Plan

- Develop and implement a 'Sludge Management Plan' for the County. It is proposed that a sludge collection hub centre will be provided at the Shanganagh Sea Outfall Works. A Draft Sludge Management Plan is under preparation and will be implemented during the Plan period.









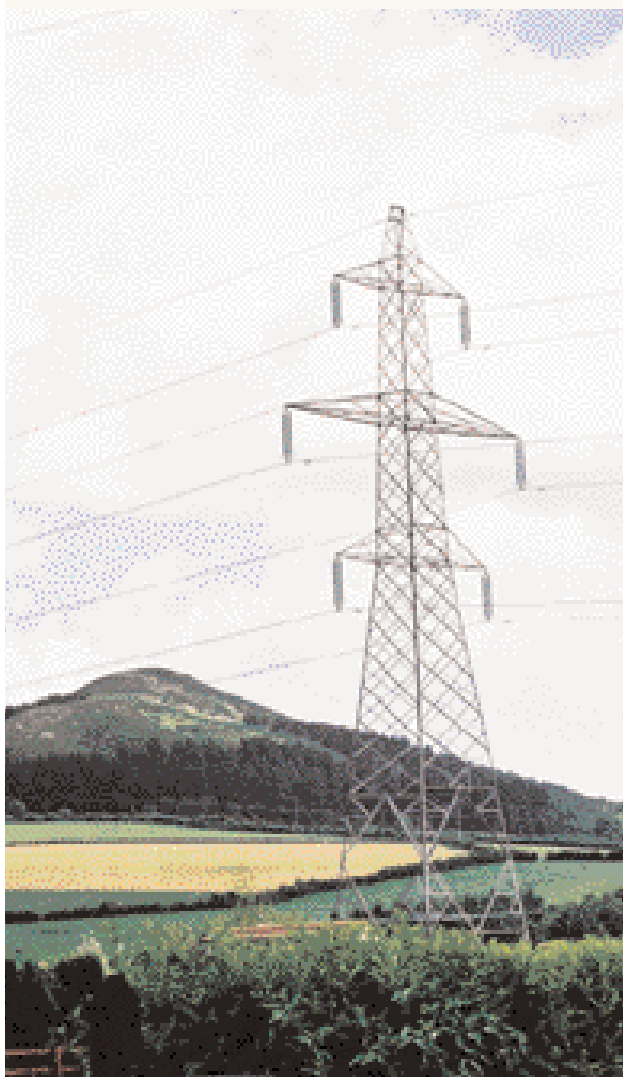
ENERGY AND  
TELECOMMUNICATIONS

13



### Vision

To accord with the principles of sustainable development and to be at the forefront of new technology, it is the vision of this Plan to encourage and support energy efficiency, conservation and generation from renewable resources, and to facilitate the provision of a widespread accessible telecommunications infrastructure to all residents in the County.



### Context

The framework for the delivery of the policies and objectives, listed below, is set in the context of national and regional plans, policies and strategies.

At national level these include:

- *Sustainable Development – A Strategy for Ireland, DOE, 1997.*
- *National Spatial Strategy, 2000–2020 People, Places and Potential, DOELG, 2002.*
- *Windfarm Development, Guidelines for Planning Authorities, DOE, 1996.*
- *The National Climate Change Strategy, DOELG, 2000.*
- *Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities, DOE, 1996.*
- *Green Paper on Sustainable Energy, DPE, 1999.*
- *Strategy for Intensifying Wind Energy Development, DPE, 2000.*

The regional context is provided by the

- *Strategic Planning Guidelines for the Greater Dublin Area, 1999, and Annual Review and update for 2000, 2001 & 2002.*
- *Air Quality Management Plan for the Dublin Region, 1999.*

### Strategy

This chapter sets out the policies and development control objectives in relation to energy and telecommunications facilities. The strategic vision of the Plan, as expressed by the following policies, is twofold. Firstly, it is to promote and facilitate a widespread telecommunication infrastructure throughout the County, in order to achieve balanced social and economic development. Secondly, it is widely recognised that the capacity of existing energy resources is finite and therefore the strategy is to promote and support environmentally sensitive sources of energy to act as alternatives to existing resources.



### 13.1 Policy

#### 13.1.1 Policy ET1: Wind Energy

***It is Council policy to recognise the importance of wind energy, both on shore and offshore, when carried out in an environmentally acceptable manner.***

It is further recognised that Dun Laoghaire-Rathdown offers limited potential for on shore wind farm development due to the built-up nature of the County. In assessing any applications, the Planning Authority should take into account:

- *Wind Farm Development – Guidance for Planning Authorities*, September 1996.
- *Planning Guidelines for Wind Energy* - Irish Planning Institute, May 1995.
- *Landscape Character Assessment of Dun Laoghaire-Rathdown County Council*, May 2002.
- *Green Paper on Sustainable Energy*, DPE, 1999.
- *Strategy for Intensifying Wind Energy Development*, DPE, 2000.
- The customised digital terrain map when prepared by the Renewable Energy Information Office.
- Impact on adjoining land uses, road traffic etc.
- Zones of visual influence.
- Impact on wildlife.

The Planning Authority will consult with the Department of Public Enterprise and the Department of the Marine, Communications and Natural Resources, with regard to any applications made in relation to wind energy.

The Council will welcome the customised digital terrain map which will be compiled by the Renewable Energy Information Office of the Irish Energy Centre. This map will illustrate the wind resource, electricity network and suitable or likely sites from a planning perspective.

#### 13.1.2 Policy ET2: Renewable Energy

***It is Council policy to support national and international initiatives for limiting emissions of greenhouse gases and encouraging the development of renewable energy sources.***

Renewable energy comes from natural, inexhaustible sources such as the sun, wind, falling water, oceans, plants and the earth. Renewable energy can also be derived from a range of waste products such as sewage, refuse and agricultural waste.

In line with the principles of sustainable development, the Council will encourage the development of appropriate renewable energy sources, which make use of natural resources in an environmentally acceptable manner.

The Council will respond to planning applications for renewable energy development on a case-by-case basis. They will be considered in the context of government strategy, taking into account other Council policies on land usage relating to sectors such as agriculture, tourism and other outdoor recreational activities, and any relevant guidelines issued by the government.

#### 13.1.3 Policy ET3: Energy Facilities

***It is Council policy to encourage the provision of energy facilities in association with the appropriate service providers. In addition, the Council will facilitate the expansion of the existing service providers, notably Bord Gáis and the Electricity Supply Board (ESB), in order to ensure satisfactory levels of supply and to minimise constraints for development.***

The provision of a wide range of energy facilities will ensure that the needs of all sectoral interests in the County can be provided for in a sustainable fashion. The Council will be open to the future requirements of the major service providers, such as Bord Gáis and the ESB, where it is proposed to enhance or upgrade existing facilities. In this regard, due to the anticipated future demand for gas in the



County, Bord Gáis are proposing a new transmission pipeline and above ground installation in the Loughlinstown area. The future requirements of the ESB are principally concerned with the provision of a high voltage electrical infrastructure. With regard to excavation works on roads and footpaths by the service providers, the Council will insist on the proper reinstatement of these areas.

#### 13.1.4 Policy ET4: Overhead Cables

***It is Council policy to seek the undergrounding of all electricity, telephone and television cables wherever possible, in the interests of visual amenity and public health.***

It is the intention of the Council to co-operate with other agencies, and to use its development control powers to implement this policy. Overhead cables detract from visual amenity and the major services providers will be encouraged to underground existing and proposed services.

#### 13.1.5 Policy ET5: Telecommunications Antennae and Support Structures

***It is Council policy, in the consideration of proposals for telecommunications antennae and support structures, to have regard to the "Guidelines for Planning Authorities" issued by the Department of the Environment and Local Government in July 1996 (as may be amended), and to other publications and material as may be relevant in the circumstances.***

The Guidelines deal with telecommunications installations related to the provision of public cellular mobile telephone systems. They deal with the antennae required for receiving and transmitting telephony signals, the support structures for these antennae, the associated buildings and radio equipment containers, ancillary equipment such as poles and cables and with access roads to base stations. The Council will have regard to the contents of the Guidelines when evaluating planning applications for the provision of such installations. The Council will require, where antennae are erected, that the beam of greatest intensity from a base

station should not fall on any part of the school grounds or buildings without agreement from the school and parents. Antennae must meet the International Commission on Non-ionizing Radiation Protection (ICNIRP) guidelines for public exposure. Where an operator submits an application for planning permission for the installation, alteration or replacement of a mobile phone base station, whether at or near a school or college, the operator must provide evidence that they have consulted with the relevant body of the school or college. When considering an application for planning permission for the installation, alteration or replacement of a mobile base station at or near a school or college, the Council should consult the relevant bodies, and should take into account any relevant views expressed. Consultation should be in the form of written notification to the school governing body, inviting their comments by a specific date.

The Council will favour co-location of antennae by different operators on the same mast, in order to reduce proliferation and visual clutter. Applicants must satisfy the Council that they have made every reasonable effort to share with other operators.







### 13.1.6 Policy ET6: Telecommunications Infrastructure

*It is Council policy to promote and facilitate the provision of an appropriate telecommunications infrastructure, including broadband connectivity and other technologies, within the County.*

The widespread availability of broadband facilities throughout the County will be critical to the development of a knowledge economy, will help attract inward investment in hi-tech knowledge based industries and will engender the image of the County as the premier entrepreneurial county in the State (See Fig No. 7.1, Page 105).

### 13.2 Development Control Objectives

#### 13.2.1 Development adjacent to overhead power lines

In relation to development adjacent to overhead power lines, the following are the clearance distances as recommended by the Electricity Supply Board (ESB). For development in proximity to a 10kv or a 38kv overhead line, no specific clearance is required by the ESB. With regard to development adjacent to an 110kv overhead line, a clearance distance of 20 metres either side of the centre line or 23 metres around a pylon is recommended. Finally for a 220kv overhead line, a clearance distance of 30 metres either side of the centre line or around a pylon is required.









SPECIFIC LOCAL  
OBJECTIVES

14



### Map 1

#### Clonskeagh/Dundrum

*It is an objective of the Council:-*

1. To support and enhance the third level education and associated facilities at University College Dublin.
2. To refurbish/redevelop the flats at Rosemount Court.
3. To provide a bus/LUAS/cycle interchange and to encourage an undercroft development at Taney Bridge.
4. To upgrade Dundrum Town Centre by:
  - The preparation and implementation of an environmental improvement scheme for Main Street, Dundrum.
  - The control of advertising and of building facades through the development control process.
5. To encourage the retention and development of the Airfield Estate for educational, recreational and cultural uses.



### Map 2

#### Boosterstown/Blackrock/Stillorgan

*It is an objective of the Council:-*

1. To seek the provision of a pedestrian overbridge to the coast and short-term amenity car parking at the Ashcastle site.
2. The line of the Eastern By-Pass is not fixed: its route will be determined following the outcome of an environmental impact statement including a process of public consultation.
3. To seek the upgrading of Booterstown DART station involving the provision of a pedestrian overbridge, local shop and short-term amenity car parking.
4. To protect and conserve the wild bird species and their habitats especially rare or vulnerable species and regularly occurring migratory species within and forming part of the Sandymount Strand and the Tolka Estuary Special Protection Area (SPA), which is an area designated by the National Parks and Wildlife Service.
5. To encourage the redevelopment of the area encompassing Blackrock Baths, Bath Place and Blackrock DART station, including the provision of improved pedestrian/cycle access to Blackrock Park. Any redevelopment of the Blackrock Baths shall include a substantial swimming pool(s) for public use.
6. To support and enhance the third level education and associated facilities at University College Dublin.
7. That any new commercial developments, including extensions to existing uses and changes of use, shall be strictly limited in scale due to the narrowness of Brookfield Avenue, the existing traffic levels and the shortage of off-street car parking spaces.
8. To encourage the development of an administrative office block.
9. That a Local Area Plan for Stillorgan shall be prepared within a year of the Development Plan, to guide future development within the lifetime of the Plan, concentrating on improvements to the public domain, encompassing a variety of zonings and sites. Good quality residential developments shall be encouraged and preferably incorporated into future schemes such as the overflow carpark, Leisureplex, Blakes and Hamilton's Yard.



### Map 3

#### Monkstown/Dun Laoghaire

*It is an objective of the Council:-*

1. To protect and conserve the wild bird species and their habitats especially rare or vulnerable species and regularly occurring migratory species within and forming part of the Sandymount Strand and the Tolka Estuary Special Protection Area (SPA), which is an area designated by the National Parks and Wildlife Service.
2. To encourage the redevelopment of 'The Gut' adjacent to the West Pier.
3. Longford Terrace: To allow for office development, excluding that to which the public has frequent access, providing it respects the character and form of the existing built fabric, specifically the existing streetscape and/or the envelope of the building including railing and forecourt area, and that not more than 50% of the gross floor area of each building may be converted to office use.
4. To seek the renewal of the obsolete area at George's Place, Dun Laoghaire, the Fire Station and adjacent area.
5. To encourage the redevelopment of the Carlisle Pier with an exceptional landmark building of international architectural quality that regenerates and enlivens the waterfront. The landmark building must incorporate uses that will bring significant cultural, social, recreational and economic benefits to the Nation and to Dun Laoghaire-Rathdown. The landmark building must include a major public cultural attraction of National importance. The landmark building must provide for significant public accessibility and permeability, with walkways, viewing areas and public spaces throughout. The landmark building should integrate with the immediate built environment and should provide improved accessibility between the development and Dun Laoghaire Major Town Centre. The architectural character of the landmark building should be such that the image it portrays would be a reflection of its use and unique maritime setting and become a symbol of both the Nation and Dun Laoghaire.
6. To provide for a library and cultural amenities at Moran Park.
7. Dun Laoghaire: To allow for office development, excluding that to which the public has frequent access, providing it respects the character and form of the existing built fabric, specifically the existing streetscape and/or the envelope of the building including railing and forecourt area, and that not less than one third of the gross floor area of each building be retained in residential use, and to encourage the retention of residential uses by seeking to enhance amenities and by refusing all non-compatible uses.
8. To redevelop the Dun Laoghaire Baths site. Any redevelopment of the Dun Laoghaire Baths site shall incorporate a public swimming pool of not less than 25 metres.
9. Dun Laoghaire: To allow for office development and group medical practices, providing such developments respect the character and form of the existing built fabric, specifically the existing streetscape and/or the envelope of the building including railing and forecourt area.
10. To promote and encourage development, within the Major Town Centre zoning, along the laneways to the south of George's Street.
11. To upgrade the Monkstown Farm/Oliver Plunkett area by the preparation and implementation of an environmental improvement scheme including traffic calming measures, and the encouragement of the redevelopment of vacant, underutilised and derelict sites. Any redevelopment shall respect the existing residential amenities of the area.
12. To provide a resource centre at Fitzgerald Park.
13. That any residential development shall form part of a mixed use scheme which will include commercial marine based activity and public water based recreational use and shall have regard to the special nature of the area in height, scale, architecture and density.



#### Map 4

##### Sandycove/Dalkey

*It is an objective of the Council:-*

1. That any residential development shall form part of a mixed use scheme which will include commercial marine based activity and public water based recreational use and shall have regard to the special nature of the area in height, scale, architecture and density.
2. To prepare a Special Amenity Area Order for Killiney Hill/Dalkey Hill/Rocheshill.



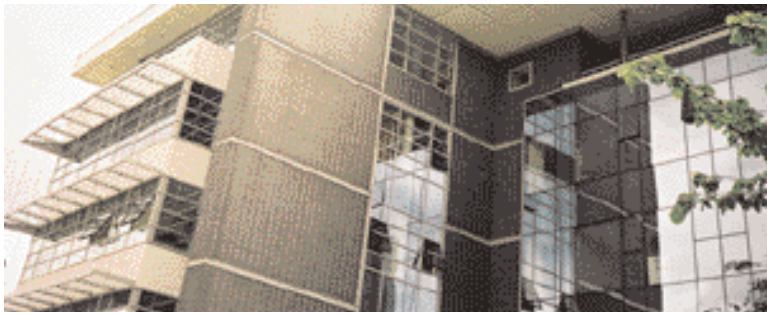
#### Map 5

##### Dundrum/Ballinteer

*It is an objective of the Council:-*

1. To upgrade Dundrum Town Centre by:
  - The preparation and implementation of an environmental improvement scheme for Main Street, Dundrum.
  - The control of advertising and of building facades through the development control process.
2. To encourage the retention and development of the Airfield Estate for educational, recreational and cultural uses.
3. To secure central government funding to redevelop the swimming pool at the Dundrum Family Recreational Centre.
4. To facilitate the widening of the M50 from the Sandyford interchange to the South Dublin County boundary, from two lanes to three within the existing land footprint.
5. To ensure the existence and travel of wildlife between Ticknock Wood and Fitzsimon's Wood.





### Map 6

#### Sandyford/Foxrock

*It is an objective of the Council:-*

1. To encourage the development of high density apartment development in brownfield and other locations in Sandyford Business Estate and Central Park as part of mixed use developments focused on transport nodes and residential services, provided that such development respects and is not injurious to existing adjacent residential amenity and adheres to government policy documents, "A Platform for Change, 2000-2016, DTO" and "Residential Density – Guidelines for Planning Authorities, DOELG, 1999", and does not offend against any other provisions of the Development Plan.
2. To support the ongoing development of the Sandyford Business Estate, Central Park and the South County Business Park area as a major employment centre with supporting facilities such as crèches, public restaurants/cafes and amenity areas for employees and visitors.
3. To facilitate the widening of the M50 from the Sandyford interchange to the South Dublin County boundary, from two lanes to three within the existing land footprint.
4. To provide for a proposed LUAS stop at Central Park.
5. To encourage the development of an aparthotel in the South County Business Park.
6. To provide for a proposed LUAS stop at Glencairn.
7. To erect a commemorative monument to Boss Croker on the Glencairn lands.
8. To support the status of and continued viability of Leopardstown Racecourse as one of Europe's premier racetracks and a major leisure facility in the County by encouraging its future development and allowing the development of supporting facilities.
9. That the Murphystown Road will be a cul-de-sac with Kilgobbin Road on the completion of the South Eastern Motorway.
10. To provide for a proposed LUAS stop at The Gallops.

### Map 7

#### Cabinteely/Killiney

*It is an objective of the Council:-*

1. To prepare a Local Area Plan, within the first two years of the life of the County Development Plan for Deansgrange to cover the area within a half kilometre radius from the Deansgrange crossroads.
2. To prepare a Special Amenity Area Order for Killiney Hill/ Dalkey Hill/Rocheshill.
3. To upgrade and improve Kilbogget Park.
4. To create a linear riverside park in accordance with an action plan, incorporating a pedestrian route and cycleway which will link Cabinteely Park to the sea at Hacketts Land.
5. To prepare the Cherrywood - Rathmichael Local Area Plan.





### Map 8

#### Kilmashogue/Ticknock

*It is an objective of the Council:-*

1. To preserve trees, woodlands and amenity gardens at Fernhill.
2. To ensure the existence and travel of wildlife between Ticknock Wood and Fitzsimon's Wood.
3. To prepare a Local Area Plan for Barnacullia.
4. To encourage the expansion of the horse riding centre.
5. To protect and conserve the Wicklow Mountains National Park and proposed candidate Special Area of Conservation.



### Map 9

#### Stepaside

*It is an objective of the Council:-*

1. To encourage the provision of a play area at the Landsdowne/Old Wesley grounds or another nearby site.
2. To provide for conservation of important architectural and historical features and valuable flora in the historic area of Kilgobbin.
3. To provide for a proposed LUAS stop at Leopardstown Valley.
4. To preserve trees, woodland and amenity gardens at Fernhill.
5. To provide for a proposed LUAS stop, on race days only, adjacent to Leopardstown Racecourse.
6. To provide for a proposed LUAS stop at Ballyogan Wood.
7. To provide for a proposed LUAS stop at Carrickmines.
8. To prepare the Cherrywood - Rathmichael Local Area Plan.
9. To provide for the development of a neighbourhood centre.
10. To provide for the future extension of the Stepaside public golf course onto adjoining lands owned by the Council, to enlarge it into an 18 hole public golf course.
11. To encourage the expansion of the horse riding centre.
12. To protect and enhance the community infrastructure of the Church of Ireland community in Kiltiernan.
13. To provide for residential development as part of an enhanced Kiltiernan Village, which will include provision of playing pitches on the 8.5 hectares area zoned F "Open Space", located on the south side of Glenamuck Road. No residential or other development to take place until these playing pitches are in operation.
14. To prepare a Local Area Plan for Kiltiernan. That no development takes place until a Local Area Plan is approved.
15. To encourage the provision of incubator units for craft industries in Kiltiernan.



## SPECIFIC LOCAL OBJECTIVES

14

### Map 10

#### Laughanstown/Shankill

*It is an objective of the Council:-*

1. To prepare the Cherrywood - Rathmichael Local Area Plan.
2. To provide for a proposed LUAS stop at Laughanstown.
3. To create a linear riverside park incorporating a pedestrian route and cycleway which will link Cabinteely Park to the sea at Hacketts Land.
4. That public sports fields be provided west of Lehaunstown Lane.
5. To provide for an adequate open space setting for Tully Church.
6. To provide for a proposed LUAS stop at Cherrywood.
7. To facilitate residential development in the Cherrywood town centre.
8. To retain the famine grave on the site adjacent to St. Columcille's Hospital.
9. To provide for a public golf course to the west of the SEM, which is to be developed in conjunction with the Cherrywood town centre.
10. To provide for the Bride's Glen as a public amenity area.
11. That no development will take place above the 90 metre contour at Rathmichael, from Old Connaught Golf Course to Pucks Castle Lane, Maps 10 & 14, and that the lands known as the Sorohan lands retain a low density zoning until the proposed Local Area Plan has been prepared and adopted by the Council.
12. To prepare a Local Area Plan for Rathmichael/Ferndale Road.
13. To ensure a mix of housing types in the Rathmichael/Ferndale Road Local Area Plan and to ensure adequate recreational, amenity, educational, shopping and health facilities.
14. To provide a site for the Cabas autistic group.
15. That the Shanganagh Prison lands be used for affordable housing, co-operative, social and private housing.

### Map 11 and Insets

#### Glendoo/Boranaraltry

*It is an objective of the Council:-*

1. To protect and conserve the Wicklow Mountains National Park and proposed candidate Special Area of Conservation.





### Map 12

#### Glencullen/Boranaraltry

*It is an objective of the Council:-*

1. To prepare a Local Area Plan for Glencullen that is in keeping with the unique rural character of Glencullen.
2. To establish an aquifer protection zone at Glencullen and accordingly to prohibit any development which would conflict with this objective.
3. To protect and conserve the Wicklow Mountains National Park and proposed candidate Special Area of Conservation.

### Map 13

#### Glencullen/Ballycorus

*It is an objective of the Council:-*

1. To encourage the development of an integrated tourist development at the former Kiltiernan Sport Hotel.
2. To establish an aquifer protection zone at Glencullen and accordingly to prohibit any development which would conflict with this objective.
3. To investigate and consider the feasibility of designating the Carrickgollogan Hill area, to the north of Murphy's Lane, as an area for a Special Amenity Area Order.
4. To protect and conserve the Knocksink Wood proposed candidate Special Area of Conservation.

### Map 14

#### Rathmichael/Old Connaught

*It is an objective of the Council:-*

1. To ensure a mix of housing types in the Rathmichael/Ferndale Road Local Area Plan and to ensure adequate recreational, amenity, educational, shopping and health facilities.
2. To prepare a Local Area Plan for Rathmichael/Ferndale Road.
3. That the Shanganagh Prison lands be used for affordable housing, co-operative, social and private housing.
4. To provide a site for the Cabas autistic group.
5. That no development will take place above the 90 metre contour at Rathmichael, from Old Connaught Golf Course to Pucks Castle Lane, Maps 10 & 14, and that the lands known as the Sorohan Lands retain a low density zoning until the proposed Local Area Plan has been prepared and adopted by the Council.
6. To provide for a proposed DART station/LUAS/bus interchange and access road at Woodbrook.
7. To prepare a Local Area Plan for Woodbrook.
8. To investigate and consider the feasibility of designating the Carrickgollogan Hill area, to the north of Murphy's Lane, as an area for a Special Amenity Area Order.
9. To prepare a Local Area Plan for the village of Old Conna in conjunction with residents, Bray Town Council and Wicklow County Council.









LAND USE  
ZONING OBJECTIVES

15

### 15.1 Purpose Of Use Zoning Objectives

The purpose of land use zoning is to indicate the planning control objectives of the Council for all lands in its administrative area. Thirteen such zones are indicated in this Plan. They are identified by letter on the zoning matrix and by letter and colour on the Development Plan Maps. The land use zones used and the various objectives for these areas are detailed in Table Nos. 15.1 to 15.15.

Tables Nos. 15.2 to 15.15 inclusive are intended as guidelines in assessing development proposals. However, they relate only to land use. Factors, such as making the most efficient use of land, density, height, massing, traffic generation, public health regulations, design criteria, visual amenity and potential nuisance by way of noise, odour or air pollution, are also of importance in establishing whether or not a development proposal conforms to the proper planning and sustainable development of an area. General guidelines are set out in subsequent paragraphs of this part of the Written Statement.

The tables and matrix (Tables Nos. 15.2 to 15.15) list the land use activities most commonly encountered in the County and each is defined in Section 15.8 at the end of this Chapter. They are intended as a general guideline and the uses listed are not exhaustive.

### 15.2 Transitional Zonal Areas

The maps of the County Development Plan show the boundaries between zones. While the zoning objectives and control standards indicate the different uses and densities, etc., permitted in each zone, it is important to avoid abrupt transitions in scale and use in the boundary areas of adjoining land use zones. In dealing with development proposals in these contiguous transitional zonal areas, it is necessary to avoid developments which would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting residential areas or abutting residential development within mixed use zones, particular attention must be paid to the use, scale and density of development proposals in order to protect the amenities of these residential properties.

### 15.3 Permitted In Principle

Land uses designated under each zoning objective as "Permitted in Principle" are generally acceptable, subject to compliance with the relevant policies, standards and requirements set out in this Plan.

### 15.4 Open For Consideration

Uses shown as "Open for Consideration" are uses which may be permitted where the Planning Authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects and would otherwise be consistent with the proper planning and sustainable development of the area. Uses which are temporary are open for consideration in all zones.

### 15.5 Not Permitted

Uses which are not indicated as "Permitted in Principle" or "Open for Consideration" will not be permitted.

### 15.6 Other Uses

Other uses not mentioned throughout the use tables will be considered in relation to the general policies of the Plan and to the zoning objectives for the area in question.

**Table No. 15.1**

**Development Plan Zoning Objectives**

<b>Zone</b>	<b>Objective</b>
<b>A</b>	To protect and/or improve residential amenity.
<b>A1</b>	To provide for new residential communities in accordance with approved Local Area Plans.
<b>A2</b>	To provide for a special development area.
<b>B</b>	To protect and improve rural amenity and to provide for the development of agriculture.
<b>NC</b>	To protect, provide for and/or improve neighbourhood centre facilities.
<b>DC</b>	To protect, provide for and/or improve district centre facilities.
<b>MTC</b>	To protect, provide for and/or improve major town centre facilities.
<b>E</b>	To provide for economic development and employment.
<b>F</b>	To preserve and provide for open space and recreational amenities.
<b>G</b>	To protect and improve high amenity areas.
<b>GB</b>	To protect and enhance the open nature of lands between urban areas.
<b>W</b>	To provide for waterfront development and harbour related uses.
<b>J</b>	To protect and improve coastal amenities.

**Table No. 15.2****ZONING OBJECTIVE 'A'**

"To protect and/or improve residential amenity"

**Permitted in Principle \***

Open Space, Public Services, Residential, Residential Institution, Retirement Home, Travellers Accommodation.

**Open for Consideration**

Bed & Breakfast, Betting Office, Caravan Park-Holiday, Caravan Park-Residential, Carpark, Cemetery, Church, Community Facility, Crèche/Nursery School, Cultural Use, Doctor/Dentist etc., Education, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Home Based Economic Activities, Hospital, Hotel/Motel, Household Fuel Depot, Industry-Light, Office Based Industry<sup>h</sup>, Offices less than 200sq.m<sup>j</sup>, Petrol Station, Public House, Recreational Buildings (Commercial), Recreational Facility/Sports Club, Refuse Transfer Station, Restaurant, Service Garage, Shop-Local, Shop-Neighbourhood, Veterinary Surgery.

**h:** less than 200sq.m.

**j:** Where the office use will not have adverse effects on the "A" zoning objective, "to protect and/or improve residential amenity".

**\*Local Objectives**

Subject to compliance with the relevant policies, local objectives, standards and requirements set out in this Plan, office development is 'permitted in principle' under Zoning Objective 'A' within those areas covered by the designation 'Specific Local Objectives' as shown on Development Plan Map 3 (Specific Local Objectives 3, 7 and 9 respectively) and set out in Chapter 14 of the Written Statement under the heading 'Specific Local Objectives' (Map 3, numbers 3, 7 and 9 respectively). Group medical practices are also 'permitted in principle' under the terms of Local Objective 9, Map 3.

**Table No. 15.3****ZONING OBJECTIVE 'A1'**

"To provide for new residential communities in accordance with approved local area plans"

**Permitted in Principle**

Caravan Park-Residential, Carpark, Community Facility, Crèche/Nursery School, Cultural Use, Doctor/Dentist etc., Education, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Industry-Light, Offices less than 200sq.m, Open Space, Petrol Station, Public House, Public Services, Recreational Buildings (Commercial), Recreational Facility/Sports Club, Residential, Residential Institution, Restaurant, Retirement Home, Service Garage, Shop Local, Shop-Neighbourhood, Shop-Specialist, Travellers Accommodation, Veterinary Surgery.

**Open for Consideration**

Advertisement and Advertising Structures, Agricultural Buildings, Bed & Breakfast, Betting Office, Caravan Park-Holiday, Cash & Carry/Wholesale Outlet, Cemetery, Church, Discotheque/Nightclub, Heavy Vehicle Park, Home Based Economic Activities, Hospital, Hotel/Motel, Household Fuel Depot, Industry-General, Motor Sales Outlet, Office Based Industry, Offices 200sq.m - 1,000sq.m, Refuse Transfer Station, Rural Industry-Cottage, Rural Industry-Food, Science and Technology Based Industry.



**Table No. 15.4**

**ZONING OBJECTIVE 'A2'**

"To provide for a special development area"

**Permitted in Principle**

Advertisements and Advertising Structures, Bed & Breakfast, Betting Office, Caravan Park-Residential, Carpark, Cash & Carry/Wholesale Outlet, Church, Community Facility, Crèche/Nursery School, Cultural Use, Discotheque/Nightclub, Discount Food Store, Doctor/Dentist etc., Education, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Home Based Economic Activities, Hospital, Hotel/Motel, Industry-Light, Office Based Industry, Offices less than 200sq.m, Offices 200sq.m - 1,000sq.m, Offices over 1,000sq.m, Open Space, Petrol Station, Public House, Public Services, Recreational Buildings (Commercial), Recreational Facility/Sports Club, Residential, Residential Institution, Restaurant, Retirement Home, Science and Technology Based Industry, Service Garage, Shop-Local, Shops-Major Sales Outlet (Convenience and Comparison goods), Shop-Neighbourhood, Shop-Specialist, Travellers Accommodation, Veterinary Surgery.

**Open for Consideration**

Agricultural Buildings, Caravan Park-Holiday, Cemetery, Heavy Vehicle Park, Household Fuel Depot, Industry-General, Motor Sales Outlet, Refuse Transfer Station, Retail Warehouse, Transport Depot, Warehousing.

**Table No. 15.5**

**ZONING OBJECTIVE 'B'**

"To protect and improve rural amenity and to provide for the development of agriculture"

**Permitted in Principle**

Agricultural Buildings, Boarding Kennels, Caravan Park-Holiday, Cemetery, Church, Community Facility, Concrete/Asphalt (etc.) Plant in or adjacent to a Quarry, Home Based Economic Activities, Industry-Extractive, Open Space, Public Services, Rural Industry-Cottage, Rural Industry-Food, Travellers Accommodation.

**Open for Consideration**

Abattoir, Bed & Breakfast, Betting Office<sup>b</sup>, Carpark, Cash & Carry/Wholesale Outlet<sup>b</sup>, Crèche/Nursery School, Cultural Use, Discotheque/Nightclub<sup>b</sup>, Doctor/Dentist etc., Education, Enterprise Centre, Funeral Home<sup>b</sup>, Garden Centre, Guest House, Health Centre<sup>b</sup>, Heavy Vehicle Park, Hospital, Hotel/Motel, Household Fuel Depot<sup>b</sup>, Industry-General<sup>b</sup>, Industry-Light<sup>b</sup>, Industry Special, Motor Sales Outlet<sup>b</sup>, Office Based Industry<sup>b</sup>, Offices less than 200sq.m<sup>b</sup>, Petrol Station<sup>b</sup>, Public House<sup>b</sup>, Recreational Buildings (Commercial)<sup>b</sup>, Recreational Facility/Sports Club, Refuse Landfill/Tip, Refuse Transfer Station, Residential<sup>c</sup>, Residential Institution, Restaurant, Retirement Home<sup>c</sup>, Science and Technology Based Industry, Service Garage<sup>b</sup>, Shop-Local<sup>b</sup>, Shop-Neighbourhood<sup>b</sup>, Transport Depot, Veterinary Surgery.

**b:** In villages to serve local needs.

**c:** In accordance with Council policy for residential development in rural areas.

**Table No. 15.6****ZONING OBJECTIVE 'NC'**

"To protect, provide for and/or improve neighbourhood centre facilities"

**Permitted in Principle**

Advertisements & Advertising Structures, Bed & Breakfast, Betting Office, Carpark, Community Facility, Crèche/Nursery School, Cultural Use, Doctor/Dentist etc., Education, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Offices less than 100sq.m, Open Space, Petrol Station, Public House, Public Services, Recreational Buildings (Commercial), Recreational Facility/Sports Club, Residential, Residential Institution, Restaurant, Retirement Home, Service Garage, Shop-Local, Shop-Neighbourhood, Veterinary Surgery.

**Open for Consideration**

Boarding Kennels, Cash & Carry/Wholesale Outlet, Church, Discotheque/Nightclub, Discount Food Store, Home Based Economic Activities, Hotel/Motel, Household Fuel Depot, Motor Sales Outlet, Office Based Industry, Offices 100sq.m - 250sq.m, Rural Industry-Cottage, Shop-Specialist, Travellers Accommodation.

**Table No. 15.7****ZONING OBJECTIVE 'DC'**

"To protect, provide for and/or improve district centre facilities"

**Permitted in Principle**

Advertisements & Advertising Structures, Bed & Breakfast, Betting Office, Carpark, Church, Community Facility, Crèche/Nursery School, Cultural Use, Discotheque/Nightclub<sup>f</sup>, Discount Food Store, Doctor/Dentist etc., Education, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Home Based Economic Activities, Hospital, Hotel/Motel, Household Fuel Depot<sup>f</sup>, Industry-Light, Motor Sales Outlet, Office Based Industry, Offices less than 200sq.m, Offices 200sq.m - 1,000sq.m<sup>f</sup>, Open Space, Petrol Station, Public House, Public Services, Recreational Buildings (Commercial), Recreational Facility/Sports Club, Residential, Residential Institution, Restaurant, Retirement Home, Service Garage, Shop-Local, Shops-Major Sales Outlet (Convenience and Comparison goods), Shop-Neighbourhood, Shop-Specialist, Veterinary Surgery.

**Open for Consideration**

Boarding Kennels, Cash & Carry/Wholesale Outlet, Heavy Vehicle Park, Industry-General, Offices over 1,000sq.m<sup>g</sup>, Refuse Transfer Station, Rural Industry-Cottage, Science and Technology Based Industry, Transport Depot, Travellers Accommodation, Warehousing.

**f:** Within Dalkey district centre this use is 'Open for Consideration'.

**g:** Not permitted within Dalkey district centre zone.

**Table No. 15.8**

**ZONING OBJECTIVE 'MTC'**

"To protect, provide for and/or improve major town centre facilities"

**Permitted in Principle**

Advertisements and Advertising Structures, Bed & Breakfast, Betting Office, Carpark, Cash & Carry/Wholesale Outlet, Church, Community Facility, Crèche/Nursery School, Cultural Use, Discotheque/Nightclub, Discount Food Store, Doctor/Dentist etc., Education, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Home Based Economic Activities, Hospital, Hotel/Motel, Industry-Light, Office Based Industry, Offices less than 200sq.m, Offices 200sq.m - 1,000sq.m, Offices over 1,000sq.m, Open Space, Petrol Station, Public House, Public Services, Recreational Buildings (Commercial), Recreational Facility/Sports Club, Residential, Residential Institution, Restaurant, Retirement Home, Service Garage, Shop-Local, Shop-Neighbourhood, Shops-Major Sales Outlet (Convenience and Comparison goods), Shop-Neighbourhood, Shop-Specialist, Veterinary Surgery.

**Open for Consideration**

Heavy Vehicle Park, Household Fuel Depot, Industry-General, Motor Sales Outlet, Refuse Transfer Station, Retail Warehouse, Science and Technology Based Industry, Transport Depot, Travellers Accommodation, Warehousing.

**Table No. 15.9**

**ZONING OBJECTIVE 'E'**

"To provide for economic development and employment"

**Permitted in Principle**

Abattoir, Advertisements and Advertising Structures, Carpark, Cash & Carry/Wholesale Outlet, Crèche/Nursery School, Enterprise Centre, Heavy Vehicle Park, Hospital, Household Fuel Depot, Industry-General, Industry-Light, Industry-Special, Motor Sales Outlet, Office Based Industry, Offices less than 200sq.m, Offices 200sq.m - 1,000sq.m, Offices over 1,000sq.m, Open Space, Petrol Station, Public Services, Refuse Transfer Station, Retail Warehouse, Rural Industry-Food, Science and Technology Based Industry, Scrap Yard, Service Garage, Transport Depot, Travellers Accommodation, Warehousing.

**Open for Consideration**

Agricultural Buildings, Bed & Breakfast, Boarding Kennels, Church, Community Facility, Concrete/Asphalt (etc.) Plant in or adjacent to a Quarry, Cultural Use, Discotheque/Nightclub, Discount Food Store<sup>k</sup>, Doctor/Dentist etc., Education, Funeral Home, Garden Centre, Health Centre, Home Based Economic Activities, Hotel/Motel, Industry-Extractive, Public House, Recreational Buildings (Commercial), Recreational Facility/Sports Club, Refuse Landfill/Tip, Residential<sup>l</sup>, Restaurant, Rural Industry-Cottage, Shop-Local, Shop-Neighbourhood, Veterinary Surgery.

**k:** On brownfield sites where the industrial use has become redundant.

**l:** In certain circumstances residential use may be acceptable where the primary use of the zone for employment creation is not jeopardised and which complies with Section 7.1.8, Policy E8: Enhanced Working Environment.

**Table No. 15.10****ZONING OBJECTIVE 'F'**

"To preserve and provide for open space and recreational amenities"

**Permitted in Principle**

Community Facility, Cultural Use, Open Space, Recreational Facilities/Sports Club, Travellers Accommodation.

**Open for Consideration**

Agricultural Buildings, Bed & Breakfast, Boarding Kennels, Caravan Park-Holiday, Carpark, Cemetery, Church, Creche/Nursery School, Education, Garden Centre, Guest House<sup>a</sup>, Home Based Economic Activities, Hospital, Hotel/Motel, Industry-Extractive, Public Services, Recreational Buildings (Commercial), Refuse Landfill/Tip, Residential, Restaurant, Shop-Local.

**a:** In existing premises

**Table No. 15.11****ZONING OBJECTIVE 'G'**

"To protect and improve high amenity areas"

**Permitted in Principle**

Open Space, Travellers Accommodation.

**Open for Consideration**

Agricultural Buildings, Bed & Breakfast, Boarding Kennels, Caravan Park-Holiday, Carpark, Cemetery, Church, Community Facility, Concrete/Asphalt (etc.) Plant in or adjacent to a Quarry, Cultural Use, Doctor/Dentist<sup>a</sup> etc., Education, Garden Centre, Guest House<sup>a</sup>, Home Based Economic Activities, Hospital, Hotel/Motel, Industry-Extractive, Public Services, Recreational Facility/Sports Club, Refuse Landfill/Tip, Residential<sup>c</sup>, Residential Institution<sup>a</sup>, Restaurant, Rural Industry-Cottage, Rural Industry-Food, Shop-Local, Veterinary Surgery<sup>a</sup>.

**a:** In existing premises.

**c:** In accordance with Council policy for development in rural areas.

**Table No. 15.12**

**ZONING OBJECTIVE 'GB'**

"To protect and enhance the open nature of lands between urban areas"

**Permitted in Principle**

Cemetery, Church, Open Space, Travellers Accommodation.

**Open for Consideration**

Agricultural Buildings, Bed & Breakfast<sup>a</sup>, Boarding Kennels, Caravan Park-Holiday, Carpark, Concrete/Asphalt (etc.) Plant in or adjacent to a Quarry, Cultural Use<sup>a</sup>, Doctor/Dentist<sup>a</sup> etc., Education, Garden Centre, Guest House<sup>a</sup>, Home Based Economic Activities, Hospital, Hotel/Motel, Industry-Extractive, Public Services, Recreational Facility/Sports Club, Refuse Landfill/Tip, Residential, Residential Institution<sup>a</sup>, Restaurant<sup>a</sup>, Rural Industry-Cottage, Rural Industry-Food, Veterinary Surgery<sup>a</sup>.

**a:** In existing premises.

**Table No. 15.13**

**ZONING OBJECTIVE 'W'**

"To provide for waterfront development and harbour related uses"

**Permitted in Principle**

Carpark, Community Facility, Cultural Use, Industry-Light<sup>d</sup>, Offices less than 200sq.m<sup>d</sup>, Open Space, Public Services, Recreational Facility/Sports Club, Restaurant, Transport Depot<sup>d</sup>.

**Open for Consideration**

Advertisements and Advertising Structures<sup>d</sup>, Church, Crèche/Nursery School, Discotheque/Nightclub, Doctor/Dentist, Education, Enterprise Centre<sup>d</sup>, Hotel/Motel, Office Based Industry<sup>d</sup>, Offices 200sq.m to 1,000sq.m<sup>d</sup>, Offices over 1,000sq.m<sup>d</sup>, Public House, Recreational Buildings (Commercial), Residential, Residential Institution, Retirement Home, Science and Technology Based Industry<sup>d</sup>, Shop-Local, Shop-Neighbourhood, Shop-Specialist, Travellers Accommodation.

**d:** Development related to marine activities.



**Table No. 15.14****ZONING OBJECTIVE 'J'**

"To improve coastal amenities"

**Permitted in Principle**

Open Space, Recreational Facility/Sports Club<sup>e</sup>.

**Open for Consideration**

Cultural Use, Public Services.

**e:** Recreational use of the coast; Recreational buildings including restaurant use



### 15.7 Zoning Objectives Matrix

The matrix illustrated below lists the land use activities referred to under each zoning objective (Tables 15.2 - 15.14). It indicates the acceptability or otherwise (in principle) of the specified land uses in each zone.

**Table No. 15.15 Use classes related to use zones**

Use Classes	A	A1	A2	B	NC	DC	MTC	E	F	G	GB	W	J
Abattoir	-	-	-	0	-	-	-	/	-	-	-	-	-
Advertisements and Advertising Structures	-	0	/	-	/	/	/	/	-	-	-	0 <sup>d</sup>	-
Agricultural Buildings	-	0	0	/	-	-	-	0	0	0	0	-	-
Bed and Breakfast	0	0	/	0	/	/	/	0	0 <sup>a</sup>	0 <sup>a</sup>	0 <sup>a</sup>	-	-
Betting Office	0	0	/	0 <sup>b</sup>	/	/	/	-	-	-	-	-	-
Boarding Kennels	-	-	-	/	0	0	-	0	0	0	0	-	-
Caravan Park-Holiday	0	0	0	/	-	-	-	-	0	0	0	-	-
Caravan Park-Residential	0	/	/	-	-	-	-	-	-	-	-	-	-
Carpark	0	/	/	0	/	/	/	/	0	0	0	/	-
Cash & Carry/ Wholesale Outlet	-	0	/	0 <sup>b</sup>	0	0	/	/	-	-	-	-	-
Cemetery	0	0	0	/	-	-	-	-	0	0	/	-	-
Church	0	0	/	/	0	/	/	0	0	0	/	0	-
Community Facility	0	/	/	/	/	/	/	0	/	0	-	/	-
Concrete/Asphalt (etc.) Plant in or adjacent to a Quarry	-	-	-	/	-	-	-	0	-	0	0	-	-
Crèche/Nursery School	0	/	/	0	/	/	/	/	0	-	-	0	-
Cultural Use	0	/	/	0	/	/	/	0	/	0	0 <sup>a</sup>	/	0

Use Classes	A	A1	A2	B	NC	DC	MTC	E	F	G	GB	W	J
Discotheque/Nightclub	-	0	/	0 <sup>b</sup>	0	/ <sup>f</sup>	/	0	-	-	-	0	-
Doctor/Dentist etc.	0	/	/	0	/	/	/	0	-	0 <sup>a</sup>	0 <sup>a</sup>	0	-
Discount Food Store	-	-	/	-	0	/	/	0 <sup>k</sup>	-	-	-	-	-
Education	0	/	/	0	/	/	/	0	0	0	0	0	-
Enterprise Centre	0	/	/	0	/	/	/	/	-	-	-	0 <sup>a</sup>	-
Funeral Home	0	/	/	0 <sup>b</sup>	/	/	/	0	-	-	-	-	-
Garden Centre	0	/	/	0	/	/	/	0	0	0	0	-	-
Guest House	0	/	/	0	/	/	/	-	0 <sup>a</sup>	0 <sup>a</sup>	0 <sup>a</sup>	-	-
Health Centre	0	/	/	0 <sup>b</sup>	/	/	/	0	-	-	-	-	-
Heavy Vehicle Park	-	0	0	0	-	0	0	/	-	-	-	-	-
Home Based Economic Activities	0	0	/	/	0	/	/	0	0	0	0	-	-
Hospital	0	0	/	0	-	/	/	/	0	0	0	-	-
Hotel/Motel	0	0	/	0	0	/	/	0	0	0	0	0	-
Household Fuel Depot	0	0	0	0 <sup>b</sup>	0	/ <sup>f</sup>	0	/	-	-	-	-	-
Industry-Extractive	-	-	-	/	-	-	-	0	0	0	0	-	-
Industry-General	-	0	0	0 <sup>b</sup>	-	0	0	/	-	-	-	-	-
Industry-Light	0	/	/	0 <sup>b</sup>	-	/	/	/	-	-	-	/ <sup>d</sup>	-
Industry-Special	-	-	-	0	-	-	-	/	-	-	-	-	-
Motor Sales Outlet	-	0	0	0 <sup>b</sup>	0	/	0	/	-	-	-	-	-
Office-Based Industry	0 <sup>h</sup>	0	/	0 <sup>b</sup>	0	/	/	/	-	-	-	0 <sup>d</sup>	-
*Offices less than 200sq.m	0 <sup>j</sup>	/	/	0 <sup>b</sup>	m	/	/	/	-	-	-	/ <sup>d</sup>	-
*Offices 200sq.m to 1,000sq.m	-	0	/	-	m	/ <sup>f</sup>	/	/	-	-	-	0 <sup>d</sup>	-

Use Classes	A	A1	A2	B	NC	DC	MTC	E	F	G	GB	W	J
*Offices over 1,000sq.m	-	-	/	-	-	0 <sup>g</sup>	/	/	-	-	-	0 <sup>d</sup>	-
Open Space	/	/	/	/	/	/	/	/	/	/	/	/	/
Petrol Station	0	/	/	0 <sup>b</sup>	/	/	/	/	-	-	-	-	-
Public House	0	/	/	0 <sup>b</sup>	/	/	/	0	-	-	-	0	-
Public Services	/	/	/	/	/	/	/	/	0	0	0	/	0
Recreational Buildings (Commercial)	0	/	/	0 <sup>b</sup>	/	/	/	0	0	-	-	0	-
Recreational Facility/Sports Club	0	/	/	0	/	/	/	0	/	0	0	/	/ <sup>e</sup>
Refuse Landfill/Tip	-	-	-	0	-	-	-	0	0	0	0	-	-
Refuse Transfer Station	0	0	0	0	-	0	0	/	-	-	-	-	-
Residential	/	/	/	0 <sup>c</sup>	/	/	/	0 <sup>l</sup>	0	0 <sup>c</sup>	0	0	-
Residential Institution	/	/	/	0	/	/	/	-	-	0 <sup>a</sup>	0 <sup>a</sup>	0	-
Restaurant	0	/	/	0	/	/	/	0	0	0	0 <sup>a</sup>	/	-
Retail Warehouse	-	-	0	-	-	-	0	/	-	-	-	-	-
Retirement Home	/	/	/	0 <sup>c</sup>	/	/	/	-	-	-	-	0	-
Rural Industry-Cottage	-	0	-	/	0	0	-	0	-	0	0	-	-
Rural Industry-Food	-	0	-	/	-	-	-	/	-	0	0	-	-
Science & Technology Based Industry	-	0	/	0	-	0	0	/	-	-	-	0 <sup>d</sup>	-
Scrap Yard	-	-	-	-	-	-	-	/	-	-	-	-	-
Service Garage	0	/	/	0 <sup>b</sup>	/	/	/	/	-	-	-	-	-
Shop-Local	0	/	/	0 <sup>b</sup>	/	/	/	0	0	0	-	0	-
Shops-Major Sales Outlet Convenience goods	-	-	/	-	-	/	/	-	-	-	-	-	-
Shops-Major Sales Outlet Comparison goods	-	-	/	-	-	/	/	-	-	-	-	-	-
Shop-Neighbourhood	0	/	/	0 <sup>b</sup>	/	/	/	0	-	-	-	0	-

Use Classes	A	A1	A2	B	NC	DC	MTC	E	F	G	GB	W	J
Shop-Specialist	-	/	/	-	0	/	/	-	-	-	-	0	-
Transport Depot	-	-	0	0	-	0	0	/	-	-	-	/ <sup>d</sup>	-
Travellers Accommodation	/	/	/	/	0	0	0	/	/	/	/	0	-
Veterinary Surgery	0	/	/	0	/	/	/	0	-	0 <sup>a</sup>	0 <sup>a</sup>	-	-
Warehousing	-	-	0	-	-	0	0	/	-	-	-	-	-

**Key :**

- / Permitted in Principle
- 0 Open for Consideration

**Notes:**

1: In relation to zoning objective A1 it should be noted that "Permitted in Principle" relates to uses included or likely to be included in the Local Area Plan for that area. Following adoption of the Local Area Plan or when development has taken place proposals within these zones will then be regarded as falling within the zoning objective 'A'.

- a In existing premises
- b In villages to serve local needs
- c In accordance with Council policy for development in rural areas
- d Development related to marine activities
- e Recreational use of the coast; recreational buildings including restaurant use
- f Within Dalkey district centre zone this use is 'Open for Consideration'
- g Not permitted in Dalkey district centre zone
- h Less than 200sq.m.
- j Where the office use will not have adverse effects on the "A" zoning objective, "to protect and/or improve residential amenity".
- k On brownfield sites where the industrial use has become redundant.
- l In certain circumstances residential use may be acceptable where the primary use of the zone for employment creation is not jeopardised and which complies with Section 7.1.8, Policy E8: Enhanced Working Environment.
- m In the neighbourhood centre zoning objective, Offices less than 100sq.m are permitted in principle and Offices 100sq.m – 250sq.m are open for consideration.

\* See also note to Table 15.2, Zoning Objective A.



## 15.8 Definition of Use Classes

### Abattoir

A building or part thereof or land used as a slaughter house. This includes facilities for meat processing and storage and also lairage.

### Advertisements and Advertisement Structures

Any work, letter, model, balloon, kite, poster, notice, device or representation employed for the purpose of advertisement, announcement, or direction and any structure such as a hoarding, scaffold, framework, pole, standard, device or sign (whether illuminated or not) and which is used or intended for use for exhibiting advertisements.

### Agriculture

Use of land or buildings for the purposes set out in Section 2 (1) "agriculture" of the Planning and Development Act, 2000.

### Bed and Breakfast

A dwelling house of which part of the bedroom accommodation is available for overnight rental by members of the public and breakfast may be provided as part of the service but not other meals.

### Betting Office/Turf Accountant

Premises for the time being registered in the Register of Bookmaking Offices kept by the Revenue Commissioners under the Betting Act, 1931 (No. 27 of 1931).

### Boarding Kennels

A building or part thereof or land used for the temporary accommodation of dogs/cats for reward.

### Caravan Park - Holiday

The use of land for the accommodation of vehicle caravans or temporary chalets during the period from 1st March to 31st October each year.

### Caravan Park - Residential

The use of land for the accommodation of caravans designed specifically for year round human habitation.

### Carpark

A building or part thereof or land (not being part of a public road) used for the parking of mechanically propelled vehicles, excluding heavy commercial vehicles.

### Cash and Carry Outlet

A building or part thereof or land used for the sale of goods in bulk to traders on a cash-and-carry basis.

### Cemetery

Land used as a burial ground.



**Childcare**

“Childcare” is taken to mean full day care and sessional facilities and services for pre-school and school-going children out of school hours. It includes services involving care, education and socialisation opportunities for children. Thus services such as pre-schools, day care services, crèches, playgroups, childminding and after school groups are included, but schools (primary, secondary and special) and residential centres for children are excluded.

**Church**

Any structure habitually used as a place of public worship or for religious instruction. Where a building or part of a building, on the same site as a place of public worship or on an adjoining site, is used in connection with that place of public worship, such a use shall be deemed to be a related use.

**Commercial Recreational Undertaking**

A building, part thereof or land used for recreational purposes on a commercial basis.

**Community Facility**

A building or part thereof used for (community) activities organised primarily by the local community and to which the public may be admitted on payment of a charge or free of charge.

**Concrete/Asphalt Plant etc.**

A structure or land used for the purpose of manufacturing concrete, asphalt, etc., and related products in or adjacent to a quarry or mine.

**Crèche or Nursery School**

Use of a building or part of a building for the provision of day care facilities for the minding and training of children below primary school entry age.

Sessional: The provision of a service which offers a planned programme to pre-school children for between 2 and 3.5 hours per day on two or more occasions per week by trained personnel. Sessional services include playschools and Montessori schools.

Full Day Care: The provision of a structured day care service for children for more than 3.5 hours per day, supervised by trained personnel. This would include playschools, Montessori schools, crèche nurses and after school care.

**Cultural Use**

Use of a building or part thereof or land for cultural purposes to which the public may be admitted on payment of a charge or free of charge.

**Discotheque or Nightclub**

A building or part thereof where the primary function is the provision of dancing facilities.

**Discount Food Store**

Single level, self service store normally between 1,000 –1,500 sq. m. of gross floorspace selling a limited range of goods at competitive prices.

**Doctor/Dentist, etc.**

Use of part of the dwelling house in which the practitioner resides for the provision of medical or professional services. Group practices are excluded from this definition.

**Education**

The use of a building or part thereof or land as a school, college, technical institute, academy, lecture hall or other educational centre. Where a building or part of a building on the same site as an educational building or on an adjoining site is designed for use or used as a residence for the staff or the pupils of that educational building such a use shall be deemed to be educational.

### **Enterprise Centre**

Use of a building or part of a building or land for small scale ('starter-type') industries and/or services usually sharing grouped service facilities.

### **Funeral Home**

A building or part of a building used for the storage, preparation and laying of human remains, the holding of burial services and the assembling of funerals. An undertakers premises where the functions of a funeral home are not carried out is regarded as a shop.

### **Garden Centre**

The use of land, including buildings, for the cultivation, storage and/or the display and sale of horticultural products and the display and sale of related goods and equipment.

### **Guest House**

A building or part thereof where sleeping accommodation and meal services are generally available to residents only.

### **Health Centre**

A building or part thereof or land used for the provision of local medical, dental, prophylactic or social assistance services for the local community and including group practices and clinics.

### **Heavy Vehicle Park**

A building or part thereof or land (not being part of a public road) used for the parking of heavy goods vehicles.

### **Home Based Economic Activity**

Service type activities carried on for profit by the occupier of a dwelling, such use being subordinate to the use of the dwelling as a residence.

### **Hospital**

A building or part thereof or land used for general medical treatment. This includes specialised hospitals and nursing homes.

### **Hotel/Motel**

A building or part thereof where sleeping accommodation, meal services and other refreshments are available to residents and non-residents. Function rooms may also be incorporated as part of the use.

### **Household Fuel Depot**

Use of a structure or land for the storage of solid fuel or bottled gas for retail sale.

### **Industry: Extractive**

The winning of all minerals and substances in or under land of a kind ordinarily worked by underground or opencast mining.

### **Industry: Light**

The use of a building or part thereof or land for industry (not being a special industry) in which the processes carried on or the machinery installed are such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit and may include a service garage but not a petrol station.

### **Industry: General**

The use of a building or part thereof or land for any industry other than a light industry or a special industry and includes a service garage but not a petrol station.

**Industry: Special**

The use of a building or part thereof or land for any industry which requires special assessment due to its potential for detrimental environmental effects.

**Landscape**

The term landscape refers to the appearance of the land, including its shape, texture and colour. It also reflects the way in which these various components combine to create specific patterns and pictures that are distinctive to particular localities.

**Landscape Character Assessment**

Landscape assessment can be defined as:

"A systematic means for describing and clarifying landscapes that takes into account subjective and qualitative aspects as well as physical, cultural and historical ones", Countryside Commission (UK), August 1993.

**Motor Sales Outlet**

A building or part thereof or land used for the display and sale of motor vehicles, agricultural machinery and implements.

**Office-Based Industry**

Office-based activities concerned with the output of a specified product or service, including: data processing, software development, information technology, technical consultancy, commercial laboratories/healthcare, research and development, media recording and general media associated uses, publishing, telemarketing. Other related uses not specified above may be included in the future at the discretion of the Planning Authority.

**Office**

A building in which the sole or principal use is the undertaking of professional, administrative, financial,

marketing or clerical work, including services provided principally to visiting members of the public.

**Offices - Local**

An office providing a business and residential service function to the surrounding population which can be accommodated in a local centre and generally not exceeding 200 sq. m. area in total.

**Offices - District**

An office having district business and residential service functions which can be accommodated in a district centre and generally having a total area of between 200 sq. m. and 1,000 sq. m.

**Offices - Other**

An office not being a local or district office and serving more than a district or local population and having a total floor area in excess of 1,000 sq. m.

**Open Space**

Any land, whether enclosed or not, on which there are no buildings or of which not more than one-twentieth is covered with buildings and the whole of the remainder of which is laid out as a garden or is used for purposes of recreation or lies waste and unoccupied.

**Petrol Station**

A structure or land used for the purpose of the selling by retail of petrol, fuel oils, lubricating oils and liquefied petroleum gas generally for use in motor vehicles. It does not include a service garage or motor sales outlet. Petrol filling stations can provide a wide range of retail goods in an associated shop. In general these shops should remain secondary to the use as a petrol filling station.

### **Private Club**

A building or part thereof and/or land used by a club primarily for its members and not ordinarily open to the public.

### **Private Garage**

A building or part thereof or land used for the storage of private cars where no sales or services are provided.

### **Public House**

A building or part thereof or land licensed for the sale of intoxicating liquor to the public for consumption on the premises.

### **Public Services**

A building or part thereof or land used for the provision of 'Public Services'. 'Public Services' include all service installations necessarily required by electricity, gas, telephone, radio, television, drainage and other statutory undertakers; it includes public lavatories, public telephone boxes, bus shelters, bring centres, green waste composting facilities, etc.

### **Recreational Building (Commercial)**

A building or part thereof which is available for use by the public on payment of a charge.

### **Recreational Facility/Sports Club**

A building or part of a building which may be available to the public on payment of a charge or free of charge in the use of which no excessive noise is produced and which may contain a theatre, a cinema, an art gallery or exhibition hall (other than for trading purposes), an assembly hall, a social centre, a community centre, a swimming pool, a bowling alley or a squash centre but may or shall exclude dance halls, band halls, discotheques or similar uses. It may also include facilities for other physical activities in the form of structured

games or play for the purpose of recreation or amusement.

### **Refuse Landfill/Tip**

The use of land for the disposal of solid wastes or refuse generally of a non-toxic chemical nature by landfill.

### **Refuse Transfer Station**

A structure or land usually enclosed and screened and which is used for the temporary storage of refuse and waste materials pending transfer to a final disposal facility, or for re-use. The definition includes a baling station, recycling facility, civic amenity facility, materials recovery facility, and materials recycling facility.

### **Residential**

The use of a building or part thereof including houses, flats, bedsitters, residential caravans, etc., designed for human habitation.

### **Residential Institution**

A building or part thereof or land used as a residential institution and includes a monastery, convent, hostel, old peoples' home/nursing home and isolation hospital.

### **Restaurant**

A building or part thereof where the primary function is the sale of meals and refreshments for consumption on the premises.

### **Retail Parks**

A single development of at least three retail warehouses with associated car parking.



**Retail Warehouse**

A large single-level store specialising in bulky household goods such as carpets, furniture, electrical goods, and bulky DIY items, catering mainly for car-borne customers.

**Retirement Home**

Housing accommodation specially designed for elderly people in which dining, recreation, hygiene and health care facilities are shared on a communal basis.

**Rural Industry - Cottage**

Small scale industrial undertakings related directly to the residence of the principal industrial undertaker.

**Rural Industry - Food**

The use of a building or part thereof or structure or land for the purpose of the intensive or large scale production or processing of food and related activities. This includes piggeries, hen batteries, mushroom farms, creameries, etc.

**Science & Technology Based Industry**

Knowledge based processes and industrial activities (including ancillary offices) in which research, innovation and development play a significant part and which lead to and accommodate the commercial production of a high technology output.

**Scrap Yard**

Land used for the reception, dismantling, packing and storing of waste, used materials and goods before transport for processing and recycling elsewhere.

**Service Garage**

A building or part thereof or land used for the maintenance and repair of motor vehicles.

**Local Shops**

Local shops located in neighbourhood centres or district centres perform an important function in urban areas. They can provide a valued service, catering particularly for the casual daily needs of nearby residents or for those passing by. Local shops encompassing both foodstores and important non-food outlets such as pharmacies have significant social and economic functions; they offer a particularly important service for those less mobile, especially elderly and disabled people, families with small children and those without access to a car.

**Shops - Neighbourhood**

This category includes smaller shops giving a localised service in a range of retail trades or businesses such as sweets, groceries, tobacconist, newspapers, hairdresser, undertaker, ticket agency, dry cleaning and laundry depots and mini markets and designed to cater for normal neighbourhood requirements.

**Shops - Major Convenience Sales Outlets**

Shops, which are larger in scale than neighbourhood shops or are very specialised and therefore serve a wider area including district centres, and Major Town Centre.

**Convenience Goods**

Examples of which are; food, alcoholic and non-alcoholic beverages, tobacco and non-durable household goods.

**Shops - Major Comparison Sales Outlets**

Shops (excluding retail warehouses) which are larger in scale than neighbourhood/local or district centre shops, or are very specialised and therefore serve a wider area including Major Town Centre.

**Comparison Goods**

Examples of which are; clothing and footwear, furniture, furnishings and household equipment (excluding non-

durable household goods), medical and pharmaceutical products, therapeutic appliances and equipment, educational and recreation equipment and accessories.

### **Shops – Specialist**

A single retail unit which sells specialised merchandise.

### **Transport Depot**

Use of a building or land as a depot associated with the operation of a transport business to include parking and servicing of vehicles, particularly H.G.Vs.

### **Travellers' Accommodation**

An area with ancillary structures provided by the Council as a residential caravan park for occupation by members of the Travelling Community with their caravans and motor vehicles but excluding horses.

### **Veterinary Surgery**

Use of a building or part thereof or land as a clinic or surgery for the treatment and care of animals. Animals may be housed on the premises for short periods for treatment purposes but not as part of a boarding kennel operation.

### **Warehousing**

A building or part thereof where goods are stored or bonded prior to distribution and sale elsewhere. It may include the storage of commercial vehicles where this is ancillary to the warehousing function.

### **Wholesale Outlet**

A building or part thereof or land used for the sale of goods by wholesale to traders only. Processing and manufacturing of such goods is excluded.



