



South Dublin 2022-2028
County Development Plan

Chief Executive's Draft South Dublin County Development Plan 2022 - 2028



Shape | Explore | Experience

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Chapter 1:



Introduction, Strategic Vision & Climate Action





1.0 Introduction

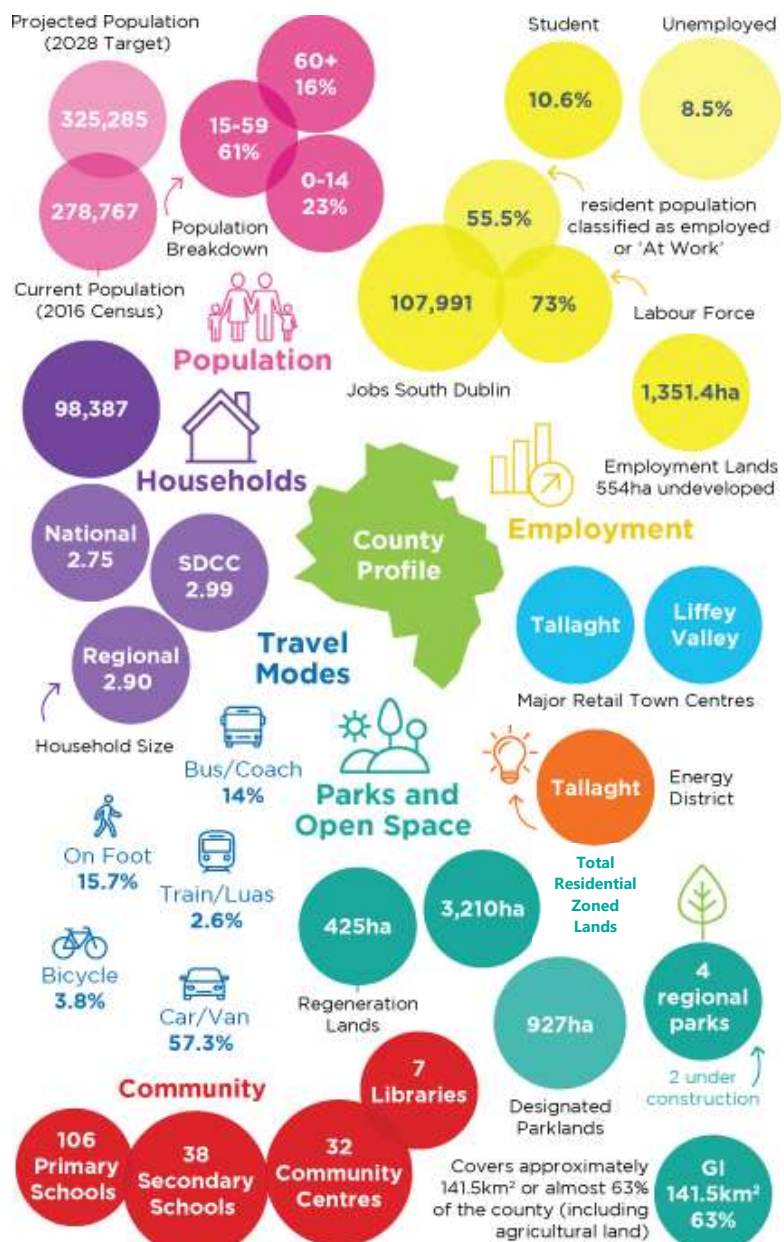
The South Dublin County Development Plan 2022-2028 sets out the land use framework to guide future development within the County with a focus on the places we live, the places we work, and how we interact and move between these places while protecting our environment.

The plan includes a vision for the County’s growing communities, places, housing, jobs, sustainable transport and the delivery of services in a manner which promotes climate action and efficient patterns of land use, paying particular attention to the physical, cultural, environmental and social identities that define areas within the County and support their ongoing evolution.

The Plan sets out the strategy to co-ordinate and prioritise areas of population growth capable of accommodating up to 46,500 people by 2028 as South Dublin moves towards an additional 80,000 people and 32,000 new homes by 2040 in line with the provisions of National and Regional population targets.

1.1 Profile of the County

The Development Plan covers the administrative area of South Dublin County, which is 223 sq. kilometres in extent. The County extends from the River Liffey to the Dublin Mountains and borders the administrative areas of Dublin City, Fingal, Dun Laoghaire Rathdown, Wicklow and Kildare.





1.2 Statutory Context

Purpose and Scope of the Development Plan

The Planning and Development Act 2000 (as amended) sets out the legislative requirements for the making of a Development Plan. The Development Plan must set out an overall strategy for the proper planning and sustainable development of the County and consist of a written statement and plans indicating the development objectives for the area. In making the Plan members are restricted to considering the proper planning and sustainable development of the area to which the Development Plan relates, the statutory obligations of any Local Authority in the area, and any relevant policies or objectives for the time being of the Government or any Minister of the Government. The Act sets out mandatory objectives that must be included in a Development Plan. These include;

<p>The Plan “Must Haves”</p> <p>In addition to compliance with National, Regional and Ministerial Guidelines the Plan must include a number of mandatory requirements as set out under Section 10 of the Planning and Development Act, 2000 (as amended).</p> <p>Such Objectives include;</p>		 <p>Sustainable settlement/transport strategies Reduce energy demand Reduce anthropogenic greenhouse gas emissions Address adaptation to climate change</p>
 <p>Zoning of Land</p>	 <p>Conservation & Protection of the Environment</p>	 <p>Infrastructure facilitation/provision</p>
 <p>Regeneration areas Development & Renewal</p>	<p>Compliance with objectives of river basin management plans</p> 	 <p>Services for communities Social, community, cultural integration with planning</p>
<p>Recreational Amenities</p> 	 <p>Protection of Structures & preservation of character of ACAs</p>	 <p>Preservation of Landscape Character</p>
		 <p>Core Strategy and Housing Strategy</p>

The plans/maps in the Development Plan give graphic representation to the policies and objectives in the written statement. Should any conflict arise between the written statement and the plans/maps, the content of the written statement shall take precedence.

The Draft South Dublin County Development Plan 2022-2028 has been prepared in accordance with the requirements of the Planning and Development Act 2000 (as amended) and within a new era for planning policy set out under the Project Ireland 2040 National Planning Framework (NPF) and National Development





Plan, the Eastern Midlands Regional Spatial and Economic Strategy (RSES) and the Dublin Metropolitan Area Strategic Plan (MASP).

Core Strategy

The Planning and Development (Amendment) Act 2010 places an obligation on the planning authority to prepare a core strategy. The core strategy must demonstrate that the development objectives in the Development Plan are consistent, as far as practicable, with national and regional development objectives (including housing targets) set out in the National Planning Framework and the Regional Spatial and Economic Strategy for the Eastern and Midland Region and with specific planning policy requirements in section 28 guidelines. The core strategy and housing strategy inform the settlement strategy for the County.

Environmental Assessments

The County Development Plan is also required to be assessed under specific environmental legislation.

A formal process of Strategic Environmental Assessment (SEA) was carried out as part of the preparation of this Development Plan, pursuant to the requirements of the EU SEA Directive (2001/42/EC) and the Planning and Development (SEA) Regulations 2004 (as amended). The SEA process is an integral part of the preparation and making of the South Dublin County Development Plan 2022 - 2028. The Development Plan has been systematically assessed and where necessary, amended. Environmental mitigation measures are included to address any potential significant environmental impacts that were identified. The SEA Environment Report is a separate document, to be read in parallel with the Plan, once adopted.

The SEA process is supported by a Strategic Flood Risk Assessment (SFRA) of the County. The SFRA provides a strategic assessment of flood risk at a County level and will inform land-use planning decisions in the Development Plan.

In compliance with the EU Habitats Directive (92/43/EEC) and EU Birds Directive (79/409/EEC) and Section 177 of the Planning and Development (Amendment) Act 2010, the impacts of the policies and objectives of all statutory land use plans on certain sites that are designated for the protection of nature under EU legislation, must be assessed as an integral part of the process of drafting the plan. This is to determine whether or not the implementation of the plan policies could have negative consequences for the habitats or plant and animal species for which these sites are designated. This process, known as Appropriate Assessment (AA), is to determine whether or not the implementation of the plan policies or objectives could have negative consequences for the habitats or species for which these sites, known as Natura 2000 sites, are designated. An Appropriate Assessment screening of the Plan was carried out and determined that a Stage 2 appropriate assessment was required. A Natura Impact Statement accompanies the Plan as a separate document.

As required by the *Planning System and Flood Risk Management Guidelines for Planning Authorities* (2009), a strategic flood risk assessment was undertaken to inform policy and accompanies the Plan as a separate document. The flood risk area is also included on the Development Plan green infrastructure maps.

Section 28 Guidelines

In accordance with Section 28 of the Planning and Development Act 2000 (as amended) the policies and objectives of the Minister contained in guidelines issued to the planning authority regarding their functions under the planning acts were considered in the preparation and making of this Plan, and have been implemented in the various chapters of the Plan. It is a requirement under the Planning Acts that the core strategy shows that the development objectives are consistent, as far as practicable, with specific planning policy requirements specified in section 28 guidelines.





1.3 Preparation of the South Dublin County Development Plan

The prescribed process sets out a 99-week timeframe within which to make a Development Plan. The Planning and Development Act, 2000 (as amended) provides for an additional period of time in the event that a Strategic Environmental Assessment (SEA) or Appropriate Assessment (AA) is required for any material amendment. The Act provides for three periods of public consultation.

The Chief Executive's Draft Plan has been prepared following a period of consultation which commenced on the 31st of July 2020. Pre-Draft public consultation was undertaken over an 8-week period from 31st July to 28th September 2020 which included a physical Strategic Issues Papers, the Mayor's launch, public webinars, a social media campaign, stakeholder meetings, public meetings, printed media, virtual public consultation and briefing sessions to the elected members. A dedicated website was developed to facilitate public engagement and a submissions portal provided for online submissions. A total of 227 submissions were received following this process and the executive prepared a Chief Executive's Report summarising these submissions and making recommendations on the Strategic Direction for the Draft Plan. Meetings were held with the Elected Members of the Council on the Chief Executive's report ending on 4th February 2021 with the strategic direction for the preparation of the draft plan. The Draft Plan will be on public display for ten weeks in early July 2021 following its consideration by the Members.

1.4 Plan Structure

For ease of reference the South Dublin County Development Plan written statement is set out in a number of sections, as follows:

Introduction, Strategic Vision and Climate Action

The Introduction sets out the role of the County Development Plan, its statutory basis and the structure of the Plan alongside the Strategic Vision for the County and how the cross-cutting theme of climate action has been integrated as a key component in all aspects of the plan.

Core Strategy and Settlement Strategy

This Chapter sets out the Core Strategy consistent with both the NPF and RSES, setting the parameters within which the settlement strategy for the future growth of the County have been developed.

The Base Layers

These Chapters set the baseline environment for the County from which policies and objectives for the preservation, protection and enhancement of natural, cultural and built heritage can be developed in a manner which contributes towards climate action, improved biodiversity and placemaking within the County.

Natural, Cultural and Built Heritage

Setting policies and objectives for the different layers of our heritage, this section looks to preserve, protect and enhance the heritage of the County recognising the cultural evolution of our natural and built landscape.

Green Infrastructure (GI)

This chapter sets out, alongside related mapping, the green infrastructure strategy for the County.

Delivering the Vision

Building on the policies and objectives of the base layers, the plan sets out a number of key focus areas which are required in order to achieve the vision of the plan and the creation of sustainable communities:

Quality Design and Healthy Placemaking

Sets out the policies and objectives for high quality urban design and the enhancement of the public realm as catalysts for healthy placemaking.





Housing

This chapter sets out the policies and objectives in relation to different aspects of housing, including housing need across different sections of the population, providing for social inclusion and diversity of opportunity.

Sustainable Movement

This chapter examines the existing movement patterns within the County and sets out policies and objectives aimed at reducing car-based trips, increasing walking, cycling and the use of public transport, creating a more climate friendly, active and compact county.

Community Infrastructure and Open Space

This chapter sets out the policies and objectives in relation to social inclusion and the provision of community infrastructure including open space.

Economic Development and Employment

This chapter sets out policies and objectives in relation to economic development, the facilitation of job creation, the role of urban centres and villages, retail development and tourism.

Energy, Infrastructure and Environmental Services

These chapters set out policies and objectives to promote sustainable energy use, support renewable energy and the delivery of infrastructure provision including water, wastewater, waste, noise, telecommunications and aviation.

Implementation

This section provides for an overview of how the Development Plan will influence the seven identified neighbourhood areas, applicable development management standards and the monitoring of the Plan.

Our Neighbourhoods

This chapter sets out the key strategic policies and objectives relevant to each of the seven neighbourhood areas identified within the plan which when combined will contribute towards the achievement of sustainable neighbourhoods.

Implementation and Monitoring

This chapter sets out the development standards and safeguards that are required to secure the policies and objectives set out in the Plan alongside monitoring mechanisms which will inform the 2-year review and next County Development

Appendices and Environmental Assessments

The appendices provide for items of more technical or other detail that are referenced in or inform the Plan. The Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment have informed the plan making process

Maps

The maps give graphic representation of the policies and objectives in the written statement. The entire County is covered with the relevant zoning objectives and other map-based objectives.

Accompanying Background Documents

The plan is also supported by a number of accompanying documents which provide the background to the formulation of aspects of policy contained in the Development Plan. These documents, where relevant, will be made available alongside the Development Plan.





1.5 Vision Context

The Strategic Vision has been developed in line with International, National and Regional policy provisions alongside the South Dublin County Council corporate plan mission to ‘make our county a vibrant and inclusive place for the people who live, visit, work and do business here, now and in the future’.



1.6 Strategic Vision

In line with national and regional policy provisions the strategic vision is informed by the core strategy and population targets set for the County. In allocating and planning for such future growth and development within the County, the Development Plan aims to positively influence how people interact and move within and around the County and it’s Neighbourhood Areas through the types of environments and places created to deliver the overall vision;

In 2028 South Dublin will be a place that our communities are proud of, that our businesses can thrive in and that will help us to live greener and healthier lives.



1.7 Achieving the Vision

Both the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) establish the importance of addressing climate action. The National Planning Framework includes a number of National Strategic Outcomes relating to Compact Growth, Sustainable Mobility, A Strong Economy, the Sustainable Management of Water, Waste and Environmental Resources and a Transition to a Low Carbon and Climate Resilient Society. At a regional level, the Regional Spatial Economic Strategy outlines climate action as one of the three key principles underpinning the Strategy in line with national policy.

To achieve the overall plan vision a ‘layered approach’ has been applied to development with a focus on facilitating future growth in a manner which protects and enhances the County’s natural/cultural and built heritage, maximises opportunities for the development of the Green Infrastructure network, promotes the highest quality in urban design with the overall aim of delivering healthy places in which to live, work, visit, socialise, and invest in. Central to the achievement of this layered approach is the integration of Climate Action as a key overarching theme for all aspects of the Plan.

The overall strategic vision is supported through the creation of a leading example in future sustainable urban development which;



Chapter 2

Maximises the potential of the County to deliver a compact settlement form in line with National and Regional population targets, with a strong focus on regeneration and the redevelopment of brownfield over green field lands;



Chapter 3

Protects and enhances the key natural, cultural and built heritage assets which have shaped South Dublin County and continue to create a sense of place and local distinctiveness, including our diverse landscapes, our varied flora and fauna, our historic buildings and streetscapes, and our rich archaeological history, for current and future generations to appreciate and enjoy.



Chapter 4

Promotes the development of an integrated GI network for South Dublin working with and enhancing existing biodiversity and natural heritage, improving our resilience to climate change and enabling the role of GI in delivering sustainable communities to provide environmental, economic and social benefits.



Chapter 5

Promotes high quality urban design and healthy placemaking that delivers attractive, connected, vibrant and well-functioning places to live, work, visit, socialise and invest in.



Chapter 6

Ensures the delivery of high quality and well-designed homes in sustainable communities to meet a diversity of housing needs within the County



Chapters 7

Increases the number of people walking, cycling and using public transport and to reduce the need for car journeys, resulting in a more active and healthy community, a more attractive public realm, safer streets, less congestion, reduced carbon emissions, better air quality, and a positive climate impact.



Chapter 8

Creates healthy, inclusive and sustainable communities where all generations have local access to social, community and recreational facilities, and parks and green spaces, to suit their needs.



Chapter 9

Facilitates the creation of a strong and resilient economic base providing expanded opportunities for employment and facilitating a good quality of life within vibrant and attractive places to live, work, visit and invest.





Chapters 10 & 11

Develops the County’s potential to deliver a low energy and green society which adopts new technologies providing a home and place of employment to people and industries striving towards reducing their carbon footprint.

Chapters 12 ‘Our Neighbourhoods’ collates the key objectives specific to each particular neighbourhood area which when combined will contribute towards the achievement of the overall vision for the plan within each neighbourhood and the delivery of compact and sustainable neighbourhoods.



Chapter 13 implementation and Monitoring; sets out development standards and criteria that arise out of the policies and objectives of the County Development Plan alongside a monitoring framework which categorises key policies in terms of their contribution towards the achievement of the Strategic Vision and Achieving the Vision



1.8 Climate Action

Climate Action is one of the most significant policy challenges facing governments today. The impacts of climate change are already having far-reaching economic, social and environmental consequences. International agreements have been developed to unify national governments in a commitment to reduce the human causes (anthropogenic) of climate change.

The Irish government has published the *Climate Action and Low Carbon Development Act 2015*, the *National Mitigation Plan 2017*, and the *National Adaptation Framework 2018*. The *Climate Action and Low Carbon (Amendment) Act 2021* is currently going through the Oireachtas. In support of the Act and the government’s commitment to climate action, related national and regional strategic outcomes are set out in the *National Planning Framework* and *National Development Plan 2018-2027* and the *Regional Spatial and Economic Strategy Ireland’s Climate Action Plan 2019*, currently under review, details sectoral actions for decarbonisation. These actions and policy frameworks set out how Ireland will achieve its international and European commitments, and transition Ireland to a low-carbon, climate resilient society.

To provide local authorities with support in developing their Climate Change Action Plans (CCAPs), the Department of Communications, Climate Action and Environment (DCCA) has developed the *Local Authority Adaptation Strategy Development Guidelines 2018*. In addition, the government has established four Climate Action Regional Offices.

In line with such provisions South Dublin County Council has produced its Climate Change Action Plan 2019-2024 (CCAP) in association with Codema (Dublin’s Energy Agency) and the Dublin Metropolitan Climate Action Regional Office (CARO). The CCAP is recognised as a key enabler of on-going public sector leadership, in implementing and influencing climate action at the local level.

The CCAP identifies the main climate risks facing South Dublin County, and includes both the Councils’ and the current levels of greenhouse gas emissions across the South Dublin County Council area. The Plan puts forward 130 actions that are either ongoing or planned, under five key areas - Energy and Buildings, Transport, Flood Resilience, Nature-Based Solutions and Resource Management.





CLIMATE ACTION (CA) Policy 1

Support the implementation of International and National objectives on climate action including the Climate Action and Low Carbon Development Act 2015 (and any amending legislation), the ‘Climate Action Plan 2019’ (and any updated Plans) and ensure that South Dublin’s Climate Change Action Plan and County Development Plan are aligned.

CA Objective 1

To collaborate with the Eastern Midland Regional Authority (EMRA), the Dublin Metropolitan Climate Action Regional Office (Dublin CARO), City of Dublin Energy Management Agency (Codema) and the Sustainable Energy Authority of Ireland (SEAI) to achieve the climate action policies and objectives set out in the Eastern and Midland Region Spatial and Economic Strategy (consistent with RPO 3.1, 36, 7.4, 7.30, 7.31, 7.32, 7.33, 7.35, 7.38, 7.40, 7.42, 7.43, 7.7 of the RSES).

CA Objective 2

To ensure spatial and infrastructure planning are consistent with climate mitigation and adaptation objectives.

CA Objective 3

To implement the South Dublin County Council Climate Change Action Plan 2019 - 2024 (SDCC CCAP) or superseding plans and to transition to a climate resilient low carbon County. (consistent with SO8 of the NPF, RPO 7.32, 7.33 of the RSES)

1.9 Climate Action and the Role of the Development Plan

Climate Action is now a key responsibility of local government. Through its role in setting out the strategic spatial framework for the future development of the County, the County Development Plan supports wider local and central government actions in addressing maximum co-ordination between the County Development Plan, the South Dublin Climate Change Action Plan and other climate related policies and programmes.

The plan has been assessed against its impact on the receiving environment through the SEA and AA processes. The plan has also been subject to a strategic flood risk assessment taking account of the most up to date flood risk information available.

The ‘layered’ format of the Plan aims to facilitate a holistic approach to ensuring Climate Action is at the forefront of all future development within the County, with policies and objectives in each chapter crafted in a manner which contributes significantly towards addressing climate change and reducing the County’s carbon emissions in a meaningful and tangible way. These overarching climate action principles align closely with the key action areas of the South Dublin Climate Action Plan 2019-2024; namely Energy and Buildings, Transport, Flood Resilience and Resource Management.

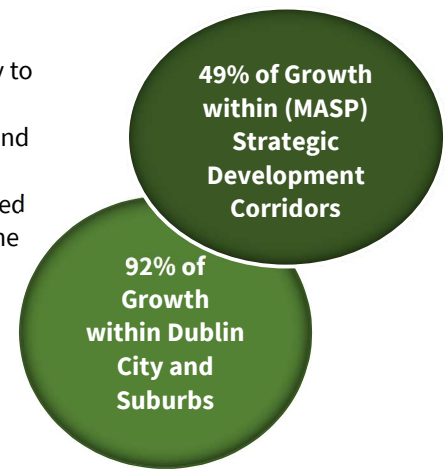




The policies and objectives set out in the Core Strategy and Settlement Strategy of this plan have been framed in a manner to ensure consistency with the provisions of the NPF and RSES as required by Section 10 (2) of the Planning and Development Act 2000 (as amended) whereby a compact approach to growth has been set out with the aim of facilitating the delivery of climate resilient, sustainable communities throughout the County.

It is the aim of the plan to achieve an efficient use of land with a focus on key urban centres, and to achieve development densities that can support vibrant, compact, walkable places that prioritise pedestrian and cyclist movement.

The Core Strategy in Chapter 2 aims to maximise the potential of the County to deliver a compact settlement form in line with National and Regional population targets, where a strong focus has been placed on regeneration and the redevelopment of brownfield over green field lands. Almost half of the County’s Growth has been allocated to strategic development areas identified within the Metropolitan Area Strategic Plan with an overall total of 92% of the lands identified for growth being located within Dublin City and Suburbs.



Such measures facilitate the delivery of a compact and connected settlement form where existing public transport infrastructure can be availed of thus reducing the need for car-based travel, contributing towards



a reduction in carbon emissions and contributing positively towards addressing Climate Change within the County.

The focus of the Development Plan on brownfield over greenfield development, supports an ecosystems approach, protects natural areas while also seeking to enhance existing green networks both within the natural and urban environment through the promotion and enhancement of existing pathways and green connections within the County.

The potential for the delivery of energy efficient projects throughout the County is also facilitated through a more compact settlement form reducing costs and carbon emissions and guaranteeing energy resilience for the future of the County.

Creating a safe and climate resilient environment in which people can move through is essential in encouraging active modes of transport. Such environments can be created through a high-quality design and layout of buildings, appropriate mix of uses, densities, height and the sensitive integration of the natural and built environment. Creating a strong sense of place and enabling connections across the County can be enhanced through a robust and resilient Green Infrastructure network employing nature-based solutions and contributing directly to climate action measures through carbon sequestration, water quality improvements and other measures.

At the Neighbourhood level the plan aims to locate people in close proximity to their place of work, services, amenity and leisure facilities thereby reducing the need for car-based travel and cumulatively resulting in significant and measurable reductions in GHG emissions.

To ensure the above provisions have been implemented successfully throughout this plan, specific **Climate 'Positive' Policies and Objectives** have been highlighted in green throughout each chapter. A Climate Action Audit is included at the end of each Chapter providing an overview of the potential sources of greenhouse gas emissions arising from the subject of each chapter alongside measures implemented to address such potential climate impacts.



Chapter 2:



Core Strategy and Settlement Strategy





2.0 Introduction

The purpose of this Chapter is to set out the Core Strategy for the plan which has informed the overall vision for future development within the County up to 2028. Climate Action is integrated as a central overarching theme for all aspects of the Development Plan, a key element of which is compact growth. The Core Strategy is made up of the settlement hierarchy and growth strategy for South Dublin and is an essential part of the Plan demonstrating that the quantum and location of development in the County is in line with the National and Regional planning policy.

2.1 Climate Action

The promotion of a compact urban form of development is a central part of mitigating climate change. The policies and objectives of this Core Strategy seek to provide for a consolidated urban form within existing settlements that are integrated with existing and planned public transport and the delivery of social and physical infrastructure. Such measures set the tone for the delivery of successful and sustainable communities within the County over the lifetime of this Plan and beyond.

In applying this approach, alongside the various other components in the Development Plan, it is our aim to strive towards the delivery of connected neighbourhoods and the 10-minute settlement concept. This is promoted through a combination of the compact settlement form contained in the plan's Core Strategy and settlement strategy, and the policies and objectives in the Sustainable Movement chapter set out in Chapter 7.





2.2 Executive Summary

This Core Strategy and Settlement Strategy quantitatively demonstrates how much land is required to meet the residential and employment need of an additional for 46,518 people up to 2028. To provide for this level of growth in line with National policy, a need for 23,730 new homes between the Census year 2016 to 2028 within the County has been identified.

Taking account of completed units between 2017 and 2021 (5,914 Units) there is an overall requirement of 17,817 units between 2021 and 2028. The Core Strategy (Table 10) demonstrates how this target can be met up to 2028 that takes into consideration units under construction. It has been developed by applying a four step approach to the identification and assessment of lands capable of meeting this housing requirement.



The housing target for South Dublin County, as set by Ministerial Guidelines and the NPF Road Map, is 17,817 homes up to 2028.

Of this there are currently 4,557 homes under construction, thereby reducing the need to 13,260 homes up to 2028.



The Council has assessed all appropriately zoned lands with the potential for residential development and has applied a residential density for each site in line with Ministerial Guidelines.



Informed by this work, there is a total Land Capacity of 1039ha with the potential for 44,472 units. However, in excluding Long Term Strategic Lands the land capacity reduces to 477ha with the potential to accommodate 23,731 units

An Infrastructure Assessment was carried out for these lands to identify the capacity of lands in Tier 1 (i.e. zoned and serviced) which has a total of 11,597 homes and in Tier 2 (i.e. zoned and serviceable within the lifetime of the plan) which has a total of 12,133



A further Planning and Deliverability assessment was carried out across the Tier 1 and 2 lands and has been found to have sufficient capacity to meet total housing target set for the County.



Based on above – the core strategy identifies that there is no requirement to zone additional lands to meet population or housing targets.



2.3 Statutory Context

The Planning and Development Act 2000, as amended (the Act) places an obligation on the Planning Authority to prepare a 'Core Strategy' which articulates an evidence-based strategy for the spatial development of the County within the period of the Development Plan.

The principle of the Core Strategy therefore is to demonstrate that a Development Plan, its objectives and the Housing Strategy are consistent, as far as practicable, with National and Regional development objectives. These objectives are set out in the National Planning Framework (2018) and the Regional Spatial and Economic Strategy (2019) and prevailing Ministerial Guidelines with specific reference to Special Planning Policy Requirements.

The Act requires a Core Strategy to include a settlement hierarchy; evidence-based population and housing targets for urban (cities, towns and villages) and rural areas; to demonstrate how zoning proposals accord with national and regional policy; and to demonstrate regard for the Retail Planning Guidelines for Planning Authorities, DECLG (2012).

While the Act does not expressly require the Core Strategy to contain information concerning other land uses, such as employment and commercial, the Guidance Note on Core Strategies, DECLG (2010) recommends that Planning Authorities undertake an appropriate level of analysis to ensure that sufficient lands are zoned at suitable locations, taking account of higher-level planning policies and required physical infrastructure.

Further to the above, the Core Strategy is to be represented in the written statement by Core Strategy tables, and by a diagrammatic map or other such visualisations.

2.4 Strategic Context

The parameters within which the Planning Authority frames the Core Strategy are defined within National and Regional planning policy frameworks comprising:

- Project Ireland 2040 National Planning Framework;
- The Eastern and Midlands Regional Spatial and Economic Strategy 2019-2031, including the Dublin Metropolitan Area Strategic Plan, and
- Section 28 Ministerial Guidelines including Specific Planning Policy Requirements outlined under Section 28(1) of The Act.

Each of these documents and the parameters they set are discussed in turn as follows:



2.4.1 National Planning Framework, Project for Ireland 2040¹

The National Planning Framework (NPF), supported by the National Development Plan (NDP), is the Government’s high-level strategic plan for shaping the future growth and development of the country to the year 2040.

The NPF is centered around ten National Strategic Outcomes (NSOs) which are supported by ten Strategic Investment Priorities under the National Development Plan – Figure 1. Development Plans must align with these NSOs, which are underpinned by National Policy Objectives (NPOs). The preparation of the County Development Plan has been informed by these NSOs and related NPOs.

These NSO incorporate the ten UN Sustainable Development Goals (SDGs) as outlined under the introduction. By complying with the National Framework Plan, the Development Plan aligns with the UN SDGs.

The NPF’s number one strategic objective: Compact Growth, sets a clear development outcome to grow our existing urban areas creating a priority to build on brownfield / infill development first, before considering greenfield lands.

This approach seeks to make the optimum use of existing infrastructure and encourage more people, jobs and activity into existing built-up urban and settlement areas ensuring that, when it comes to choosing a home, there are viable attractive alternatives available.

On this basis, the parameters set for the Core Strategy will focus future population and employment in a manner that complies with the National Policy Objectives of the NPF.



Figure 1: National Strategic Outcomes and Strategic Investment Priorities, Source: NPF 2018

2.4.2 Ministerial Guidelines

The Department of Housing, Local Government and Heritage (the Department) over the lifetime of different governments has produced various Ministerial Guidelines, known as Section 28 Planning Guidelines, to inform and guide local authorities in carrying out their duties.

The contents of the following Guidelines have informed the Core Strategy and the policies and objectives of the Development Plan:

- Housing Supply Target Methodology for Development Planning, Guidelines for Planning Authorities, December 2020
- Design Standards for New Apartments – Guidelines for Planning Authorities, 2020

¹ External Link to the National Planning Framework - <https://npf.ie/wp-content/uploads/Project-Ireland-2040-NPF.pdf>



- Urban Development and Building Height Guidelines, 2018
- Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change 2017
- Sustainable Residential Developments in Urban Areas, May 2009
- The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009
- Appropriate Assessment of Plans and Projects in Irelands – Guidance for Planning Authorities, 2009
- Implementation of the SEA Directive: Guidelines for Regional Authorities and Planning Authorities, 2004

Since 2018, the Planning and Development (Amendment) Act 2018 introduced a requirement for Planning Authorities to implement Specific Planning Policy Requirements (SPPRs) where they are set out in Guidelines, in the performance of their functions. A statement of compliance with the various Section 28 Ministerial Guidelines and associated SPPRs is contained within Appendix 1.

2.4.3 Eastern Midlands Regional Spatial Economic Strategy 2019 – 2031 (RSES)

The Eastern and Midlands Regional Spatial and Economic Strategy 2019 – 2031 (EMRSES) is a strategic plan to support implementation of Project Ireland 2040 (NPF and NDP) and the economic policies and objectives of the Government, by providing a long-term strategic planning and economic framework for the development of the region.

The RSES sets out a settlement and economic growth strategy to ensure the needs of the Region’s citizens are met providing for access to employment opportunities and services, ease of travel and overall well-being.

This approach is guided by sixteen Regional Policy Objectives (RPOs) which are aligned with the UN Sustainable Development Goals, the EU thematic objectives and the National Strategic Outcomes (NSOs) of the NPF to set the framework for City and County Development Plans. By ensuring this alignment is maintained to a local level, the Regional Assembly can assist local authorities in aligning with EU priorities to leverage funding and partnership opportunities.

The RSES policy framework for the region is first divided into three Functional Urban Areas² (FUA) comprising: The Dublin Metropolitan area (DMA), the Core Region and the Gateway Region and extends across local and regional boundaries. Figure 2 below illustrates the extent of the FUA for the Eastern Region which frames the settlement strategy for Development Plans to follow. All of South Dublin is located within the Dublin Metropolitan Area with a significant area of the County also within the settlement identified as Dublin City and Suburbs. The development within the DMA forms a central part of the policy within the RSES guided by the Dublin Metropolitan Area Strategic Plan (MASP).

² As set out in the National Planning Framework, the Functional Urban Area is defined by the standardised EU/OECD as those Electoral Districts from which at least 15% of the relevant city areas workforce is drawn.



Figure 2: RSES Settlement Strategy, Source: Eastern and Midlands Regional Spatial and Economic Strategy 2019

The Regional settlement strategy comprises seven levels with Dublin City and Suburbs forming the top-level settlement for the region. For South Dublin, Dublin City and Suburbs is the only regionally identified settlement within the County.



The settlement hierarchy of the RSES requires each Local Authority to identify settlements which are either: Self-Sustaining Growth Towns, Self-Sustaining Towns, Towns and Villages and/or Rural areas. Under the CSO, Newcastle, Rathcoole, Saggart and Brittas are identified settlements outside Dublin City and Suburbs but their settlement type is not identified within the RSES, this being left to the Development Plan.

Under the RSES, RPO 3.2 requires local authorities in preparing their core strategies to set out measures to achieve compact urban development targets of at least 50% of all new homes within or contiguous to the built-up area of Dublin City and Suburbs and a target of at least 30% for other urban areas. The extent of the Dublin City and Suburbs boundary within the DMA is shown under Figure 2 below and comprises the majority of South Dublin’s existing urban environment.



Figure 3: Area of Dublin City and Suburbs and MASP boundary. Source: EMRSES, 2019

The RSES includes population figures for the Region, the parameters of which are set out under Appendix B of the EMRSES, which envisages South Dublin to grow by an additional 50,233 persons from 2016 to 2031 as illustrated under section 2.5.2 below. For South Dublin up to 2028, the targeted population growth is an additional 46,518 persons. The RSES growth strategy for meeting the needs of the existing and future population was based on the availability of land, resources, environment and infrastructure capacity. A part of this growth strategy is to deliver sustainable growth of the DMA through the Dublin Metropolitan Area Strategic Plan.



2.4.4 Dublin Metropolitan Area Strategic Plan (MASP)

Forming a part of the RSES, the Dublin Metropolitan Area Strategic Plan (MASP) sets out a 12 to 20-year strategic planning and investment framework for the Dublin Metropolitan area. The MASP is an integrated land use and transportation strategy for the Dublin Metropolitan Area that sets out:

- A vision for the future growth of the metropolitan area.
- Large scale strategic residential employment and regeneration.
- A sequence of infrastructure priorities.



Figure 4: Strategic Development Areas and Corridors, MASP, Source: EMRSES 2019



As the MASP is an integrated land use and transportation strategy it provides a regional level framework which aligns population and employment growth with associated transport and infrastructure investment priorities. This is identified through strategic residential and employment areas. The Strategic Corridors and areas of relevance for South Dublin are set out as follows:

1. The South West Corridor (Kildare line, DART expansion and Luas Red Line).
2. The City Centre within the M50 area (Multi modal).

South West Corridor

The South West Corridor is divided between the two rail lines (Luas Red Line and Kildare line).

Along the Kildare line, the MASP identifies residential development at Adamstown SDZ and the phased development at Clonburris SDZ with a new residential community at Kilcarbery and the promotion of and development at Grange Castle Business Park for employment. Irish Rail are currently preparing a Railway Order to progress the application to upgrade capacity and electrify the Kildare line as far as Hazelhatch.

Along the Luas Red Line, the MASP identifies residential and mixed-use development through the regeneration of brownfield lands in Tallaght and the re-intensification of older industrial estates at Naas Road/ Ballymount. The new district at Fortunestown near the emerging town of Saggart/Citywest is identified for residential growth.

City Centre within the M50

At the City Centre within the M50 area, the MASP identifies the significant brownfield lands at the Naas Road within South Dublin and Dublin City, with potential for residential development and more intensive employment/ mixed uses. The framework for the Core Strategy and settlement strategy below incorporates each of these strategic growth corridors / areas identified in the MASP.



2.5 Population and Housing Data

This section sets out the information used to inform the preparation of the Core Strategy for the Development Plan period 2022 - 2028. This part examines historical and current available information in relation to population and housing and targets set by National and Regional Planning policy context.

2.5.1 South Dublin Population - Baseline

South Dublin County experienced continued population growth over the last 10 - 20 years. While the rate of growth reduced between 2002 and 2006, the years thereafter have contributed to an overall increase of +16.72% (+39,932 persons) between 2002 and 2016, as illustrated under Table 1.

Table 1: South Dublin population (persons) trend 2002 - 2016, CSO

Year	Population	Change (No.)	Change (%)
2002	238,835	+20,107	+9.19%
2006	246,935	+8,100	+3.39%
2011	265,205	+18,270	+7.39%
2016	278,767	+13,562	+5.11%
2002 - 2016	-	+39,932	+16.72%

Understanding the spatial pattern of growth provides a picture of the pressures on existing need for infrastructure/services. Table 2 illustrates the growth in population in the urban settlements and rural areas (rural areas are outside urban/town areas and population of towns with less than 1,500 persons) between 2006 - 2016 within the County.

The historic trend shows that South Dublin has grown by +12.9% or 31,832 persons over a ten-year period with an overall decline in rural population which otherwise grew between 2011 - 2016. This trend follows national and international movement of people from rural to urban areas.

The accompanying Housing Strategy and Interim HNSA set out under Appendix 11 has examined the demographic changes and age profile of the County up to 2028, informing housing need.

Table 2: South Dublin County Urban, Rural and Settlement Populations (2006 - 2016)

Settlement Area /	2006	2011	2016	2016 % share of County	06 - 16 Change (No.)	06 - 16 Change (%)
South Dublin	246,935	265,205	278,767	100%	+31,832	+12.9%
Urban ³	240,607	259,729	273,215	98.01%	+32,608	+13.6%
Dublin City and Suburbs ⁴	235,306	251,505	262,638	94.21%	+27,332	+11.6%
Saggart	868	2,144	3,133	1.12%	+2,265	+260.9%
Rathcoole	2,927	3,421	4,351	1.56%	+1,424	+48.7%
Newcastle	1,506	2,659	3,093	1.10%	+1,587	+105.4%
Rural	6,328	5,476	5,552	1.99%	-776	-12.3%

³ Urban / Town Area: Towns with a settlement boundary with a total population of 1,500 + persons.

⁴ Dublin City and Suburbs area - See Appendix 2B for further detail.





2.5.2 Population – Projections

The RSES, guided by the National Planning Framework Implementation Roadmap (the Roadmap), has set low and high population projections for the region up to 2026 and 2031. This is broken down for each Local Authority and for South Dublin, the high population target has been chosen for the Development Plan period.

Table 3: South Dublin – RSES Population Projection 2016 - 2031

	2016	2026		2031	
		Low	High	Low	High
South Dublin	278,767	308,000	314,000	320,500	329,000
Change (No.) from 2016	-	+29,233	+35,233	+41,733	+50,233
Change (%) from 2016	-	+10.49%	+12.64%	+14.97%	+18.02%

The Roadmap provides scope to South Dublin County to bring forward the 2031 population figures by up to 25% by 2026. In terms of ‘Headroom’, the Roadmap indicates that an additional 50% growth is already accounted for in the National population targets up to 2026. Thus, the application of 50% growth beyond the Plan period is already accounted for in the targets.

Translating the high RSES projection figures, including the frontloading up to 2026, population projections for the Development Plan period to 2028 is shown under Table 4. The remaining 2026 to 2028 figure was calculated on the basis of a pro rata average year (2 year) of the remaining balance between 2026 and 2031.

Table 4: 2022 - 2028 Population Projections - Adjusted

	2016	2026		2028	
		Low	High	Low	High
South Dublin County Council	278,767	315,308	322,808	317,385	325,285
Change (No.) from 2016	-	+36,541	+44,041	+38,618	+46,518
Change (%) from 2016	-	+13.1%	+15.8%	+13.8%	+16.7%
Average Annual Pop growth (2016 – 2028)	-	+3,654	+4,404	+3,218	+3,877

2.5.3 South Dublin Housing - Baseline

In 2016, there were 98,387 residential units within South Dublin. Of this figure, 3,495 units were vacant representing 3.6%. Table 5 below shows the change in housing stock between 2002 – 2016. While new housing units accounted for just 1,089 units between 2011 and 2016, a reduction of vacant units (1,730 units) increased the active housing stock by 2,819 units. This rate of vacancy falls on the lower side of the range of 2.5% to 6%⁵ which is considered to be normal in a properly functioning housing market.

Table 5: South Dublin County Housing Stock (2002 - 2016)

Year	Total Housing Stock	Vacant(%)	Change (No.)	Change (%)
2002	76,666	2,146 (2.8%)	-	-
2006	87,484	5,424 (6.2%)	+10,818	+14.1%
2011	97,298	5,225 (5.4%)	+9,814	+11.2%
2016	98,387	3,495 (3.6%)	+1,089	+1.12%
2002 – 2016	-	+1,349	+21,721	+28.3%

⁵ Page 15 of the National Vacant Housing Reuse Strategy 2018 – 2021, available at:

https://www.housing.gov.ie/sites/default/files/publications/files/national_vacant_housing_reuse_strategy_0.pdf



Table 6 illustrates the growth in housing and vacancy levels between 2011 – 2016 within the different settlement areas.

In the five years 2011-2016, 4,549 units were newly occupied either through occupation of previously vacant houses or new build. Of the new housing stock, 86% was located within Dublin City and Suburbs, followed by 8% in Rathcoole 4.5% in Saggart and 1.5% in Newcastle. It is noted that Saggart's housing stock increased by 51% between 2011 and 2016 because of reduced vacancy.

Table 6: South Dublin County Housing and Vacancy (2011 - 2016)

Type	2011		2016		2011 - 2016 - Change (No.)		2011 - 2016 - Change (%)	
	Units	Vacant	Units	Vacant	Units	Vacant	Units	Vacant
County	92,073	5,225 (5.7%)	94,892	3,495 (3.7%)	+2,819	-1,730	+3.1%	-33.1%
Total Urban	90,483	5,016 (5.5%)	93,270	3,328 (3.6%)	+2,787	-1,688	+3.1%	-32.7%
Dublin City and Suburbs	86,695	4,495 (5.2%)	89,125	3,033 (3.4%)	+2,430	-1,462	+2.8%	-32.5%
Saggart	1,167	282 (24.2%)	1,294	152 (11.8%)	+127	-130	+10.9%	-46.1%
Rathcoole	1,456	111 (7.6%)	1,679	80 (4.8%)	+223	-31	+15.3%	-27.9%
Newcastle	1,165	128 (11%)	1,172	63 (5.4%)	+7	-65	+0.6%	-50.8%
Rural	1,590	209 (13.1%)	1,622	167 (10.3%)	+32	-42	2%	-20.1%

2.5.4 Planning and Construction Activity

The monitoring of construction and planning activity is an invaluable tool to ensure a clear understanding of housing delivery and the type of planning permission and commencements at different locations across the County. There are a number of data sources in relation to housing activity available, principal sources used are; SDCC figures supplied to the Housing Supply Coordination Taskforce (HTF), BCMS commencements and the Central Statistics Office (CSO).

The Housing Taskforce (HTF) tracks the quantum of residential development for 10 or more units in the four Dublin Local Authorities on a quarterly basis, since 2016. It provides detailed insight into planning and construction activity in the residential sector and the inter-relationship between same.

The Central Statistics Office (CSO) quarterly reports monitor housing completions. The information is also broken up into Eircode for spatial locations and for each Local Authority. As required under the Housing Supply Guidelines discussed below, the CSO data forms the benchmark for constructed units and guides the formation of this Core Strategy. Figure 5 illustrates how completed units have increased between 2017 – 2020 with 5,914 units constructed over that period. Between 2017-2020 inclusive, as construction activity recovered after the economic crash, an average of 1,478 units were completed a year. The most recent years (2018 – 2020) reached an average unit per year of 1,644 units a year.

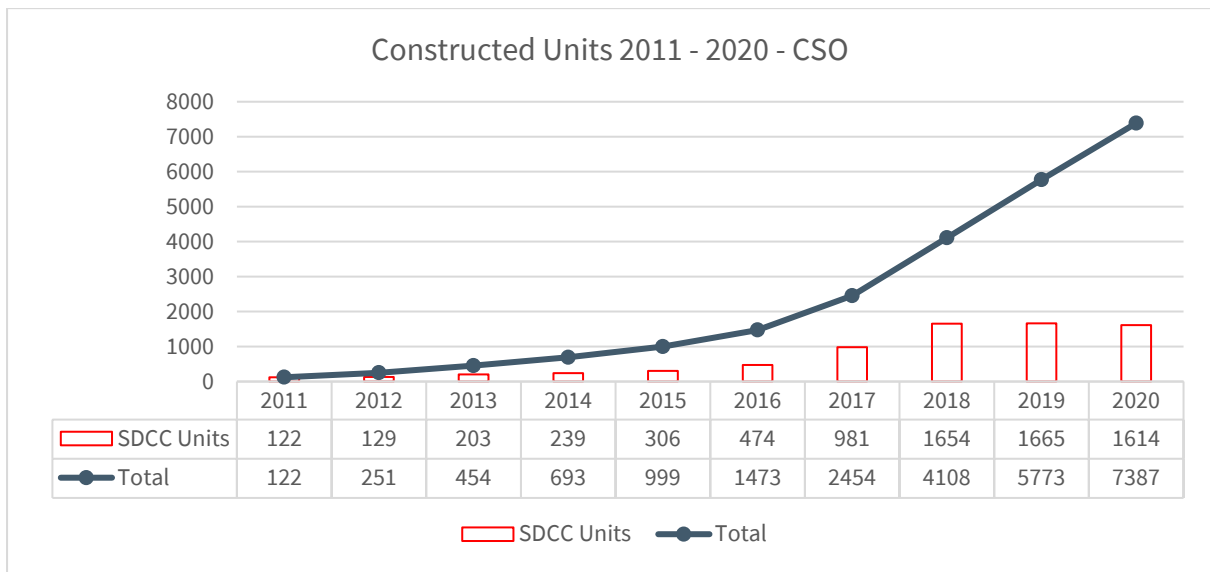


Figure 5: Constructed Units in SDCC and Cumulative Total 2011 – 2020, Source: CSO, NDQ06

In Quarter 3 of 2020, there was planning permission in SDCC for 11,448 units which were either under construction or permitted and not commenced across normal (99 units and less) and Strategic Housing Development applications (more than 99 units).

Strategic Housing Developments (SHDs) comprise a total of 54% of the total units with permission. A significant quantum was granted since Q4 2019 with on-going pre-planning for further units.

In terms of deliverability between commencement of the SHD process in 2017 and Q3 2020, 11% of the permitted SHD units have either commenced construction or have been built. Delivery of these 100 plus unit developments in South Dublin has generally occurred along the periphery of the County (Citywest/Fortunestown) and established areas (Rathfarnham) but not in the regeneration lands which account for 30% of all SHDs permitted in the County. The deliverability of SHDs, especially within key growth areas, will form part of the Core Strategy monitoring process. Figure 6 illustrates the historical trend of planning permissions since 2016 up to Q3 2020. The graph shows how SHDs have increased the total quantum of planning permissions within the County.

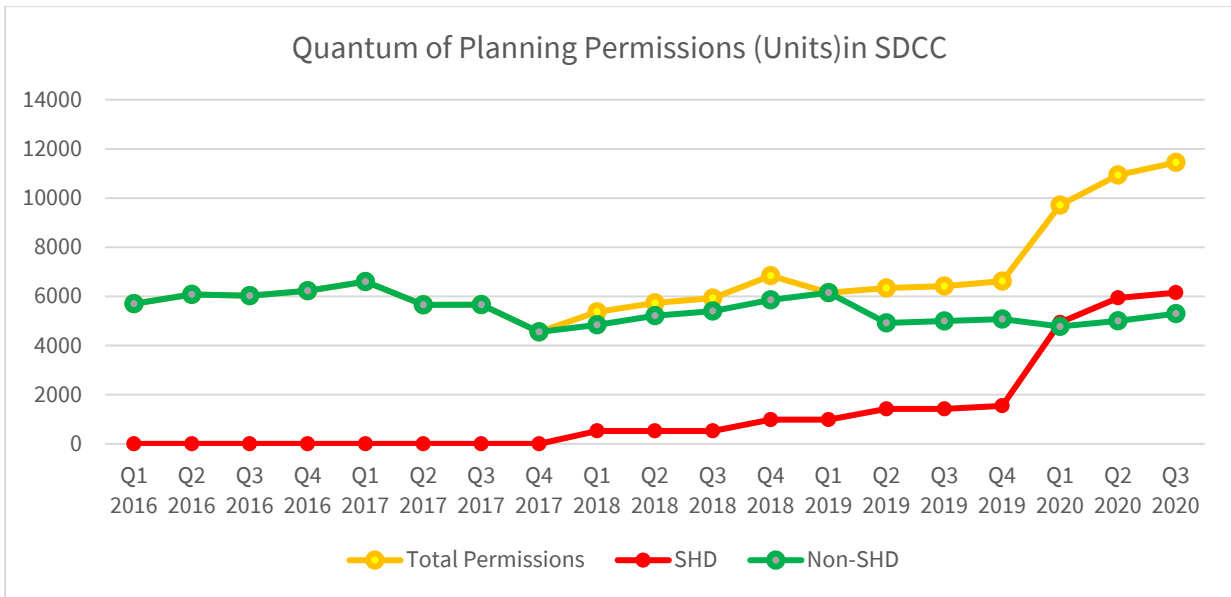


Figure 6: Quantum of Planning Permissions within South Dublin (Source: HTF Series 2016 - 2020)

Figure 7 below illustrates the number of sites with extant planning permission and of these, the quantum which are under construction per quarter since 2016 in South Dublin. The average trend indicates that half of sites (51%) with planning have not commenced. There are a range of factors which could reflect this, amongst other things: market forces, permission sought to increase land value for re-sale, sourcing the appropriate level of funding to commence construction, capacity of construction industry etc. While COVID-19 has influenced this gap in terms of commencements, the trend of planning permissions (linear line) relative to active sites was continuing to diverge by the end of 2020.

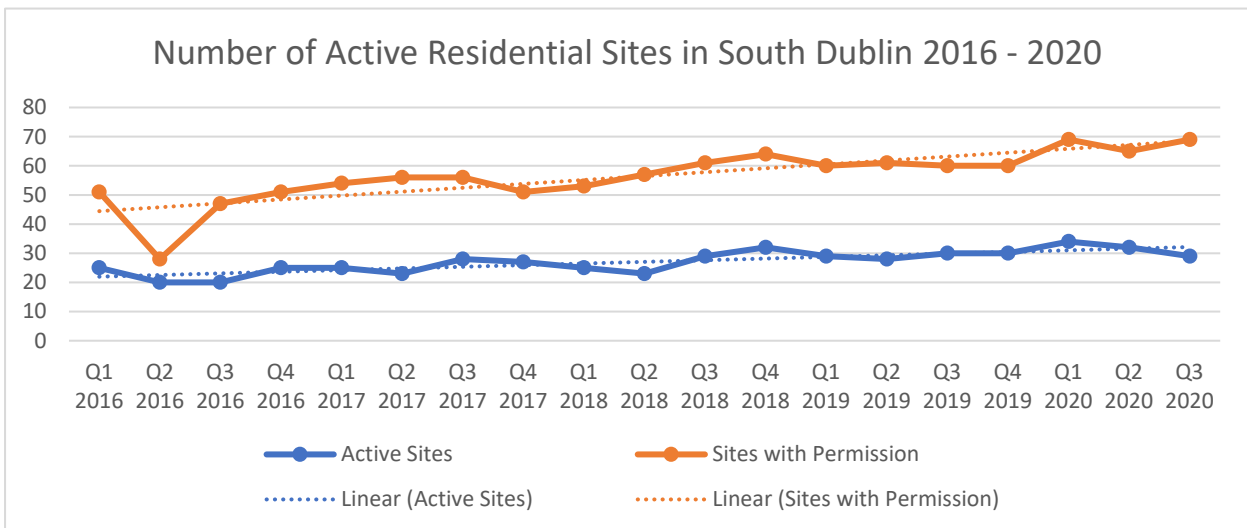


Figure 7: Construction Activity of Residential Sites in South Dublin (Source: HTF Series 2016 - 2020)

Based on these trends, it can be assumed that South Dublin will have, on an ongoing basis, a quantum of sites that are suitable for residential development and have the benefit of planning permission, which may not be brought forward for development within the lifetime of the Plan, or which may not come forward for planning at all.



2.5.5 Housing Supply Targets

The Department of Housing, Local Government and Heritage issued Section 28 Guidelines titled: “*Housing Supply Target Methodology for Development Planning*”, December 2020 (Supply Guidelines) to assist in providing Planning Authorities the figures and methodology to incorporate national and regional population and housing projections into their statutory functions.

The Supply Guidelines, informed by research carried out by the Economic and Social Research Institute (ESRI), outline that of the three options put forward by ESRI in their projections; the option to be used by local authorities in their Core Strategy is the NPF 50:50 City scenario. Table 7 shows the overall target for housing for South Dublin for the Development Plan period.

Table 7: South Dublin Housing Demand Figures 2021 – 2028*

South Dublin County Council		Annual Average	Total Households
A	ESRI NPF scenario projected new household demand 2017 to 2028	1,806	21,680
B	Actual new housing supply 2017-end of 2020	1,479	5,914
C	Homeless households**, and estimated unmet demand as of Census 2016	N/A	2,050
D	Housing Demand 2021-2028 = Total (B+D-C)/ 7.75yrs	2,299	17,817

*Methodology based on Housing Supply Guidelines issued by Department of Housing, Local Government and Heritage

** Homeless figure as per the ESRI data and has not increased to date.

As outlined in Figure 5, South Dublin’s annual rate of construction between 2017 – 2020 inclusive was on average 1,479 units a year with the last three years averaging 1,644 units. However, this was below the overall average demand for the County for 2017 – 2031 of 1,832 units a year set out by the ESRI in ‘*Projected Housing Demand by Local Authority Area 2020 – 2031, ESRI NPF Scenario Housing Supply Target*’. The shortfall, as result, has been carried forward into the years leading up to and the lifetime of the Development Plan period up to 2028 requiring on average 2,299 housing units a year.

The required housing figures, in the context of the NPF 50:50 scenario and units completed is outlined in Figure 8. The specific calculations and methodologies in arriving at the above figures, in line with the Ministerial Guidelines, is set out under Appendix 2B.

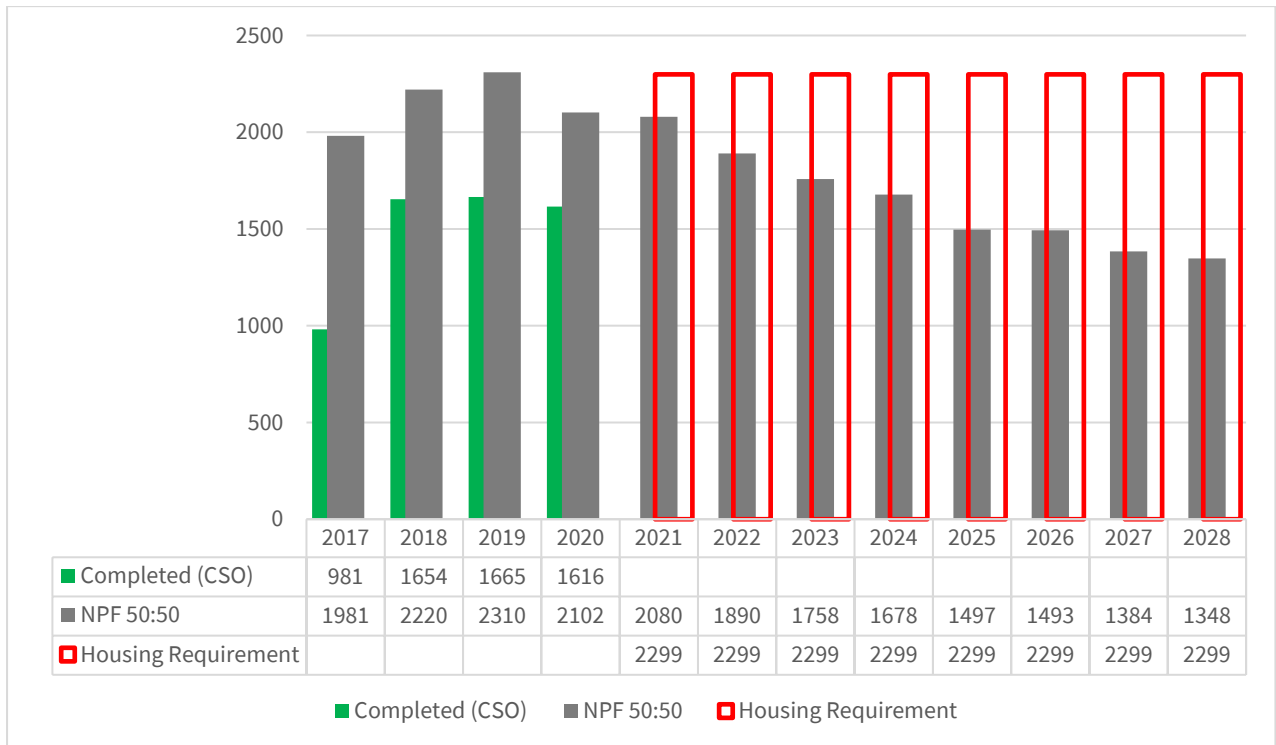


Figure 8: South Dublin County Council – Average Annual Housing Supply Requirement up to 2028

2.5.6 Development Plan Population and Housing Requirements

Based on the population targets and housing need set out within National and Regional Planning policy, the Development Plan must accommodate an additional:

46,518 persons up to a target population of 325,285 in 2028.

In doing so, the housing need, which accounts for the current under supply amounts to:

17,817 housing units between 2021 – 2028.

The combination of the additional housing units alongside the population growth results in an anticipated reduction in average household size for the overall County. By 2028, with a total population of 325,285 persons and a total housing stock of 118,632 houses, the household size will be an average of 2.74 per house. This is a reduction from the 2.99 in 2016 and is consistent with the downward national trend of household size, from 2.75 in 2016 to 2.5 in 2040, outlined under the National Planning Framework.

It is noted there are variants above and below the household size depending on the typologies of extant planning permission, as well as demographic and household composition in each neighbourhood area whether urban or rural. This average household size has informed the population distribution as part of the settlement strategy informed by the Core Strategy, as set out in the next section.

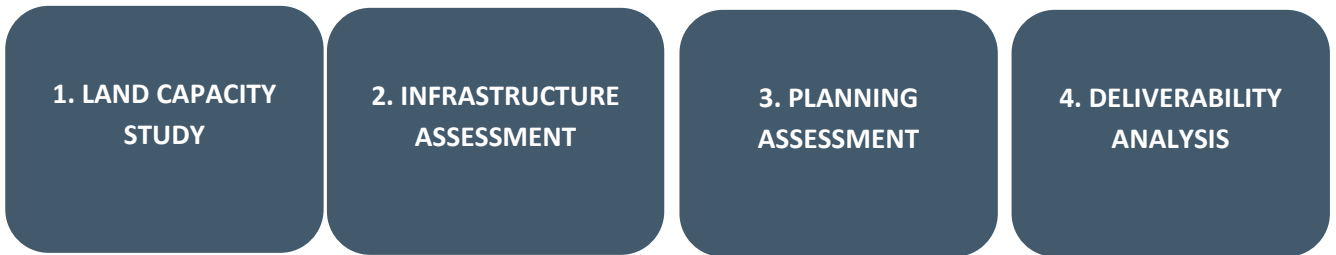


2.6 Core Strategy

This Section of the Chapter sets out the following three parts in preparation of the Core Strategy:

1. Land capacity - available land for development
2. The Planning, Infrastructure and Deliverability of available land
3. Proposed land for the Development Plan period

This Core Strategy section has been prepared in the Context of Sections: 2.3 (Statutory Context), 2.4 (National, Regional and Ministerial Planning Policy), and 2.5 (Population and Housing data) of this Chapter.



2.6.1 Land Capacity Study

The Development Plan is tasked with ensuring that sufficient and suitable land is zoned for residential use, or for a mixture of residential and other uses, to meet the requirements of the projected population and to ensure that a scarcity of such land does not occur at any time during the period of the development plan.

A Land Capacity analysis was carried out by the Planning Department to calculate the potential yield of undeveloped zoned land (RES, RES-N, TC, REGEN, VC, DC, LC and SDZ) under the 2016 - 2022 County Development Plan.

The capacity figure has been prepared in the context of Section 28 Ministerial Guidelines promoting higher densities, especially near existing and proposed public transport services as set out in the ‘Sustainable Residential Development in Urban Areas’ (2009), ‘Sustainable Urban Housing: Design Standards for New Apartments’ Guidelines and ‘Urban Development and Building Heights Guidelines for Planning Authorities’ (2018).

The potential yield of undeveloped lands excludes units built and units under construction since the previous capacity audit in 2015. Since then, 5,914 units have been built while 4,557 are under construction amounting to a total of 10,471 units. These figures form part of the Core Strategy Table 10 and formation of the settlement strategy discussed further in this Chapter.

Therefore, the total land capacity including long term development within the County is 1,039 hectares with capacity to accommodate: 44,472 residential units. This equates to an average 43 units per hectare.

Excluding those lands identified for strategic long-term development within SDZs and major regeneration sites, outside the Development Plan period (see below) allowable under Ministerial Circular, 2010⁶, the analysis estimates a potential for 23,730 units on 477 hectares of developable land within the lifetime of the Development Plan period. This equates to an average yield of 50 units per hectare.

Zoned land with extant permission not commenced (est. 6,517 units) has been recognised and factored into the Core Strategy figure. In considering such extant permissions a deliverability analysis has also been carried out and has informed the development of the Core Strategy.

The potential yield of undeveloped land in each settlement and neighbourhood area, identifying greenfield and brownfield lands, is contained within Table 9.

⁶ The Guidance Note on Core Strategies, DECLG (2010) outlines that “any excess (of lands or housing capacity) will not normally include lands identified for strategic long-term development as part of Strategic Development Zones or major regeneration sites within key areas”.

**Strategic Long Term Development Areas**

As indicated above, South Dublin has strategic long term development potential within the Strategic Development Zones (SDZs) and zoned regeneration areas. These areas provide a strategic quantum of development for South Dublin along existing and planned rail corridors which are identified as key residential and employment growth areas within the Metropolitan Area Strategic Plan. Table 8 below illustrates the full capacity of these lands:

Table 8: Total Land Capacity within Strategic Development Areas

Settlement	Strategic Development Zones (SDZs)	Overall Unit Capacity	Total Land (Hectares)	
			Brownfield	Greenfield
Dublin City and Suburbs (Within and Contiguous)	Adamstown SDZ Planning Scheme	5,240	0	80
	Clonburris SDZ Planning Scheme	7,730 - 11,098	0	252
	Naas Road lands	*	267	13
	Tallaght Local Area Plan (Regen Lands)	8,400 - 11,144	108	0
	Sub-Totals of SDAs	-	375 (51%)	345 (49%)
Totals		21,370 - 27,482	720	

* Final figure will be subject to the Naas Road Framework Plan.

Significant areas of these lands have been excluded from the land capacity over the Development Plan period except where it is considered a percentage of development can occur within that timeframe. Of the total capacity for the SDA lands, approximately 150 ha providing for more than 7,500 units has been identified as being deliverable over the Development Plan period and is included in the land capacity figures in Table 9. This figure for SDA lands is informed by an understanding of the pipeline and potential for housing delivery on Council owned lands, historical trends of housing delivery on SDA lands within South Dublin and by delivery of similarly designated sites within the region.

It is recognised that a wide range of elements can influence the deliverability of strategic long term development areas, including: Market viability, site assembly, public / private funding streams, timelines and funding for delivering physical infrastructure, and pressure for piecemeal sites coming forward.

Having regard to the numerous variants, the need for developing a plan-led approach to these strategic lands is critical to their successful growth in a manner which contributes towards Quality Design and Healthy Placemaking in line with the provisions of Chapter 5 of this plan. In this regard, SDZ schemes are in place for Adamstown and Clonburris. Tallaght Town Centre is subject to a Local Area Plan adopted in 2020. The Naas Road/ Ballymount lands form a significant landbank within South Dublin adjoining Dublin City Council. The development of the Naas Road lands, as noted under the RSES, is a medium to long-term infrastructure sequence with potential for residential development and more intensive employment/mixed uses. The development of this area requires significant investment and site assembly to enable the full development potential and is subject to a Strategic Framework Plan in collaboration with Dublin City Council. The full build out of these lands will take time, and ensuring it is plan-led is central to the successful development of the County and the wider region.

**CORE STRATEGY (CS) Policy 1: Strategic Development Areas**

Prioritise housing and employment growth within the identified residential and employment growth areas set out under the Metropolitan Area Strategic Plan.

CS1 Objective 1: Ensure a sustainable and plan led allocation of housing and employment growth within the Strategic Development Areas of South Dublin in line with the provisions of the MASP.

CS1 Objective 2: Support continued collaboration between infrastructure providers, state agencies and local authorities to inform cross sectoral investment plans and capital spending plans to accelerate the development of strategic development areas and secure the best use of public lands in the Dublin Metropolitan Area – consistent with RPO 5.1

CS1 Objective 3: Seek funding from appropriate sources, including central government funding mechanisms, to secure the delivery of National Strategic Outcomes for the Strategic Development Areas under the National Planning Framework, 2040 Ireland.

CORE STRATEGY (CS) Policy 2: Naas Road/Ballymount Regeneration lands

Deliver a development framework for the regeneration of the Naas Road lands in conjunction with Dublin City Council which underpins the strategic aims of the National Planning Framework and Regional Spatial Economic Spatial Strategy

CS2 Objective 1: To prepare a Local Area Plan or other appropriate mechanism for the zoned Regeneration (REGEN) lands at Naas Road/Ballymount to include the Local Centre zoning (LC) at Walkinstown. The LAP or equivalent will provide a framework for the sequential and phased development of the lands, integrating sustainable transport, land use and blue and green infrastructure. The spatial planning of the area will be informed by the Naas Road Framework until such time as a Statutory Plan is in place.

CS2 Objective 2: Facilitate a co-ordinated approach and vision to any future sustainable development of the Naas Road Framework area in consultation with Dublin City Council, all relevant stakeholders including the local community, and ensure that the needs of the existing and new community will be met, and the provision of necessary community and physical infrastructure is delivered in tandem with any new development.

CS2 Objective 3: Planning applications for residential use in the Naas Road / Ballymount lands shall be subject to a Strategic Framework Plan for the area being in place.



Land Capacity and Zoning Requirements

Excluding lands identified for strategic long-term development that will happen beyond the timescale of this Development Plan within SDZs, and major regeneration sites (allowable under Ministerial Circular, 2010), there is potential for 23,730 units on 477 hectares of developable land within the lifetime of the Development Plan period. The breakdown of the capacity per neighbourhood area and settlement and analysis of capacity against housing need is set out under Table 9 below.

Based on the housing capacity of existing undeveloped zoned land in South Dublin, there is no requirement to zone additional land to serve the needs of population and housing targets set by the Ministerial Guidelines and the NPF Roadmap described under Sections: 2.3 (Statutory Context), 2.4 (National, Regional and Ministerial Planning Policy), and 2.5 (Population and Housing data) of this Chapter.





Table 9: Capacity of undeveloped lands within South Dublin

Settlement Type	Settlement Name	Residential (HA)		Residential (Units)		Mixed-Use (HA)		Mixed-Use (Units)		Total Potential (HA)	Total Potential (Units)
Dublin City and Suburbs	Tallaght	22.5	0	661	0	0	28.13	0	2,902	50.7	3,563
	Naas Road	0	0	0	0	0	21.73	0	1,123	21.73	1,123
	Templeogue, Walkinstown, Rathfarnham, Firhouse	97.02	0	4,222	0	0	11.88	0	890	108.9	5,112
	Clondalkin, Clonburris and Grange Castle	4.05	10.84	286	798	73.31	17.62	2,744	1,355	105.82	5,183
	Lucan, Adamstown, Palmerstown	5.92	0.36	464	20	52.6	16.93	1,748	1,226	75.81	3,458
	Citywest	45.94	2.64	2,604	159	2.45	2.25	245	135	53.28	3,143
Sub-total of Dublin City and Suburbs		175.5	13.84	8,237	977	128.36	98.54	4,737	7,631	416.2	21,582
Self-Sustaining Town	Saggart	5.77	0.27	202	10	0	1.13	0	39	7.17	251
Self-Sustaining Growth Towns	Newcastle	22.79	1.42	797	50	0	1.12	0	39	25.33	886
	Rathcoole	24.47	1.13	820	39	1.94	0	0	68	27.54	927
Sub-total of Towns		53.03	2.82	1,819	99	1.94	2.25	0	146	60.04	2,064
Sub-total of urban area		228.5	16.66	10,056	1,076	130.3	100.7	4,737	7,777	477	23,730
Combined Totals		245		11,132		231		12,514			
A – Total Capacity South County Dublin										477	23,730
B - Housing Need for South Dublin (2017 – Q3 2028)										-	23,731
C - Completed Units (2017 – 2021)										-	5,914
D – Housing Need for South Dublin (2021 – 2028) (B minus C)										-	17,817
E - Units under construction (Estimated from Feb 2021)										-	4,557
F - Net Housing Need for South Dublin (2021 – 2028) (D minus E)										-	13,260
G – Surplus (A minus F) across Tier 1 and Tier 2										-	10,470
Greenfield sites											
Brownfield sites											

Note: Rural housing and population growth has not been included within the land capacity figure but has been considered in the context of the rural settlement strategy policy and past trends in order to inform the Core Strategy.



Image of Land Capacity sites

The below map illustrates the extent of the total housing capacity sites of 44,472 on 1,039 Hectares on available already zoned land.

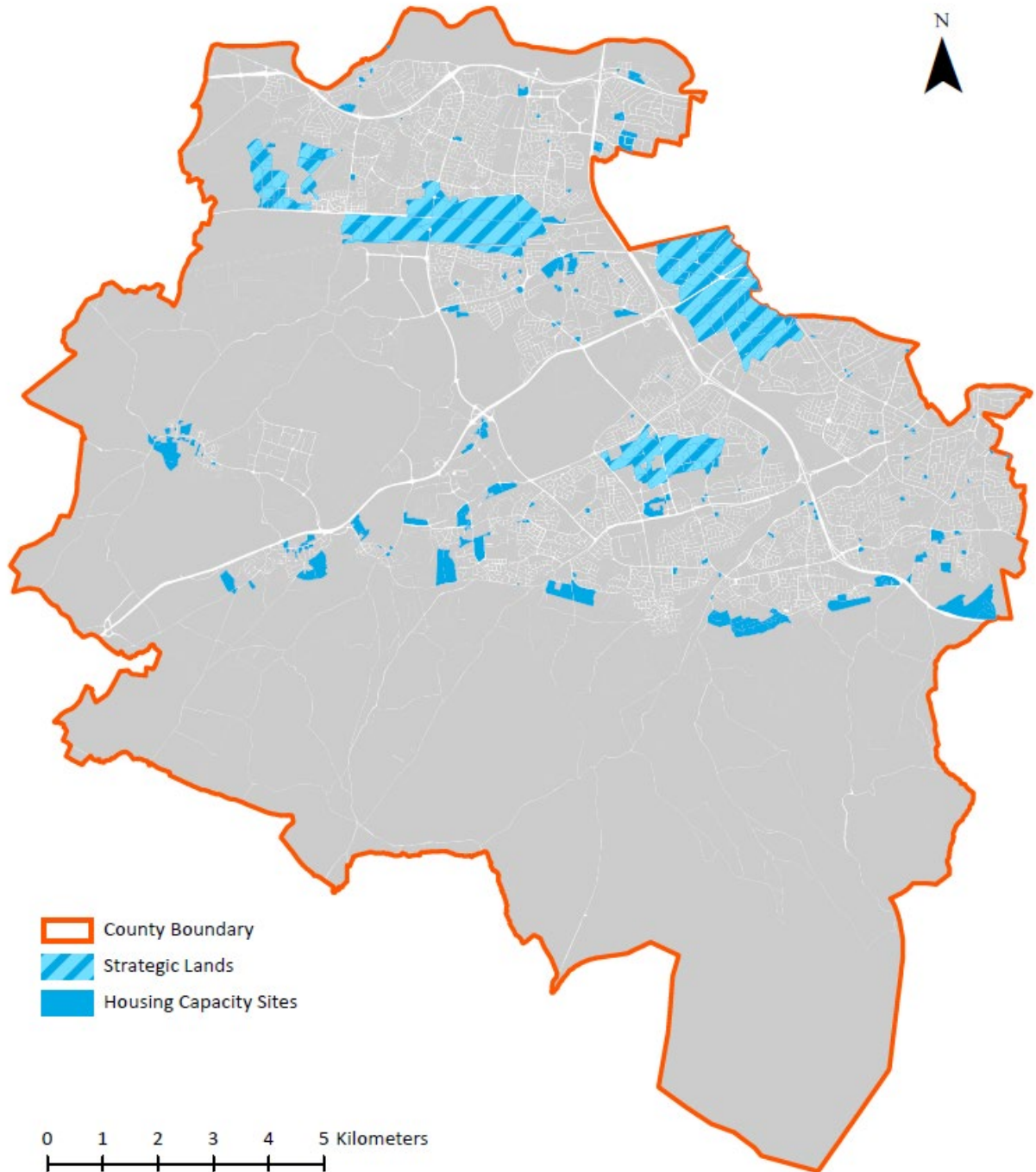


Figure 9: Housing Capacity Sites



As set out above, there is a Housing Need for 13,260 new homes up to 2028 as the additional need up to 17,817 homes will be met by homes identified as being under construction. The following sections examine the suitability of lands capable of delivering these 13,260 new homes over the lifetime of the Development Plan period.

2.6.2 Tiered Approach to Land Zoning

An Infrastructural Assessment of the available developable lands was undertaken guided by the requirements under NPO 72a of the NPF. Further detail of the assessment is set out under Appendix 2A of the Development Plan.

NPO 72a requires Planning Authorities to apply a standardised, tiered approach to differentiate between; i) zoned land that is serviced; and ii) zoned land that is serviceable within the life of the Plan (Appendix E of the National Planning Framework, 2040).

The infrastructural assessment determined that all existing zoned lands with potential to deliver homes could be categorised as either Tier 1 or Tier 2 lands in line with the NPF criteria capable of facilitating a potential total of 23,730 units.

Tier 1 lands have the potential to accommodate: 11,597 units on c.196 hectares and Tier 2 lands have the potential to accommodate: 12,133 units on c.281 hectares.

Following from the above it is noted that the NPF specifically discusses the prioritising of development lands and states that there are many other planning considerations relevant to land zoning beyond the provision of basic enabling infrastructure including overall planned levels of growth, location, suitability for the type of development envisaged, availability of and proximity to amenities, schools, shops or employment, accessibility to transport services etc.

It is set out that weighing up these factors, together with the availability of infrastructure, will assist planning authorities in determining an order of priority to deliver planned growth and development.

2.6.3 Planning Analysis

Having established all existing lands zoned within the County fall within Tier 1 or Tier 2 and to inform an order of priority to deliver planned growth and development in line with the NPF, a further planning analysis was carried out. This assessed existing zoned lands in respect to their ability to contribute towards National Strategic Outcomes relating to compact growth, enhanced regional accessibility, sustainable mobility, climate action and a transition to a low carbon and climate resilient society. (Appendix 2A refers).

Of the 477 hectares of existing zoned lands, (which excludes those lands identified as long-term strategic lands within the SDAs), 343 ha capable of delivering 16,992 units achieved a high planning score and 134 Ha capable of delivering 6,738 units received a medium to high planning score.

The result of this further planning assessment indicates that all lands currently zoned and identified as being capable of delivering residential development within the County where capable of contributing in a positive manner to the achievement of the above NSO's.



2.6.4 Deliverability Analysis

As set out above, all existing zoned lands within the County were either Tier 1 or Tier 2 and were capable of contributing towards the achievement of the considered NSO's. Consideration is also given to ensuring that the delivery of housing to meet the needs of current and future population in line with national targets during the course of the plan period can be sustainably achieved.

In this regard the balance between the deliverability of units and avoiding an overly rigid identification of specific capacity lands forms a key part of the Core Strategy. The approach taken considers the need to promote compact growth in a balanced way within each neighbourhood area according to their role and function within the settlement hierarchy.

To achieve this objective a prioritised level of growth of undeveloped land (excluding units/land under construction) for each Neighbourhood Area based on past construction and deliverability was applied with a focus on the SDAs identified under the MASP; amounting to 9,439 units representing a total of 71% of units being within the SDZs and Regen Lands (57% at 7,616) and within Fortunestown (14% at 1,823). In addition, a further allocation of 3,075 (23%) has been provided for within the Dublin City and Suburbs settlement of undeveloped land, excluding land under construction. This facilitates the delivery of a total of 12,514 units, or 94% of the county's growth which exceeds the requirements of NPO 3b and RPO 3.2. The remaining balance has been allocated to the three settlements: Saggart, Newcastle and Rathcoole totalling 746 units (6%), providing for an overall total allocation of 13,260 units. In addition to the units under construction this provides for the supply target of 17,817 units over the course of the Plan.

The Council is actively engaged with social and affordable housing delivery and has a strong supply pipeline which will be delivered over the Development Plan period and provide for a significant proportion of the annual housing targets for the County. However, in terms of deliverability from a private development perspective, the following factors have been considered:

- 94% of the allocated unit growth is within Dublin City and suburbs with approximately half of allocated lands identified as brownfield. Such lands can present challenges in terms of contaminated sites, landownership and site assembly, phasing and sequencing.
- The housing data and trends within the County indicate that approximately half (51%) of sites with permission are activated at any given time while the remaining may take time to commence based on a range of factors (e.g. raise funding, potential market changes) or that permissions may not be implemented at all during their lifetime.
- Larger developments (SHDs) comprise a significant element of permitted units throughout the County and delivery has been limited to certain neighbourhood areas to date.

This presents a challenge which the Council is closely monitoring and in recognition of the above, a flexible approach to provide for delivery has been incorporated into the Plan through Objective CS3 Objective 3. This will ensure an adequate supply of suitable lands come forward to complement the Council's supply pipeline and achieve the housing supply targets.

Therefore, while the County has an excess of zoned land required to deliver the supply targets this is considered necessary to facilitate a choice in sites that come forward recognising that not all sites may be available within the plan period. The analysis carried out identified that such lands are serviced (Tier 1) and/or serviceable (Tier 2) and achieve a medium to high planning score. As a result, they have the potential to contribute towards sustainable development, ensuring that any obstacles to delivery in one area or site can be overcome by provision within another site or area. This will ensure sufficient lands are available to meet the supply targets identified.

Key to ensuring this flexible approach and alignment with National and Regional Planning Policy is the Council's Active Land Management objective to monitor construction and planning activity throughout the County at a settlement level as outlined under section 2.6.7: Monitoring of Growth / Active Land Management of this Chapter. The Core Strategy figures for each neighbourhood area serve as a benchmark for monitoring to ensure compliance with National and Regional figures.



2.6.5 Core Strategy – 2022 – 2028 Development Plan

Table 10 sets out the Core Strategy for the 2022 – 2028 Development Plan. Figure 11 represents a diagrammatic map of the Core Strategy.

In line with the above, the Core Strategy figures set out in Table 10 factor in built units alongside sites under construction, sites with planning permission but not commenced, a proportion of deliverable units within the strategic long-term development areas (SDZs and Regen lands which may include Tier 2 lands in areas such as Clonburris where funding to service such lands has been allocated) and sites allocated government funding.

Growth was allocated based on an estimated year on year unit delivery within each Neighbourhood Area based on the considerations set out above.

This has been guided by the housing capacity of existing undeveloped zoned land in South Dublin, the needs for Housing units by the Ministerial Guidelines and other Planning policy documents set out under Sections: 2.3 (Statutory Context), 2.4 (National, Regional and Ministerial Planning Policy), 2.5 (Population and Housing data), 2.6 (Core Strategy) of this Chapter.



Table 10: Core Strategy Table 2022 – 2028

Settlement Type	Neighbourhood Area / Settlement Name	2016 persons	2016 units & share (%)	Estimated Built 2016 to Q4 2020 and share (%)	Total Land (HA) 2021 - 2028	Total Housing (Units) 2021 – 2028 and share (%)	Total 2028 units and share (%)	Target 2028 persons and share (%)	Population Growth from 2016 persons No. (%)
Dublin City and Suburbs	Tallaght	71,350	24,080 (25%)	700 (12%)	42.54	2,000 (11%)	26,780 (22%)	76,525 (24%)	+5,175 (7%)
	Naas Road	1,384	396 (0.4%)	15 (0%)	20.02	1,010 (6%)	1,421 (1%)	3,349 (1%)	+1,965 (142%)
	Templeogue, Walkinstown, Rathfarnham, Firhouse	78,166	28,503 (30%)	1,750 (30%)	55.91	1,953 (11%)	32,206 (27%)	85,264 (26%)	+7,098 (9%)
	Clondalkin, Clonburris and Grange Castle	44,500	14,869 (16%)	200 (3%)	122.3	5,385 (30%)	20,454 (17%)	55,206 (17%)	+10,706 (24%)
	Lucan, Adamstown, Palmerstown	59,000	19,069 (20%)	1,625 (28%)	93.83	3,322 (19%)	24,039 (20%)	68,483 (21%)	+9,483 (16%)
	Citywest	8,238	2,503 (3%)	1,164 (20%)	78.52	2,833 (16%)	6,502 (5%)	15,900 (5%)	+7,662 (93%)
Sub-Total		262,638	89,420 (94%)	5,454 (93%)	413	16,503 (93%)	111,402 (93.7%)	304,726 (93%)	42,088 (+16%)
Self-Sustaining Town	Saggart	3,133	1,142 (1%)	85 (1%)	3.57	96 (0.5%)	1,323 (1%)	3,531 (1%)	+398 (13%)
Self-Sustaining Growth Towns	Newcastle	3,093	1,109 (1%)	100 (2%)	32.66	638 (3.6%)	1,847 (2%)	5,039 (2%)	+1,946 (63%)
	Rathcoole	4,351	1,599 (2%)	250 (4%)	24.43	580 (3%)	2,429 (2%)	6,409 (2%)	+2,058 (47%)
Sub-Total of Towns		10,577	3,850 (4%)	435 (7%)	60.65	1,314 (7%)	5,599 (5%)	14,979 (5%)	+4,402 (42%)
Urban Aggregate		273,215	93,270 (98%)	5,914	474	17,817 (100%)	117,001 (98.3%)	319,705 (98%)	+46,491 (17%)
Aggregate Rural Area		5,552	1,622 (2%)	0	0	0	1,622 (2%)	5,579 (2%)	+27 (+0.5%)
South Dublin Totals		278,767	94,892	5,914	474	17,817	118,623	325,285	46,518 (+16.7%)

* Percentages are rounded to the nearest whole number.

Note: The allocation for Rural Housing and Population growth is based on new housing delivery over the previous plan period and will be managed through the rural settlement policy.

Note: Estimated built units taken from the Housing Task force data which was cross referenced against the CSO figures to determine the Neighbourhood share.

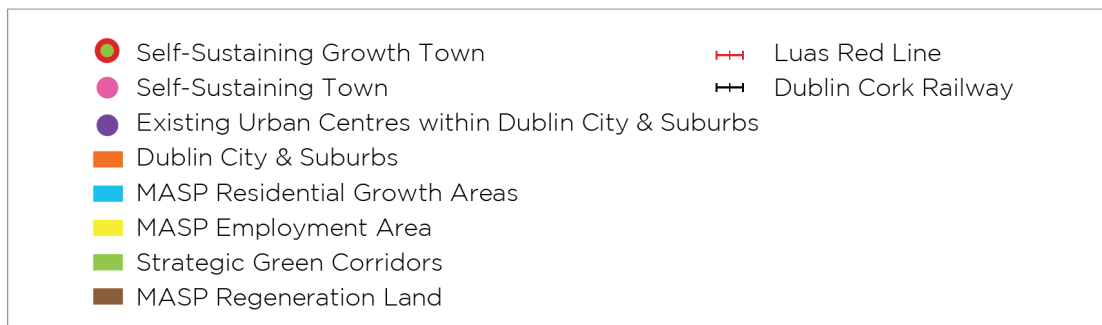


Figure 10: South Dublin County Core Strategy Map 2022 – 2028



Infographic information

Capacity of the Plan Period



23,730 Homes



on 476 Hectares of Land

Homes Built 5,914



Homes Under Construction 4,557



Dublin City & Suburbs

+21,957 units

(93% of total housing units) consistent with NPO 2a, 3a, 3b and RPO 3.2



Population Growth +42,088

(90.5% of total population) consistent with NPO 2a, 3a, 3b and RPO 3.2



Saggart



New Homes within or contiguous to the settlement boundary:

+181 (100%)

consistent with NPO 3a, NPO 3c, RPO 3.2



Population Growth

+13% in line with NPO 7 and NPO 9



Newcastle



New Homes within or contiguous to the settlement boundary:

+830 (100%)

consistent with NPO 3a, NPO 3c, RPO 3.2

Population Growth in line with NPO 7 and NPO 9 +63%

New Homes within or contiguous to the settlement boundary:

+738 (100%)

consistent with NPO 3a, NPO 3c, RPO 3.2



Rathcoole



Population Growth

+47% in line with NPO 7 and NPO 9





2.6.6 Housing Strategy

South Dublin County's Housing Strategy and Interim HNDAs 2022 - 2028 has been prepared and is contained in Appendix 11 of this written statement. This supports and guides the policies set out under Chapter 6: Housing.

The Housing Strategy is based on the overall population and housing land requirements set out in the Core Strategy and is informed by prevailing National and Regional Planning and Housing policy including Age Friendly Guidance.

The Strategy recognises the ageing demographics throughout the County. The Council's approach to addressing the changing demographic is set out through various measures, including: mix of house types, tenures, adaptable, universal designed homes and delivery of projects that are required to serve the needs of the County's current and projected population and age profile. The measures aim to maximise the efficiency of existing housing stock through the promotion of right sizing, measures to address housing segregation; and mechanisms to provide social housing.





2.6.7 Monitoring of Growth / Active Land Management

As set out in Table 9, South Dublin has a physical excess of zoned lands to meet the population and housing targets set out under national and regional policy. These lands are located, for the most part, within existing built-up areas in Dublin City and Suburbs and will, therefore, support compact growth.

The Core Strategy strikes a balance between having a physical excess of zoned lands and being able to deliver new development to meet the needs of the Citizens. The deliverability analysis, outlined above, has sought to address this by recognising that in an urban environment, there will be market constraints to delivery at any given time. However, anticipating the market and delivery of specific sites is not an exact science. In this regard, a degree of flexibility has been built into the distribution of the housing and population targets, in line with national and regional policy, to ensure an adequate supply to meet demand.

This flexibility requires close monitoring of housing delivery, taking account of the function of each settlement. For monitoring at a settlement scale, the policy of this plan is to monitor each settlement, with Dublin City and Suburbs settlement as one area, with options to transfer a portion of the allocated units from one neighbourhood area to another, subject to considering a number of key criteria during the lifetime of the Development Plan. This enables for flexibility in terms of locating new housing and allows time to lapse for planning permissions which have not delivered.

Equally, the Council will actively pursue active land management measures provided under legislation, to ensure that land hoarding is discouraged, and that development potential is released through available mechanisms and initiatives including through central or other funding. The measures are discussed in the following sections.

CORE STRATEGY (CS) Policy 3: Monitoring Population and Housing Growth

Promote and facilitate housing and population growth in accordance with the overarching Core Strategy to meet the needs of current and future citizens of South Dublin.

CS3 Objective 1: Ensure that sufficient zoned land is available to satisfy the housing and population requirements of the County, as set out under the Ministerial Guidelines for Housing Supply and the Regional Spatial and Economic Strategy, over the lifetime of the Plan.

CS3 Objective 2: Implement a robust monitoring process for housing delivery for each neighbourhood area and settlement within the County.

CS3 Objective 3: To provide for flexibility in achieving the housing supply targets and meeting housing demand, the Council will consider the re-distribution of housing and population figures within the settlement and Neighbourhood Areas. In this regard, where a site greater than 0.25ha has the potential to exceed the allocation for a particular Neighbourhood Area as set out under Core Strategy Table 10, the applicant shall demonstrate to the Planning Authority that the necessary social and physical infrastructure is in place or can be provided as part of the application to accommodate the proposed development.

The Council will monitor the delivery of housing units to ensure general compliance with the Core Strategy and housing supply targets for the County and to inform the redistribution potential outlined above.

CS3 Objective 4: Maintain and further expand the database of greenfield, brownfield and infill sites as part of the active land management process.



Vacant Sites

Vacant development sites are both a challenge and an opportunity for the County to provide additional housing, employment and other uses. Active land management, including the implementation of the vacant site levy, is key to realising the vision and objectives of the Core Strategy.

The Urban Regeneration and Housing Act 2015 provides for a levy to be applied on vacant sites in residential and regeneration zoned lands, which are suitable for housing but are not coming forward for development. The Act sets out two classes of land in which the levy may apply:

Residential land, under Section 10 (2)(a) and Section 10(2)(h) of the Planning Act 2000 (as amended).

In accordance with the Urban Regeneration and Housing Act 2015, it is a key pillar of the Development Plan to promote the appropriate development and renewal of areas that are in need of regeneration, identified having regard to the Core Strategy, in order to prevent:

- adverse effects on existing amenities in such areas, in particular as a result of the ruinous or neglected condition of any land;
- urban blight and decay;
- anti-social behaviour or
- a shortage of habitable houses or of land suitable for residential use or a mixture of residential and other uses.

In a similar manner, Derelict Sites can have a negative impact on the social, visual and commercial aspects of a neighbourhood. The Council will investigate reports of dereliction and take relevant action, in accordance with the Derelict Sites Act 1990 (the Act), in an effort to have the dereliction abated and ensure re-use of existing urban lands throughout the County.

Compulsory Purchase Orders

Where the context so requires, the use of Compulsory Purchase Orders (CPOs) will be pursued under the relevant legislation, for the betterment of the community as part of Active Land Management measures.

Funding

To secure the delivery of National Strategic Objective 1: Compact Growth, Project Ireland 2040 established two tailored funding mechanisms which the Government has committed to providing. The Rural Regeneration and Development Fund (RDF) supports rural renewal for suitable projects in towns and villages with a population of less than 10,000, and outlying areas. The Urban Regeneration and Development Fund (URDF) supports compact sustainable development, through the regeneration of cities and large towns.

It will be an objective of the Council to continue to avail of opportunities to draw down such funding to unlock strategic development lands and compact forms of development.



CORE STRATEGY (CS) Policy 4: Active Land Management

Facilitate the re-use and regeneration of vacant sites and landbanks through various measures to promote compact urban growth in line with the Core Strategy.

CS4 Objective 1: Implement the Vacant Site Levy for vacant development sites, as appropriate, in the County and continue to make publicly available a register of vacant sites, as set out in the Urban Regeneration and Housing Act 2015 (or any superseding Act).

CS4 Objective 2: Promote the delivery of residential development through active land management measures and a co-ordinated planned approach to developing appropriately zoned lands at key locations, including regeneration areas, vacant sites and under-utilised areas.

CS4 Objective 3: Seek, where the context requires for compact growth and for the benefit of the common good, to deliver development through the compulsory purchase of land as part of active land management.

CS4 Objective 4: Secure funding from appropriate sources, including central government funding mechanisms, to secure the delivery of National Strategic Outcomes under the National Planning Framework, 2040 Ireland.



2.6.8 Employment Lands

The Guidance Note on Core Strategies (2010) states that Planning Authorities should undertake an appropriate level of analysis to ensure that sufficient lands are identified for employment purposes at suitable locations, taking proper account of national planning policies.

The employment strategy is informed by an evidence-based approach which considers both existing land use zoning for employment purposes, and the requirement for additional employment lands based on population and employment growth assumptions.

South Dublin is an integral part of the Dublin region, a city region of international scale and importance. There is a flow of employees across the various counties of the Eastern and Midlands Region and industries tend to cluster based on geographical characteristics, with Dublin City centre serving as the commercial core.

In South Dublin, economic activity is focused into employment lands that are proximate to key centres of population and into the main urban centres. Chapter 9 Economic Development and Employment of this plan, which includes the retail strategy, continues to promote the location of employment to such centres and through policies and objectives encourage and support the economic development of the County in a sustainable and climate friendly manner.

To attract new FDI to the county along with other indigenous investment, there is a need for a sufficient supply of high-quality, marketable, serviced lands and premises. The identification of the existing availability of such sites and the future requirement for same is key to the future economic development of the County. South Dublin has not sought to 'over zone' lands and has carried out analysis to ensure that an adequate, varied and flexible range of lands are available. Research which informed this Plan is available as an accompanying document to the Development Plan.

Baseline Analysis

In terms of available lands for development of employment, SDCC carried out an analysis of available lands which have potential to generate jobs. Based on this analysis, there is a total capacity to develop 624 hectares to facilitate further jobs made up of:

- 554Ha of '*enterprise and employment zoned lands*';
- 55Ha of 'Local, Village, District and Town Centres';
- 7.6Ha of Employment generating lands within Strategic Development Zones;
- 5.8Ha designated 'Major Retail Centre': and
- 1.2Ha on 'Retail Warehousing'.

Based on an assessment of employment on existing land zoned, there is potential for 31,824 jobs assuming an average of 51 jobs per hectare. In addition to the above, there is 425Ha of Regeneration land forming part of the Tallaght Town Centre LAP and the Naas Road area, while currently providing a relatively low density of employees to land area, provide significant scope for the re-intensification to accommodate higher density employment through a mix of uses and providing a more compact and efficient urban form.



Employment Projections

In line with the RSES and NPF, the Eastern Midlands Region will accommodate approximately 320,000 additional people at work⁷ from 1 million in 2016 to 1.34 million people by 2040. In 2016, South Dublin represented 11.8% (118,002/1,000,805) of the regions' resident workforce.

In forward planning the jobs required during the lifetime of the Plan, South Dublin worked in conjunction with the National Transport Authority in preparing projected jobs within the County up to 2040. In line with the National Planning Framework and jobs growth under the Governments 50:50 City Scenario, it is anticipated that South Dublin County will need to cater for an additional 36,678 jobs up to 2040. This equates to an average year on year growth of 1,528 jobs a year over a 24-year period. Applying this average growth up to 2028, equates to an additional 18,336 jobs (+22%) to a total of 102,963 jobs. Table 12 sets out these figures.

Table 11: Employment Projections for South Dublin 2016 - 2028

	2016	2028	growth (No.)	growth (%)	Year on Year Average Increase
Jobs	84,627 ⁸	102,963	+18,336	+22%	1,528

Based on the need to provide additional jobs in the County and maintain existing jobs through the potential re-location of some business from the current brownfield regeneration lands at Tallaght and Naas Road, the available capacity of employment lands is considered sufficient to meet the needs for the Development Plan period.

CORE STRATEGY (CS) Policy 5: Lands for Employment

Ensure that sufficient serviced lands continue to be available in the right place for employment generation over the lifetime of the Development Plan.

CS5 Objective 1: To focus high intensity employment generating uses around high-capacity public transport nodes.

CS5 Objective 2: To ensure that, insofar as possible, space extensive enterprise is located on lands which are outside the M50 and which do not compromise labour intensive opportunity on zoned lands adjacent to public transport.

CS5 Objective 3: To support mixed use employment activities in our urban areas in accordance with the settlement and retail hierarchies.

CS5 Objective 4: To monitor and further develop the database of employment lands within the County.

⁷ Section 6.1 of the Regional Spatial Economic Strategy and NPO 1c of the National Planning Framework

⁸Source: EMRA - Socio-Economic Evidence Baseline Report, available at: <https://emra.ie/dubh/wp-content/uploads/2017/12/EMRA-Economy-and-Employment.pdf>





2.7 Settlement Strategy

South Dublin's Settlement Strategy is guided by the policy framework set out at National and Regional levels. It seeks the consolidation of the existing urban footprint, focusing population and jobs primarily within our urban centres, towns and villages consistent with NPO 3a, 3b and 3c of the NPF. The Development Plan recognises that there is a need to successfully respond to the ever-changing demands, pressures and expectations for our urban fabric, prioritising the most efficient use of existing social and physical infrastructure. In doing so, promoting mixed-use compact growth will create a more resilient, healthy, and liveable environment which positively influences the quality of people's lives.

This development plan provides a neighbourhood led focus that looks towards creating well designed successful and sustainable communities that will support vibrant places to live, work, visit, socialise and invest in. The Neighbourhoods within the overall settlement strategy is set out below and discussed in turn under Sections 2.7.1 and 2.7.2 of this Chapter.

The function and role of each settlement within the County is set out under Section 2.7. The targeted population distribution proposed by the Development Plan Core Strategy for each settlement is set out under Table 13. Dublin City and Suburbs settlement is targeted to grow by 42,088 persons or 16% up to 2028 from 2016. This growth amounts to 90.5% of the total population growth for South Dublin in 2028 while the allocated housing for the settlement represents 93% of the total growth. Both figures exceed the minimum requirement of 50% population and housing growth in accordance with NPO 2a, 3a, 3b and RSO 3.2.

Table 12: Core Strategy - Population Allocation up to 2028

Settlement Type	Settlement Name	Census 2016	Existing Pop share (%)	Growth up to 2028	Share of Growth (%)	Growth as proportion of 2016 population	2028 Population (No.)	Proposed Pop share (%)
Urban Aggregate Area		273,215	98%	46,491	99.94%	17.02%	319,705	98.3%
Dublin City and Suburbs⁹	South Dublin DC and S	262,638	94.2%	42,088	90.5%	16%	304,726	93.7%
Self-Sustaining Town	Saggart	3,133	1.1%	398	0.9%	12.7%	3,531	1.1%
Self-Sustaining Growth Towns	Newcastle ¹⁰	3,093	1.1%	1,946	4.2%	63%	5,039	1.5%
	Rathcoole ¹¹	4,351	1.6%	2,058	4.4%	47%	6,409	2%
Aggregate Rural Area		5,552	2%	27	0.1%	0.5%	5,579	1.7%
South Dublin County		278,767	100%	+46,518	100%	16.7%	325,285	100%

The housing and thus population growth for the smaller settlements (Saggart, Newcastle and Rathcoole) reflects the current construction activity, extant planning permissions and sites funded by central government. The growth in these towns has regard to NPO 7 and NPO 9 of the NPF. In recognition of the

⁹ Dublin City and Suburbs figure relates to lands within and contiguous to the CSO defined boundary based on the latest Census data.

¹⁰ Newcastle, Rathcoole and Saggart figures relate to the lands within and contiguous to the CSO defined boundary.

¹¹ The population figures recognise planning permissions under construction and permission not yet commenced.



anticipated growth envisaged for Newcastle and Rathcoole, the Development Plan has been supported by a settlement-based analysis in line with the RSES Appendix A. This identifies the assets in each settlement and opportunities to ensure further growth is provided for in tandem with social and physical infrastructure. In line with National and Regional policy, the rate of growth planned within these settlements is expected to facilitate opportunities for the delivery of required social and physical infrastructure to meet demand and in line with the settlements characteristics.

Table 13: RSES Settlement Hierarchy relating to South Dublin County Council

Level	Settlement Typology	Description	South Dublin	South Dublin County Neighbourhood Areas
1	Dublin City and Suburbs	International business core with a highly concentrated and diversified employment base and higher order retail, arts, culture and leisure offer. Acts as national transport hub with strong inter and intra-regional connections and an extensive commuter catchment.	Palmerstown, Lucan, Clondalkin, Tallaght, Templeogue, Ballyroan, Ballycullen, Ballyboden, Knocklyon, Edmondstown, Firhouse, Ballycullen and parts of Greenhills, Walkinstown, Terenure and Rathfarnham, and Citywest area.	Naas Road
				Firhouse /Templeogue /Walkinstown /Rathfarnham
				Tallaght
				Lucan/ Palmerstown (Including Adamstown/ and Environs)
				Clondalkin/ Clonburris/ Grangecastle and Environs
				Citywest Area within the wider Citywest/Saggart/ Newcastle/Rathcoole NA
4	Self-Sustaining Growth Towns	i) Self-Sustaining Growth Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.	Rathcoole Newcastle	Newcastle/ Saggart/ Rathcoole/ Citywest
	Self-Sustaining Towns	ii) Self-Sustaining Towns with high levels of population growth and a weak employment base which are reliant on other areas for employment and/or services and which require targeted ‘catch up’ investment to become more self-sustaining.	Saggart	Newcastle/ Saggart/ Rathcoole/ Citywest
5	Towns and Villages	Towns and villages with local service and employment functions.	None identified in South Dublin.	
6	Rural	Villages and the wider rural region.	Rural area	Uplands Rural Area

In accordance with the principles of sustainable development, and NPO 3b of the NPF; future growth within the County will be prioritised in the Dublin City and Suburbs area first to encourage population growth close



to existing and planned employment, services, key transport infrastructure and local amenities. This will ensure a critical mass of people to continue the viability of such services. In this regard, higher densities should be applied to Dublin City and Suburbs settlement with a graded reduction in the lower tier settlements in line with prevailing Ministerial Guidelines.

The smaller towns in the County have increased substantially in population over the 10-year period up to 2016. This development plan will encourage sustainable forms of development in accordance with NPO 7 and 9 within these settlements, by focusing on the development of main streets and lands closest to the town core in line with NPO 3c to create vibrant areas while supporting the surrounding rural hinterland.

The strategic role, function and corresponding development objectives for each settlement are set out below. Settlement growth is guided by the overarching principles of: Climate Change; Quality Design and Healthy Placemaking. Chapter 12 Neighbourhood Areas outlines how each area functions within the overall settlement hierarchy and detail the key policies and objectives which will contribute towards achieving the aim of creating successful and sustainable neighbourhoods within the County.

The policies and objectives set out below relate to the principles of development expressed as the County Settlement Hierarchy and the role of each settlement in accommodating future growth in line with National and Regional policy. The following chapters within the Plan set out how development can achieve these principles through integrated land use transportation/mobility, good quality housing, community infrastructure provision, environmental considerations and wider infrastructure needs.

CORE STRATEGY (CS) Policy 6: Settlement Strategy - Strategic Planning Principles

Promote the consolidation and sustainable intensification of development within the urban settlements identified in the settlement hierarchy.

CS6 Objective 1: Implement the Growth Strategy detailed in the RSES in particular the delivery of sustainable growth in the Metropolitan Area through the Dublin Metropolitan Area Strategic Plan. (Consistent with RPO 3.1)

CS6 Objective 2: Promote compact growth and support high quality infill development in existing urban built-up areas by achieving a target of at least 50% of all new homes within or contiguous to the built-up area of Dublin City and Suburbs (Consistent with NSO 1, RSO 2, NPO 3b and RPO 3.2)

CS6 Objective 3: Promote compact growth and support high quality infill development in existing urban built-up areas, outside Dublin City and Suburbs, by achieving a target of at least 30% of all new homes within or contiguous to the CSO defined settlement boundaries (Consistent with NPO 3b and RPO 3.2)

CS6 Objective 4: Promote higher densities (50+ units per hectare) subject to meeting qualitative standards at appropriate locations, in urban built-up areas, especially near urban centres and/or high-capacity public transport nodes in line with prevailing Section 28 Ministerial Guidelines.

CS6 Objective 5: Design future development in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.

CS6 Objective 6: Support, through the compact growth model in the Core Strategy and settlement strategy, the transition to a climate resilient, biodiversity-rich, environmentally sustainable and carbon neutral economy by 2050.



2.7.1 Dublin City and Suburbs

The Dublin City and Suburbs settlement is the only nationally and regionally defined settlement within South Dublin. The total area of the settlement covers 319 square kilometres taking in the four Dublin Local Authorities. For South Dublin, it is home to 262,638 persons or 94% of the population (CSO, 2016) and is targeted to accommodate more than 92% of South Dublin’s population growth up to 2028.

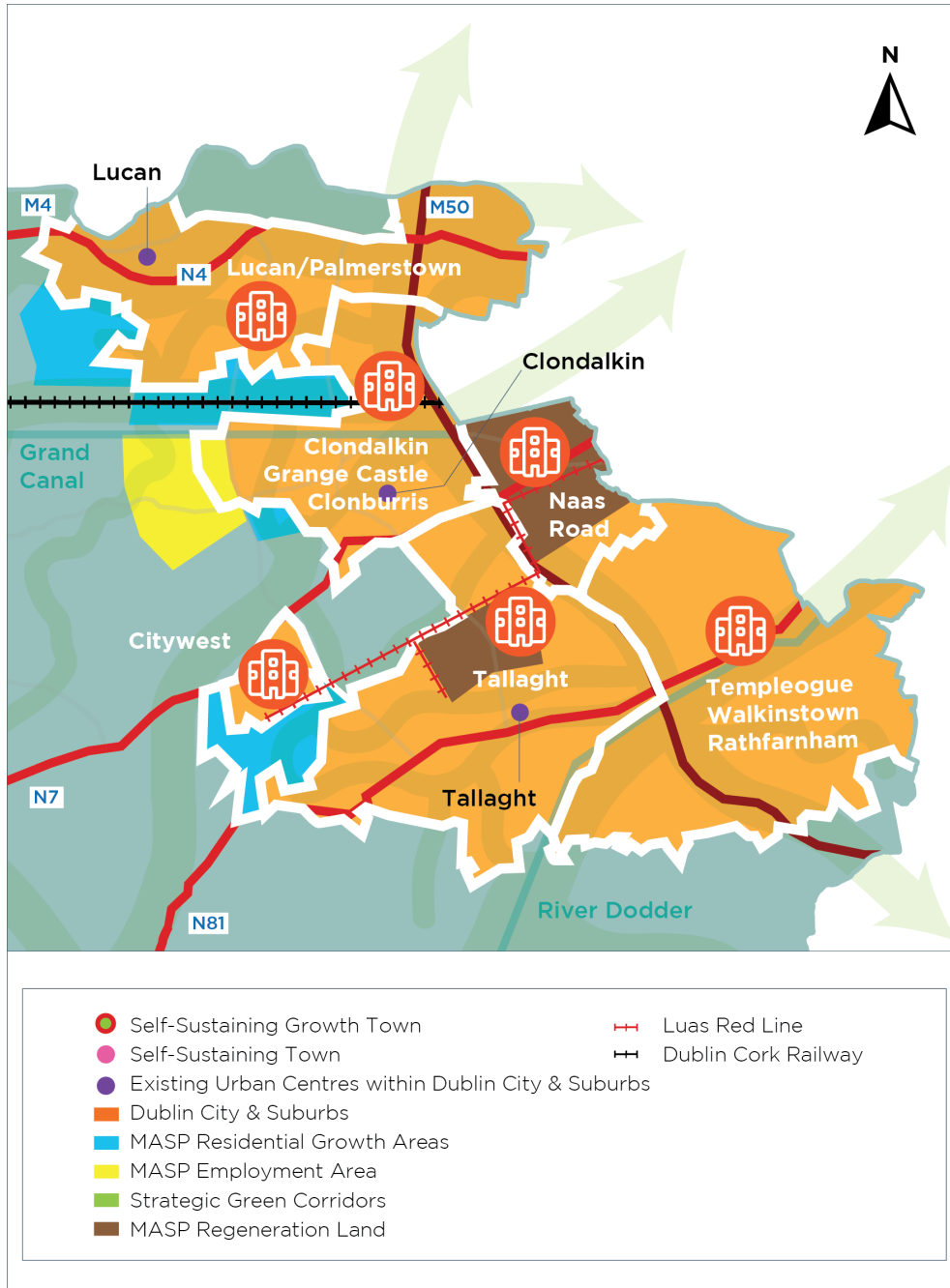


Figure 11: Dublin City and Suburbs settlement boundary

The characteristics of the neighbourhoods within this settlement are unique and provide individual strengths and opportunities which the plan must protect and enhance in order to contribute towards the creation of great places in which to live, work, socialise and invest in.

The County is underpinned by an urban hierarchy from the towns, to traditional villages, supported by a range of district and local centres. Table 13 of this Chapter lists the urban centres within the settlement with Tallaght, Clondalkin and Lucan forming the critical larger centres in delivering services, retail and economic



activity interconnected with existing and planned transportation. The continued development of the various urban centres in Dublin City and Suburbs will provide for new mixed-use development as the engines to drive growth in the urban environment. A key component of this Development Plan is to support the consolidation of these key urban areas with more local day to day services focused within local centres as the plan strives towards a 10-minute settlement concept in line with the provisions of the RSES.

Key Urban Centres within Dublin City and Suburbs

Tallaght

Tallaght is the County Town and the administrative capital of South Dublin County. It is also designated as a Level 2 Retail Centre in the Regional Spatial and Economic Strategy. Situated 12 kilometres from Dublin City, it is in close proximity to the N7 economic corridor, which is a key national transport corridor and also has a direct Luas connection and bus links to Dublin City. Tallaght is a significant settlement in regional terms with rich historic core along the village main street. The town includes major shopping facilities, civic offices and associated commercial, financial, cultural and community facilities, a Technological University, a Regional Hospital and employment areas in Cookstown and Broomhill.

Clondalkin

The settlement of Clondalkin is situated 11 kilometres west of Dublin City. Clondalkin is a secondary administrative centre for South Dublin County and a Level 3 Retail Centre in the Regional Spatial and Economic Strategy. Its historic and wider town centre includes shopping facilities, civic and administrative services and associated commercial, cultural and community facilities. Outside of the centre, the area is characterised by low density suburban neighbourhoods that are based around a polycentric network of local retail centres. There is significant potential for development on brownfield lands adjacent to Clondalkin Town Centre.

Lucan

Lucan is situated 14 kilometres to the west of Dublin City along the N4 economic corridor. It is characterised by an historic village core surrounded by generally low-density suburban neighbourhoods based around a polycentric network of local retail centres and a level 3 district centre. The area is permeated by high frequency bus routes to Dublin City. The Dublin – Kildare rail line serves communities, including Adamstown, to the south of Lucan. Employment is provided for locally through mixed use retail and commercial areas adjacent to the village core. Grangecastle provides employment to the south. The GDA Transport Strategy proposes a Luas line to Lucan from Dublin City.

Wider Dublin City and Suburbs area

A key component of this Development Plan is to support the consolidation of the key urban areas with more local day to day services focused on the existing villages, district centres and local centres. It is envisaged that the development of the wider settlement area will largely be provided for through infill and brownfield growth.

The urban nature of the Dublin City and Suburbs settlement has developed over time to incorporate the six historic villages of Clondalkin, Lucan, Palmerstown, Rathfarnham, Tallaght and Templeogue and their unique characteristics. As the suburbs of Dublin developed, so new local and district centres were formed, each with their own identity and sense of place supporting the residential areas. Such areas include Knocklyon, Edmondstown, Ballyboden, Firhouse, Ballyroan, Ballycullen, Knocklyon, Ballycullen and those parts of Greenhills and Walkinstown which are within South Dublin but straddle the County boundary.





The relatively new district area, in Fortunestown/Citywest has been developing over the last number of years at a significant pace and is subject to a Local Area Plan. Its proximity to the Citywest Business Park has facilitated the delivery of housing and jobs beside each other which is supported by the Red Luas Line. The level 3 District Centre of Citywest shopping centre forms the centre of the new district area within and contiguous to the Dublin City and suburbs boundary. It has been one of the most active areas in terms of the delivery of housing for the County during the 2016 – 2022 Development Plan period. The delivery of commensurate levels of social and physical infrastructure to match recent and continued growth will be promoted in this area.

Strategic Development Zones (SDZ)

Lands at Adamstown are subject to an approved SDZ Planning Scheme 2014 (as amended). Adamstown represents a major expansion of the footprint of Lucan to the west of the County along the Dublin - Cork rail corridor). To progress development in this new settlement, the Council has actively sought to deliver on the phasing requirements of the SDZ, including successfully bidding for funding for parks, road and other infrastructure under the LIHAF and URDF mechanisms.

Lands at Clonburris have an approved SDZ Planning Scheme 2019 and represent a major expansion of the footprint of Clondalkin along the Dublin-Cork rail corridor. The Council will continue to actively promote the delivery of sufficient public transport and road capacity, in tandem with future development of the SDZ. In this regard, significant funding has been achieved through the URDF to provide infrastructure to facilitate early development during the lifetime of the Development Plan.

In accordance with Section 169(9) of the Planning and Development Act (As amended), Planning Schemes form part of the County Development Plan for the area and any contrary provisions of the Development Plan are superseded by the Planning Scheme.

Regeneration Areas

As set out in the Core Strategy, there are two large scale regeneration lands within the County which currently accommodate low density industrial lands that are close to existing and planned transport nodes. These areas are the Naas Road and the Cookstown and Broomhill Industrial estates in Tallaght and are designated with Zoning Objective Regeneration ‘REGEN’ (*‘to facilitate enterprise and/or residential led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery’*)

The delivery of these areas may require a longer lead in time as described in the Core Strategy above. With this understanding the role such areas play, while significant, will take time to transition from underutilised urban areas beside high-capacity transport to residential and employment growth areas. Ensuring that the development of such areas are planned and co-ordinated in a manner which is capable of delivering successful and sustainable new neighbourhoods is a key objective of this plan.

CORE STRATEGY (CS) Policy 7 Consolidation Areas within the Dublin City and Suburbs

Promote the consolidation and sustainable intensification of development within the Dublin City and Suburbs settlement boundary.

CS7 Objective 1: Promote more intensive population and employment uses within the key urban centres, consistent with RPO 4.3.

CS7 Objective 2: Promote and support the regeneration of underutilised industrial areas designated with Zoning Objective Regeneration ‘REGEN’ (*‘to facilitate enterprise and/or residential led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery’*)



CS7 Objective 3: To promote and support the development of undeveloped zoned lands, infill and brownfield and promote pre-application consultation in accordance with Section 247 of the Planning and Development Act 2000 (as amended) (Consistent with RPO 4.3).

CS7 Objective 4: To promote and facilitate development at the designated Strategic Development Zones at Adamstown and Clonburris, in accordance with their planning scheme and associated phasing requirements.

2.7.2 Self-Sustaining Growth Towns / Self-Sustaining Town

An analysis of the lower tier settlements was carried out to determine their scale, function and role within the overall county having regard to the RSES settlement hierarchy descriptions. Asset-based assessments were carried out for Newcastle and Rathcoole and are set out under Appendix 2B. The assessment uses a combination of the social, economic and natural assets and potential that is available within the settlement. The methodology undertaken is based on the guidance under Appendix A of the Regional Spatial and Economic Strategy.

South Dublin settlement strategy identifies, Newcastle and Rathcoole as Self-Sustaining Growth Towns based on past and targeted growth. Saggart is identified as a self-sustaining town as described below.

Saggart - Self-Sustaining Town

The Saggart settlement had a population in 2016 of 3,133 which is targeted to grow by 366 persons (11%) to 3,499 persons by 2028. Therefore, while the settlement has a low target population, its settlement hierarchy reflects significant growth in the last twenty years and its integral connection to the growing Citywest/Fortunestown area to the east. The jobs to residents ratio in 2016 was 0.195¹² which typically indicates a net-outflow commuter settlement dependent on other areas for jobs. However, taking account of employment in close proximity at Citywest and Greenogue, the ratio does not reflect the proximity to the settlement of these locations for employment.

The settlement is within reasonable walking/cycling distance from the Saggart Luas Stop at Fortunestown /Citywest. The Citywest Business Campus located 2.3km north-east of the settlement providing employment opportunities outside the immediate settlement, but within walking and cycling distance. Similarly, the level 3 District Centre at Fortunestown provides additional services and retail outside, but accessible to, the core village area of Saggart.

In line with Regional Strategic Outcomes 1, 2 and 3 of the RSES the sustainable development of Saggart will support economic and regeneration opportunities while also strengthening rural networks and communities.

CORE STRATEGY (CS) Policy 8: Saggart

Support the sustainable long-term growth of Saggart by focusing growth within and contiguous to the village core to create a critical mass of population and jobs based on local demand and the ability of local services to cater for sustainable growth levels.

CS8 Objective 1: To facilitate the commencement and completion of development on zoned residential lands within and contiguous to the settlement boundary facilitating connections to the village core and other areas to provide for active travel.

¹² Saggart resident workers: 1,579 persons with 308 jobs within the settlement boundary, Source: National Planning Framework, 2018



CS8 Objective 2 To support development which focuses on well-designed infill development along the main street and core village area of Saggart.

CS8 Objective 3: To support and promote appropriate levels of services, social infrastructure, facilities, retail and economic activity to meet the needs of current and future growth in line with the scale and function of Saggart within the settlement hierarchy.





Newcastle - Self-Sustaining Growth Town

The Newcastle settlement had a population in 2016 of 3,093 which is targeted to grow by 1,946 persons (+63%) to 5,039 persons by 2028. On this basis, the settlement can be categorised as a medium sized town. The jobs to residents’ ratio in 2016 was 0.215¹³ which indicates a net-outflow commuter-based settlement which is dependent on other areas for jobs. However, as set out in the asset-based analysis in Appendix 2B, the nearby Greenogue and Baldonnell Business Parks provides local jobs within close proximity to the settlement increasing this ratio to circa. 2.25.

The growth in Newcastle is mainly focused on the adopted Local Area Plan. It is estimated that the remaining units in current permissions will at an average of 80 units per year take 7 years to develop. The remaining LAP lands which could accommodate 886 units do not have permission to date. The continued growth of Newcastle will be dependent on the delivery of the phasing and infrastructure required in the LAP.

The overarching principles for the town is to improve the social and physical services within the town to provide for the growing population.

Newcastle has limited public transport provision and social services to date. Some improvements will be made as BusConnects brings improved services and overall accessibility to Celbridge, Dublin City Centre, Grangecastle, Hazelhatch train station and Saggart Luas Stop. The settlement needs to develop at an incremental pace, based on the delivery of social, physical and transport infrastructure and services, supported by the LAP. The capacity of zoned lands is considered to be sufficient to meet long term demand for the settlement.

CORE STRATEGY (CS) Policy 9: Newcastle

Support the sustainable long-term growth of Newcastle by focusing development growth within the current settlement boundary and based on the ability of local services to cater for sustainable growth levels.

CS9 Objective 1: To ensure that development proposals provide for infrastructure and service provision in line with population growth as set out in the Newcastle LAP (2012 extended to December 2022) or any succeeding plan.

CS9 Objective 2: To support well designed infill and brownfield development on zoned lands along the main street, in particular where it provides for improved services, commercial, retail or mixed use provision to meet the needs of the growing population.

CS9 Objective 3: To support and promote appropriate levels of services, social infrastructure, facilities, retail and economic activity to meet the needs of current and future growth in line with scale and function of Newcastle within the settlement hierarchy.

¹³ Newcastle resident workers: 1,441 persons with 310 jobs within the settlement boundary, Source: National Planning Framework, 2018

**Rathcoole - Self-Sustaining Growth Town**

The Rathcoole settlement had a population in 2016 of 4,351 which is targeted to grow by 2,058 persons (+47%) to 6,409 persons by 2028. Therefore, the town can be categorised as a medium sized town. The jobs to residents' ratio in 2016 was 0.443¹⁴ which indicates a net-outflow commuter settlement dependent on outlying areas for jobs. However, as set out in the asset-based analysis in Appendix 2B, there is a substantial employment base in close proximity to Rathcoole at industrial lands to the north at Greenogue and Baldonnell in addition to the Citywest Business Campus to the east.

This level of growth is based on permissions available to commence within and adjoining the town and further growth will be at a rate that seeks to achieve a balance of service and infrastructure provision, focusing on consolidation along the main street.

Rathcoole has limited public transport provision and social services to date. Some improvements will be made as BusConnects brings improved services and overall accessibility to Celbridge, Dublin City Centre, Grangecastle, Hazelhatch train station and Saggart Luas Stop. It is important that Rathcoole develops at an incremental pace, based on the delivery of social, physical and transport infrastructure and services. The capacity of zoned lands is considered to be sufficient to meet long term demand for the settlement.

CORE STRATEGY (CS) Policy 10: Rathcoole

Support the sustainable long-term growth of Rathcoole by focusing development growth along the main street based on local demand and the ability of local services to cater for sustainable growth levels.

CS10 Objective 1: To facilitate the commencement and completion of development on zoned residential lands within and contiguous to the settlement boundary of Rathcoole facilitating connections to the village core and other areas to provide for active travel opportunities.

CS10 Objective 2: To support development which focuses on well-designed infill development along the main street and core village area of Rathcoole.

CS10 Objective 3: To support and promote appropriate levels of services, social infrastructure, facilities, retail and economic activity to meet the needs of current and future growth in line with scale and function of Rathcoole within the settlement hierarchy

¹⁴ Rathcoole resident workers: 2,027 persons with 897 jobs within the settlement boundary, Source: National Planning Framework, 2018





2.7.3 Rural Areas

For the purposes of planning policy, ‘rural’ comprises areas with a population of less than 1,500 people, including small settlements and individual dwellings in the countryside outside settlement boundaries with a population greater than 1,500 persons, defined by the CSO from the most recent census.

The RSES MASP defines the entire County as being within the Dublin Metropolitan Area and the rural areas of South Dublin County are under strong urban influence for housing. The Development Plan will manage the growth of areas that are under strong urban influence, in accordance with Sustainable Rural Housing Guidelines, 2005 and avoid over-development, while sustaining vibrant rural communities in line with NPO 15 and NPO 19. The Development Plan reflects this by having a carefully defined Rural Settlement Strategy set out under Chapter 6: Housing.

CORE STRATEGY (CS) Policy 11: Rural Areas

Recognise that the rural area of South Dublin County is an area under strong urban influence for housing and restrict the spread of dwellings in the Rural ‘RU’, Dublin Mountain ‘HA-DM’, Liffey Valley ‘HA-LV’ and Dodder Valley ‘HA-DV’ zones based on the criteria set out in the Rural Settlement Strategy contained within Chapter 6: Housing.

CS11 Objective 1: To implement the Rural Settlement Strategy contained in Chapter 6: Housing





2.8 Climate Action Audit

Climate Action Audit – Core Strategy, Vision and Climate Action	
Source of Green House Gases (GHGs)	Measure to Address Climate Impacts
<p>The potential sources of GHGs from development in the absence of a Core Strategy and Settlement Strategy for the plan principally arises from:</p> <ul style="list-style-type: none"> – Development of greenfield edge of city/town sites to accommodate population and employment growth. – Un-co-ordinated development and public transport infrastructure provision, – Facilitating inefficient and mono-use, land use in urban areas, – Increased distances between homes and jobs, <ul style="list-style-type: none"> – Locating development within or close to flood zones, SACs, SPAs and sensitive Ecological Corridors. – Increased impact on the wider environment and biodiversity through urban sprawl and increased land take 	<p>This Chapter of the Development Plan contains policies and objectives which promote measures that have the potential to reduce our negative climate impact in the following ways:</p> <ul style="list-style-type: none"> – 99.9% of all population and housing growth will take place within or contiguous to urban settlement boundary^[1], – 92% of population and 93% of housing growth will occur within and/or contiguous to the Dublin City and suburbs settlement boundary, – 65% of new housing and population growth is within the MASP strategic development areas, – Promotes the location of people and jobs in close proximity, especially when close to high-capacity public transport, – Supports the development of brownfield sites/infill and regeneration, – Aligns with the Greater Dublin Area Transport Strategy 2016 – 2035, – By promoting compact growth the Plan prevents urban sprawl and the resultant impact on the environment and biodiversity, allowing for greater potential for nature based solutions to flooding and other ways of working with nature to the benefit of humans – Supports and incorporates the ecosystems approach to development, <p>[1] Defined by the latest Central Statistics Office Census.</p>

Chapter 3:



Natural, Cultural and Built Heritage





Vision

To protect and enhance the key natural, cultural and built heritage assets which have shaped South Dublin County and continue to create a sense of place and local distinctiveness, including our diverse landscapes, our varied flora and fauna, our historic buildings and streetscapes, and our rich archaeological history, for current and future generations to appreciate and enjoy.

3.0 INTRODUCTION

The term ‘heritage’ refers to everything that we have inherited from previous generations. This inheritance can be both tangible and intangible, and it is reflected in both our natural and in our built environments.

Our tangible heritage includes our natural landscape with its rich diversity of habitats and species. It includes our built environment which is composed of every-day homes, streetscapes, agricultural and industrial buildings, and highly distinctive examples of ornate architecture. It also includes our rich archaeological history, reflected in both the visible above ground monuments and the below ground records.

Heritage can also be intangible, or less obvious. This reflects our unique traditional customs, music, crafts, skills, oral history, local beliefs, myths and folklore. These are the human elements of our heritage which have built up over generations and which give us a sense of shared identity.

These tangible and intangible aspects of our heritage are not separate entities. They are very closely inter-linked, and they work together to create our distinctive cultural heritage. As we interact with our natural, built, and historical heritage, we are shaping our view of the world. We create an identity, and we build a sense of place for ourselves and for future generations.

Our cultural heritage assets are not static, however. Cultural heritage is a growing, ever-changing concept from generation to generation. Not everything can, or should be, preserved and what we retain, create, and build now will be our legacy for future generations, shaping their cultural identity.

The changes that are likely as a result of biodiversity loss and climate change will also bring challenges to our heritage assets, potentially altering our landscapes and affecting the integrity of our built and our historic features.

The challenge therefore is to manage the varied, inter-linking elements of our important cultural heritage resource in a truly sustainable manner, so that we can protect our heritage assets while promoting a quality of life and a sense of identity and pride in a vibrant, thriving County.

3.1 Heritage in South Dublin County

The landscape and its natural resources have shaped the economic development and the cultural identity of South Dublin County.





Since prehistoric times, the wide, flat, fertile, plain between the River Liffey to the north, and the hills of the Dublin Mountains to the south, offered many opportunities for settlement and agriculture. This is reflected today in the abundant archaeological heritage that is recorded from the low-lying plains to the tops of the Dublin Mountains, where a rich record of prehistoric tombs and other archaeological records point to the importance of this area in early cultures.

As communities developed around important ecclesiastical sites and key village centres, agriculture, trade, and industry blossomed. This brought a legacy of distinctive farm and estate architecture, ecclesiastical structures, industrial mills, streetscapes and residential buildings. Today these villages still hold strong cultural heritage identities and include Tallaght, Clondalkin, Lucan, Palmerstown, Templeogue, Rathfarnham, Saggart, Rathcoole, and Newcastle.

The County's underlying geology also contributed to the County's economic and industrial development by providing ample supplies of sand and gravel for construction purposes. Alongside this industry, the County's rivers provided the power for the numerous mills and other businesses that brought economic development to the County.

The County's landscape also offers places of natural beauty and habitats that support a wide range of species. The valleys of the River Liffey and the River Dodder are important lowland scenic corridors, while Glenasmole Valley and Montpelier Hill in the uplands offer spectacular views into the mountains and across Wicklow, Kildare, Dublin County, and Dublin Bay.

The County's rich built heritage assets contribute to our understanding and appreciation of the past and make a valuable contribution to the character and visual amenity of the County as well as to sustainability and climate action through their continued use and adaptation. It is therefore essential to safeguard for future generations the many and varied components of our built heritage including our protected structures, architectural conservation areas, country houses and estates and vernacular buildings.

South Dublin County Council recognises the value of the County's natural, built and cultural heritage, and is committed to ensuring that these assets continue to contribute to the future sustainable cultural and economic development of the County. A key challenge for the Development Plan is to balance the protection of these assets with the management of change, in a manner that enhances rather than diminishes both our tangible and our intangible heritage identity.

The Council supports the implementation of the County Heritage Plan and the County Biodiversity Action Plan. These Plans, through partnership with a wide range of agencies, groups and individuals, aim to protect and promote the County's heritage resources, so that they continue to contribute to the future sustainable development of the County.

3.2 Heritage and Climate Action

Our natural and built heritage plays a vital role in the reduction and absorption of carbon and consequently has a significant positive climate impact. Natural landscapes, areas of high amenity, trees and hedgerows and wildlife habitats make a significant contribution to carbon sequestration. Boglands also play an important role in embedding carbon. The provision of greenways offers opportunities for active travel and a shift away from car-based transport. Similarly, the re-use, adaptation and upgrading of our older and historic building stock will support a move towards a low-carbon society. Together, these measures will assist South Dublin County in achieving its climate action targets.

Policies and objectives which will have a climate-positive impact have reference numbers indicated in green text.





NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 1:

Overarching

Policy NCBH 1: Protect, conserve and enhance the County’s natural, cultural and built heritage, supporting its sensitive integration into the development of the County for the benefit of present and future generations.

NCBH 1 Objective 1:

To protect, conserve and enhance natural, cultural and built heritage features, seeking opportunities to identify, retain, protect, and incorporate heritage assets into plans and developments.

NCBH 1 Objective 2:

To support the objectives and actions of the County Heritage Plan and the County Biodiversity Action Plan in the promotion and protection of natural, built and cultural heritage, and to take full cognisance of the County’s Landscape Character Assessment and the County Geological Audit in the sustainable management of development.

NCBH 1 Objective 3:

To pilot an assessment of the County’s natural and built heritage assets including Council owned protected structures and archaeological features and to identify and safeguard these assets from the potential impacts of climate change.

3.3 Natural Heritage

The County’s natural heritage and biodiversity is of local, national and international importance. It provides the base layer or foundations upon which the built environment, transport network, and sustainable communities evolve. Consequently, protecting and conserving our biodiversity and landscapes is pivotal to the health, wellbeing and quality of life of all our citizens. The term *biodiversity* is used to describe all the different types of life that makes up our environment, including flora, fauna, and micro-organisms which work together to create ecosystems which maintain balance and support life. The importance of natural heritage and biodiversity is apparent from the wide ranging EU and statutory protections in place in addition to conventions signed up to by the State.

3.3.1 Statutory Context and Planning Policy Guidance for Natural Heritage

There is a significant amount of EU and national legislation and many plans, policies and guidelines governing the area of natural heritage. The key legislation relating to this section of Natural Heritage has been indicated in the objectives and text as it arises.

Natural heritage is embedded in planning policy at national and regional levels through the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES).

National Planning Framework

One of the aims of the National Planning Framework (NPF) is to protect, conserve and value our habitats, natural heritage and landscapes. It highlights the importance of the symbiotic relationships between,





natural heritage, cultural heritage, biodiversity and green infrastructure. The NPF includes National Policy Objectives (NPOs) relevant to the area of natural heritage including:

- **NPO 59** to ‘Enhance the conservation status and improve the management of protected areas and protected species’ and
- **NPO 60** to ‘Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance’.

The Regional Spatial and Economic Strategy

The RSES sets out Regional Strategic Outcomes which are aligned with International, EU and national policy and specifically identifies Biodiversity and Natural Heritage as one of these outcomes. It recognises the need to conserve and enhance biodiversity through the protection of habitats and species and ensure the sustainable management of our natural resources, to promote climate resilience and support the transition to a low carbon economy by 2050. The RSES contains a number of Regional Policy Objectives (RPOs) which are particularly relevant to heritage and which have formed the basis for a number of specific policies and objectives set out in this chapter:

- **RPO 7.15 states:** ‘Local authorities shall take opportunities to enhance biodiversity and amenities and to ensure the protection of environmentally sensitive sites and habitats, including where flood risk management measures are planned’.
- **RPO 7.16 states:** ‘Support the implementation of the Habitats Directives in achieving an improvement in the conservation status of protected species and habitats in the Region and to ensure alignment between the core objectives of the EU Birds and Habitats Directives and local authority development plans.’
- **RPO 7.17 states:** ‘Facilitate cross boundary co-ordination between local authorities and the relevant agencies in the Region to provide clear governance arrangements and coordination mechanisms to support the development of ecological networks and enhanced connectivity between protected sites whilst also addressing the need for management of alien invasive species and the conservation of native species.’

3.3.2 Biodiversity

South Dublin County has a rich biodiversity of plants, animals, insects, birds, fish and micro-organisms and their habitats in which they live and interact, such as grasslands, woodlands, streams, hedgerows, boglands, public parks and private gardens. All communities are part of nature and everything in nature is connected.

Ireland is a signatory to the Convention on Biological Diversity and has developed its National Biodiversity Action Plan in line with the EU and International Biodiversity strategies and policies. In 2019 the Dáil declared a climate and biodiversity emergency. The EU Biodiversity Strategy for 2030 is proposing that 30% of EU land and sea territory is protected with 10% of this ‘strictly protected’ and sets out measures aimed to achieve this. The importance of biodiversity and landscape in Ireland is underpinned by National Strategic Outcome 7 ‘Enhanced Amenity and Heritage’ of the National Planning Framework and associated strategic investment priorities in the implementation of the National Biodiversity Action Plan 2017-2021. NPO 59 of the National Planning Framework and RPO 7.15 and 7.16 of the Regional Spatial and Economic Strategy reinforce the need to ensure protection and enhancement of environments and habitats. The role of biodiversity is further strengthened with the adoption of the All-Ireland Pollinator Plan (2021-2025) providing for natural management measures to protect native species.

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 2:

Biodiversity





Policy NCBH 2:

Protect, conserve, and enhance the County’s biodiversity and ecological connectivity having regard to national and EU legislation and Strategies.

NCBH 2 Objective 1:

To support the implementation of the *National Biodiversity Action Plan (2017-2021)* and the *All-Ireland Pollinator Plan (2021-2025)* and to support the adoption and implementation of the *South Dublin County Biodiversity Action Plan (2020-2026)* and *Pollinator Action Plan (2021-2025)* and any superseding plans.

NCBH 2 Objective 2:

To ensure the protection of designated sites in compliance with relevant EU Directives and applicable national legislation.

NCBH 2 Objective 3:

To protect and conserve the natural heritage of the County, and to conserve and manage EU and nationally designated sites and non-designated locally important areas which act as ‘stepping stones’ for the purposes of green infrastructure and Article 10 of the Habitats Directive.

3.3.3 Designated Areas for Nature Protection and Conservation

South Dublin County has a rich and varied natural heritage that includes a number of unique habitats, areas of natural interest and species that are designated for conservation under national and European legislation.

Protected sites located within the County under European legislation include Special Areas of Conservation (SACs) under the Habitats Directive and Special Protection Areas (SPAs) under the Birds Directive, known collectively as Natura 2000 sites. The Wildlife Acts underpin nature conservation and biodiversity in Ireland and provide for Natural Heritage Areas and proposed Natural Heritage Areas (pNHAs). These areas host a rich variety of rare, protected and vulnerable habitats and species and areas of geological interest. Wildlife networks and areas located outside of protected sites can also host a diverse and rich variety of rare, protected and vulnerable habitats and species.

Natura 2000 Sites

Directive 92 /43 /EEC on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive) and Directive 2009/147/EC on the conservation of wild birds (the Birds Directive) underpin biodiversity and nature conservation at a European level. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) under the Habitats and Birds Directives are known as ‘European Sites’ collectively form part of a Natura 2000 network of protected areas across Europe. The main aim of the Habitats Directive is to achieve and maintain favourable conservation status for habitats and species that are considered to be at risk. The Habitats Directive has been transposed into Irish law through the European Communities (Birds and Natural Habitats) Regulations, 2011.

SACs are designated for habitats listed in Annex I and for species listed in Annex II of the EU Habitats Directive and SPAs are designated for wild birds listed in Annex I of the EU Birds Directive. These sites are legally protected under the Habitats Directive and the European Communities (Birds and Natural Habitats) Regulations, 2011 and are therefore afforded European and National protection.

It is a requirement under the Planning and Development Act (2000, as amended) for each County Development Plan to include objectives for the conservation and protection of Natura 2000 and other sites. Development within the County has the potential to impact on the integrity of European Sites located both within and outside of the County, including those located in the Wicklow Mountains and Dublin Bay.

A planning authority must have regard to any European Site when making a decision in relation to a plan or project. In accordance with ‘*Appropriate Assessment of Plans and projects in Ireland, Guidance for Planning*





Authorities', any plans or projects that are likely to have a significant effect on a Natura 2000 site, either individually or in combination with other plans or projects, are required to be subject to screening for Appropriate Assessment unless they are directly connected with or necessary to the management of a Natura 2000 site.

Where it has been determined that Appropriate Assessment is necessary then a full Natura Impact Statement or Stage 2 Appropriate Assessment is required. Permission for a development can only be granted where the Council is satisfied that the proposal would not adversely affect the integrity of a Natura 2000 site unless it has been determined that there are (inter alia) imperative reasons of overriding public interest (IROPI), subject to the requirements of Article 6(4) of the Habitats Directive. (See also Chapter 13 Implementation and Monitoring).

The boundaries of protected areas may change and / or new sites may be proposed for designation during the lifetime of this Plan. Current information on boundaries of designated sites and conservation objectives can be found on the National Parks and Wildlife Service website. www.npws.ie There are a total of three European sites located within the County which are identified on the Development Plan maps that accompany this written statement.

Table 3.1: Natura 2000 Sites

Site Code	Site Name	European Site Type
001209	Glenasmole Valley	SAC
002122	Wicklow Mountains	SAC
004040	Wicklow Mountains	SPA

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 3:

Natura 2000 Sites

Policy NCBH 3:

Conserve and protect Natura 2000 Sites and achieve and maintain favourable conservation status for habitats and species that are considered to be at risk through the protection of the Natura 2000 network from any plans or projects that are likely to have a significant effect on their coherence or integrity.

NCBH 3 Objective 1:

To prevent development and activities that would adversely affect the integrity of any Natura 2000 site located within or adjacent to the County and promote the favourable conservation status of the habitats and species integral to these sites.

NCBH 3 Objective 2:

To ensure that plans, including land use plans, will only be adopted, if they either individually or in combination with existing and/or proposed plans or projects, will not have a significant effect on a European Site, or where such a plan is likely or might have such a significant effect (either alone or in combination), South Dublin County Council will, as required by law, carry out an appropriate assessment as per requirements of Article 6(3) of the Habitats Directive 92/43/EEC of the 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, as transposed into Irish legislation. Only after having ascertained that the plan will not adversely affect the integrity of any European site, will South Dublin County Council adopt the plan, incorporating any necessary mitigation measures. A plan which could adversely affect the integrity of a European site may only be adopted in exceptional circumstances, as provided for in Article 6(4) of the Habitats Directive as transposed into Irish legislation.



**NCBH 3 Objective 3:**

To ensure that planning permission will only be granted for a development proposal that, either individually or in combination with existing and/or proposed plans or projects, will not have a significant effect on a European, or where such a development proposal is likely or might have such a significant effect (either alone or in combination), the planning authority will, as required by law, carry out an appropriate assessment as per requirements of Article 6(3) of the Habitats Directive 92/43/EEC of the 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, as transposed into Irish legislation. Only after having ascertained that the development proposal will not adversely affect the integrity of any European site, will the planning authority agree to the development and impose appropriate mitigation measures in the form of planning conditions. A development proposal which could adversely affect the integrity of a European site may only be permitted in exceptional circumstances, as provided for in Article 6(4) of the Habitats Directive as transposed into Irish legislation.

Proposed Natural Heritage Areas

Natural Heritage Areas (NHAs) and proposed Natural Heritage Areas (pNHAs) are designated to conserve and protect species and habitats of national importance in Ireland. NHAs and pNHAs are established under the Wildlife Acts. Both NHAs and pNHAs normally relate to habitats that are considered to be ecologically important or host flora and fauna species whose habitats are considered to need protection. These can include species listed under the European Habitats and Bird Directives.

All designated sites in the County are shown on the Development Plan maps which accompany this written statement.

The two SACs within the County were initially designated as pNHAs and retain both designations. The following seven pNHAs are designated within the County, with those at Glenasmole Valley and Wicklow Mountains also being Natura 2000 sites:

Table 3.2: Proposed Natural Heritage Areas in South Dublin County

Site Code	Site Name	Also Natura 2000 Site
000991	Dodder Valley	No
000128	Liffey Valley	No
002104	Grand Canal	No
001212	Lugmore Glen	No
000211	Slade of Saggart and Crooksling Glen	No
001209	Glenasmole Valley	Yes (SAC)
002122	Wicklow Mountains*	Yes (SAC & SPA)

* The Wicklow Mountains pNHA extends into South Dublin County.

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 4:**Proposed Natural Heritage Areas**



Policy NCBH 4:

Protect the ecological, visual, recreational, environmental and amenity value of the County’s proposed Natural Heritage Areas and associated habitats and species.

NCBH 4 Objective 1:

To ensure that any proposal for development within or adjacent to a proposed Natural Heritage Area (pNHA) is designed and sited to minimise its impact on the biodiversity, ecological, geological and landscape value of the pNHA particularly plant and animal species listed under the Wildlife Acts and the Habitats and Birds Directive including their habitats.

NCBH 4 Objective 2:

To restrict development within or adjacent to a proposed Natural Heritage Area to development that is directly related to the area’s amenity potential subject to the protection and enhancement of natural heritage and visual amenities including biodiversity and landscapes. Such developments will be required to submit an Ecological Impact Assessment prepared by a suitably qualified professional.

Protection of Habitats and Species Outside of Designated Areas

The County supports a range of plant, animal and bird species and their habitats which are not formally protected under European or Irish legislation, but which nonetheless have an important natural heritage or ecological value in the County, and which need to be recognised and protected. These include nationally rare plants, plants listed in the Red Data Lists of Irish Plants, the Flora Protection Order, 2015 (or other such Orders) and their habitats and animals and birds listed in the Wildlife Act 1976 (as amended) and any other subsequent statutory instruments.

A number of habitats and species listed in Annex 1 and Annex 2 of the Habitats Directive are also known to occur at locations outside of protected sites. Strict protection is afforded under Annex IV of the Habitats Directive to some of these species e.g. all bat species and otter. The planning process will seek to protect rare and threatened species, including species protected by law and their habitats. Applicants must demonstrate that proposals will not have a significant adverse impact on such species and their habitats. The Planning Authority will take account of the views of the Prescribed Bodies and any licensing requirements in relation to protected species.

Wildlife habitats that are not nationally designated may still be important at a County level by acting as Green Infrastructure stepping-stones within the wider ecological network. This is encapsulated by Article 10 of the Habitats Directive which encourages the management of features of the landscape which are of major importance for wild flora and fauna and which are essential for the migration and dispersal of species.

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 5:

Protection of Habitats and Species Outside of Designated Areas

Policy NCBH 5:

Protect and promote the conservation of biodiversity outside of designated areas and ensure that species and habitats that are protected under the Wildlife Acts 1976 to 2018, the Birds Directive 1979 and the Habitats Directive 1992, the Flora (Protection) Order 2015, and wildlife corridors are adequately protected.



**NCBH 5 Objective 1:**

To ensure that development does not have a significant adverse impact on biodiversity, including known rare and threatened species, and that biodiversity enhancement measures are included in all development proposals.

NCBH 5 Objective 2: To ensure that an Ecological Impact Assessment is undertaken for developments proposed in areas that support, or have the potential to support, protected species or features of biodiversity importance, and that appropriate avoidance and mitigation measures are incorporated into all development proposals.

3.3.4 Areas of Significant Amenity Value

The County contains many key natural assets including the Dublin Mountains, the Liffey River Valley, the Dodder River Valley, the Grand Canal, and a number of smaller river corridors including the Griffeen, Camac, and Owendoher Rivers.

These areas are considered to:

- Support nationally and regionally unique habitats, biodiversity, and fragile ecosystems;
- Have important recreational, tourism and cultural roles;
- Provide or support forestry, agriculture and carbon sequestration;
- Provide green buffers /green wedges between built up areas;
- Improve air quality and provide for natural flood plains and riparian corridors.

The Dublin Mountains, the Grand Canal, and the valleys of the River Liffey and Dodder are areas of important heritage and significant amenity value, not just for South Dublin County but for the Greater Dublin Area as a whole. These areas are also identified as significant green corridors and landscape features within the South Dublin County Green Infrastructure Strategy (refer to Chapter 4). This GI Strategy guides the principles of protection for key ecosystem services and mitigation for climate change in the County Development Plan.

Dublin Mountains

The Dublin Mountains and their associated upland areas occupy the southern part of the County, extending into the adjoining administrative areas of Dún Laoghaire-Rathdown and Wicklow. The diverse topography and landcover of the Dublin Mountains include areas of natural beauty and landscape character, a diverse archaeological record with a long cultural heritage of human settlement and land use that extends to the present day, a long geological history, and an ecological importance that includes three of the County’s protected Natura 2000 Sites.

The Landscape Character Assessment of South Dublin County highlights the sensitivity and high value of the Dublin Mountains landscape. The area is recognised as a key element of Green Infrastructure in the County’s Green Infrastructure Strategy, offering many opportunities for communities and individuals to engage with natural and cultural heritage and tourism, and with active recreational opportunities such as orienteering, climbing, walking, running, hiking and mountain bike trails. The mountain habitats that include bogs, moorlands, and woodlands also assist with climate mitigation measures by sequestering carbon and managing rainwater run-off.

Achieving a balance that facilitates enjoyment of the recreational and tourism opportunities presented by the Dublin Mountains with the protection of the landscape’s sensitive ecological sites, its ecosystem services, its cultural heritage, and support for its rural communities, is a priority of this Plan.



**NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 6:****Dublin Mountains****Policy NCBH 6:**

Protect and enhance the visual, environmental, ecological, geological, archaeological, recreational and amenity value of the Dublin Mountains, as a key element of the County’s Green Infrastructure network.

NCBH 6 Objective 1:

To support the *Dublin Mountains Partnership Strategic Plan (2021-2025)* in conjunction with other stakeholders in order to develop co-ordinated and sustainable amenity initiatives for the wider Dublin Mountains, recognising and protecting the ecological, geological, archaeological, and cultural heritage of the Mountain landscape.

NCBH 6 Objective 2:

To restrict development within areas designated with Zoning Objective ‘HA – DM’ (To protect and enhance the outstanding natural character of the Dublin Mountains Area) and to ensure that new development:

- does not significantly impact on sensitive habitats, species, or ecosystem services;
- is related to the area’s amenity potential or to its use for agriculture, mountain or hill farming, and
- is designed and sited to minimise environmental and visual impacts.

NCBH 6 Objective 3:

To ensure that development proposals within the Dublin Mountains protect existing ecological and geological features and archaeological landscapes.

NCBH 6 Objective 4:

To ensure that any permitted development supports the principles and protections included in the South Dublin County Green Infrastructure Strategy, recognising the significant value for amenity and ecosystem services provided by the Dublin Mountains for the Greater Dublin Area.

NCBH 6 Objective 5:

To ensure that any development above the 350-metre contour in the Dublin Mountains will seek to protect the open natural character of mountain heath, gorselands and mountain bogs.

NCBH 6 Objective 6:

To enhance and protect our rural traditions by preserving traditional common grazing grounds in Bohernabreena, as appropriate, and to encourage the grazing of such areas by local farmers.

NCBH 6 Objective 7:

To support the re-routing of the Dublin Mountains Way away from public roads by improving access to publicly owned lands and investigating additional opportunities for permissive access paths wherever possible.



Liffey River Valley and Special Amenity Area Order

From the Ice Age to the present day, the River Liffey has profoundly influenced the development of the landscape and the cultural heritage of the communities that have settled along its banks, from its origins in the Wicklow Mountains, through the lowlands of County Kildare, through South Dublin County and Fingal, to where it enters the sea in Dublin City. Today, the Liffey River generally forms the administrative boundary between South Dublin County and Fingal, passing through a picturesque landscape of open parkland settings and wooded slopes overlooking the meandering river.

Village settlements at Lucan and Palmerstown represent the long interaction between local communities and the river. This is demonstrated in the range of built heritage features throughout that give these villages their unique identities, recalling a history of habitation, industry, and architectural styles from vernacular to splendid estates and ecclesiastical structures.

A Special Amenity Area Order (SAAO) was made for the Liffey Valley by Dublin County Council in 1990 and now straddles the administrative boundaries of South Dublin County Council and Fingal County Council. The extent of the area covered by the SAAO is from Lucan Bridge to Chapelizod; the area within the County is identified on the County Development Plan maps that accompany this written statement. An SAAO is primarily used to protect areas of outstanding natural beauty or areas with special recreational value, having regard to any benefits for nature conservation. The Liffey Valley SAAO, which runs along the northern boundary of the County, is an exceptional asset for the Greater Dublin Area with its rich scenic landscape setting and added ecological, cultural and built heritage. The SAAO includes an objective to preserve and enhance the character or special features of the area and objectives to limit development within the SAAO. The strict High Amenity zoning of the Development Plan ensures that the SAAO objectives can be met.

A section of the river valley is designated as a proposed Natural Heritage Area (pNHA) and the whole river valley is a key element of South Dublin County’s Green Infrastructure. Being for the most part undeveloped, the banks of the river valley offer a natural and dark corridor between the urban areas of South Dublin and Fingal Counties which extends from Dublin City into County Kildare. This corridor is important for protected species such as light-sensitive bats, and for otter, kingfisher, and a range of other waterfowl, fish, and small mammals. Rare species of plants and insects occur in the woodlands and along the riverbank.

The Landscape Character Assessment for the Liffey River Valley identifies this area as having a Medium/High to High Landscape Value and Sensitivity.

While Council parks that facilitate access to the river are located at Palmerstown in the east (Waterstown Park) and at Lucan in the West (Lucan Demesne), public access to the remaining river valley is limited. Opportunities to strengthen this public amenity by creating additional appropriate access to the river and improving permeability to adjacent Counties, is an objective of the Development Plan. The protection and enhancement of the sensitive river valley landscape and its associated natural and built heritage features is also a Development Plan priority.

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 7:

Liffey River Valley and Special Amenity Area Order

Policy NCBH 7:

Protect and enhance the special amenity value of the Liffey Valley, including its landscape, visual, recreational, ecological, geological, and built heritage value, as a key element of the County’s





Green Infrastructure network and implement the provisions of the Liffey Valley Special Amenity Area Order (SAAO).

NCBH 7 Objective 1:

To restrict development within areas designated with Zoning Objective ‘HA – LV’ (To protect and enhance the outstanding character and amenity of the Liffey Valley) and to ensure that new development:

- does not significantly impact on built or cultural heritage assets, on sensitive habitats, species, or ecosystem services,
- is related to the area’s amenity potential,
- is designed and sited to minimise environmental and visual impacts,
- and enhances the County’s green infrastructure network.

NCBH 7 Objective 2:

Within areas designated ‘High Amenity – Liffey Valley’ (‘HA-LV’), non-residential development will only be permitted where it;

- relates to the area’s amenity potential or to its use for agriculture or recreational purposes, including recreational buildings; or
- comprises the redevelopment of or extensions to existing commercial or civic uses or development of new commercial or civic uses within an existing established area of commercial or civic activity; and
- preserves the amenity value of the river valley including its biodiversity value, its landscape value, and views or vistas of the river valley.

NCBH 7 Objective 3:

To improve and extend the Liffey Valley Special Amenity Area Order and promote its tourism potential subject to the protection of its biodiversity and ecological value.

NCBH 7 Objective 4:

To facilitate and support the development of the Liffey Valley (Zoning Objective ‘HA – LV’) as an interconnected green space and park in collaboration with Dublin City Council, Fingal County Council, Kildare County Council, the OPW, existing landowners and community groups to include the identification and designation of possible future new pedestrian routes and footbridge locations in accordance with *Towards a Liffey Valley Park* (2007) or any superseding plan. Universal accessibility for all should be balanced with ensuring that environmental and built heritage sensitivities are not negatively impacted upon.

NCBH 7 Objective 5:

To ensure that development proposals within the Liffey Valley, including local and regional networks of walking and cycling routes

- avoid impacts on the Valley’s sensitive landscape character and ecological network,
- maximise opportunities for enhancement of existing features,
- protect and incorporate natural and built heritage features as part of the County’s Green Infrastructure network,
- do not prejudice the future creation and development of interconnected public parklands.

NCBH 7 Objective 6:

Consider the extension of public owned lands, either by direct purchase or land swap within and adjacent to the Liffey Valley Special Amenity Area to create a linked series of park land and open spaces.





NCBH 7 Objective 7:

To work in collaboration with the owners of lands along the length of the river to seek to provide appropriate public access.

NCBH 7 Objective 8:

To facilitate the development of Council owned lands adjacent to the Hermitage Clinic and elsewhere within the Liffey Valley as publicly accessible parkland and Green Infrastructure links as appropriate.

NCBH 7 Objective 9:

To facilitate the reuse of an appropriate existing building in Lucan or Palmerstown as a tourist amenity and educational/interpretive centre.

Dodder River Valley

The Dodder River Valley extends in a north-easterly direction from the Dublin Mountains, passing through the urban environments of South Dublin County, Dun Laoghaire-Rathdown, and Dublin City, before entering the sea at the Grand Canal Basin in Ringsend. In effect, the River Dodder connects the High Amenity area of the Dublin Mountains to Dublin Bay, creating a corridor of national importance through the city of Dublin for key species and habitats and for the residents of Dublin City. A section of the River between Old Bawn Bridge and the City Weir at Firhouse/ Balrothery is recognised as a proposed Natural Heritage Area (pNHA).

The Dodder Valley Linear Park comprises a series of mostly interconnected public parks along the river, stretching from Kiltipper Park at the river’s upper reaches to the Lower Dodder Road at the County boundary in Rathfarnham. The open nature of the landscape along much of this Linear Park provides scenic views back up into the Dublin Mountains, while also offering glimpses of shady stretches of riverbed through riverbank woodland in other locations.

The River Dodder holds significant historical, archaeological, and cultural importance also, being the backdrop for centuries of habitation and industry along its route. Today, its natural character and accessibility is of significant importance to local residents, who value the opportunities it offers for engagement with nature in the urban landscape and for active and passive recreation. The Dodder Greenway facilitates a walking and cycling route along much of its length.

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 8:

Dodder Valley

Policy NCBH 8:

Protect and enhance the visual, recreational, environmental, ecological, geological and amenity value of the Dodder Valley, as a key element of the County’s Green Infrastructure network.

NCBH 8 Objective 1:

To restrict development within areas designated with Zoning Objective ‘HA – DV’ (To protect and enhance the outstanding character and amenity of the Dodder Valley) and ensure that new development;

- does not significantly impact on cultural heritage assets, on sensitive habitats, species, and ecosystem services,
- is related to the area’s amenity potential
- is designed and sited to minimise environmental and visual impacts





- and enhances the County’s green infrastructure network.

NCBH 8 Objective 2:

To ensure that development within the Dodder Valley will not prejudice the future creation and development of further interconnected public parklands along the River Dodder.

NCBH 8 Objective 3:

To recognise the key role the Dodder River plays as an ecological corridor and a provider of ecosystem services in the County’s Green Infrastructure, by facilitating and supporting the continued development of the Dodder Valley (Zoning Objective ‘HA – DV’) as a linear park, greenway, and an area of high amenity, recreational, heritage, geology, biodiversity and conservation value.

NCBH 8 Objective 4:

Within areas designated ‘High Amenity – Dodder Valley’, non-residential development will only be permitted where it;

- relates to the area’s amenity potential or to its use for agriculture or recreational purposes, including recreational buildings; or
- comprises the redevelopment of or extensions to existing commercial or civic uses or development of new commercial or civic uses within an existing established area of commercial or civic activity; and
- preserves the amenity value of the river valley including its landscape value, views or vistas of the river valley and its biodiversity value.

NCBH 8 Objective 5:

To protect the upper Dodder Valley from Old Bawn Bridge to Fort Bridge as an ecological network free from intrusive lighting, facilitating the protection of light-sensitive species availing of the river corridor, and providing an appropriate urban/rural transition experience for walkers and cyclists.

Grand Canal

The Grand Canal (pNHA) is an artificial linear waterway that hosts a rich variety of habitats and plant and animal species, including protected species. It acts as a direct national link and an ecological corridor between the River Shannon and Dublin Bay and is a key element in South Dublin County’s ecological and Green Infrastructure network. The Grand Canal is recognised as a proposed Natural Heritage Area.

The construction of the Grand Canal commenced in South Dublin County in 1756, at a location west of Clondalkin. Today, the Canal with its associated locks, canal buildings and mill structures contribute to the unique setting and historic character of South Dublin County. Its towpaths also provide an uninterrupted corridor for pedestrian and cyclist movement, while the linear feature itself acts as a corridor for wildlife, habitats, and ecosystem services.

The protection of the Canal landscape and its environment is a priority of the Development Plan.

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 9:

Grand Canal

Policy NCBH 9:

Protect and promote the Grand Canal as a key component of the County’s Green Infrastructure and ecosystem services network, and protect and enhance the visual, recreational, environmental,





ecological, industrial heritage and amenity value of the Grand Canal, recognising its sensitivities as a proposed Natural Heritage Area with adjacent wetlands and associated habitats.

NCBH 9 Objective 1:

To protect and enhance the important biodiversity resource offered by the Grand Canal, recognising and protecting the vital function that the Canal provides as a key corridor for habitats and wildlife from the River Shannon to Dublin Bay.

NCBH 9 Objective 2:

To facilitate the appropriate development of the Grand Canal as a recreational route for walking, cycling, nature study and water-based activities including fishing, canal boating, rowing and canoeing/kayaking, subject to environmental safeguards and assessments.

NCBH 9 Objective 3:

To ensure that development along or adjacent to the Grand Canal contributes to the creation of an integrated network of appropriately designed walking and cycling routes connecting with the Grand Canal Way Green Route and which takes due cognisance of the sensitive nature of this national ecological corridor.

NCBH 9 Objective 4:

To ensure that development along and adjacent to the Grand Canal protects and incorporates natural heritage features including watercourses, wetlands, grasslands, woodlands, mature trees, hedgerows and ditches and includes an appropriate set-back distance or buffer area from the pNHA boundary to facilitate protected species and biodiversity and a fully functioning Green Infrastructure network.

NCBH 9 Objective 5:

To ensure that development along or adjacent to the Grand Canal protects, incorporates and enhances built and industrial heritage features, particularly historic canal and mill buildings, and also sets out to protect the setting of such built heritage features.

NCBH 9 Objective 6:

To seek the extension of the Grand Canal Way Green Route from the 12th Lock to Hazelhatch in partnership with Waterways Ireland and Kildare County Council, ensuring the safeguarding and enhancement of the ecological sensitivities as identified along this section of the Canal.

NCBH 9 Objective 7:

To ensure that all development proposals along the Grand Canal are accompanied by an EclA (ecological impact assessment) prepared by a qualified ecologist and that the recommendations of the EclA are incorporated into any development proposals including a landscape plan prepared by a qualified landscape architect. Where new canal crossings (i.e footbridges/cycle bridges) are proposed, they should be designed so as to avoid fragmentation of linear habitat associated with the Grand Canal.

3.3.5 Invasive Species

Invasive species of flora and fauna can represent a major threat to local, regional and national biodiversity, and pose a significant threat to native vegetation and wildlife by destroying their habitats or by introducing new diseases. Their prevalence can be accelerated by climate change and can have detrimental economic impacts on agricultural and forestry sectors. Prohibitions are in place in relation to the introduction or





dispersal of certain invasive species as set out in the Third Schedule of the European Communities (Birds and Habitats Regulations 2011 (S.I. 477/2011)). A list of invasive species in Ireland is available from the National Biodiversity Data Centre.

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 10:

Invasive Species

Policy NCBH 10:

Protect against and prevent the introduction and spread of invasive species within the County and to require landowners and developers to adhere to best practice guidance in relation to the control of invasive species.

NCBH 10 Objective 1:

Ensure that development proposals do not lead to the spread or introduction of invasive species. If developments are proposed on sites where invasive species are or were previously present, applicants should submit a control and management programme with measures to prevent, control and/or eradicate the particular invasive species as part of the planning process and to comply with the provisions of the European Communities Birds and Habitats Regulations 2011 (S.I. 477/2011).

3.3.6 Protection of Trees and Hedgerows

Trees contribute greatly to visual amenity by creating a setting for buildings and softening and greening streetscapes in built-up areas and by adding significant visual interest in more rural areas. Hedgerows often mark historic field patterns and townland boundaries and significantly enhance the landscape character of rural areas. Trees and hedgerows also perform a vital role as wildlife habitats, biodiversity corridors and essential green elements in the County’s green infrastructure network. They have a further crucial role in carbon sequestration, contributing to the alleviation of climate change.

The Planning and Development Act, 2000 (as amended) allows planning authorities to make provision for the preservation of any tree, trees, group of trees or woodlands by way of a Tree Preservation Order (TPO) where it is carried out in the interest of expediency, amenity or the environment. There are a total of four Tree Preservation Orders registered within the County, which are listed in Table 3.3 and identified on the Development Plan maps. Details are available at <https://www.sdcc.ie/en/services/environment/tree-management/tree-management-policy/living-with-trees.pdf>

The Council’s Parks and Public Realm section will commence a review of the Council’s Tree Management Policy *Living with Trees* in 2021, which will include a comprehensive review of existing Tree Preservation Orders and the role of TPOs in preserving trees of significant value within the County.

Table 3.3: Tree Preservation Orders

Tree Preservation Order	Location
Dublin County Council Tree Preservation Order (St Brigid’s Clondalkin) Order 1973	St Brigid’s (now Newlands Garden Centre), New Road, Clondalkin, Dublin 22.
Dublin County Council Tree Preservation Order (Beaufort Downs, Rathfarnham) Order 1987	Beaufort Downs, Rathfarnham, Dublin 14.





Dublin County Council Tree Preservation Order (Quarryvale, Brooklawn) (Liffey Valley No.1) Order 1990	Townland of Quarryvale and Brooklawn, Palmerstown, Dublin 20.
South Dublin County Council Tree Preservation Order (Coolamber Site) Order 2015	Newcastle Road, Lucan.

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 11:

Tree Preservation Orders and other Tree Protections

Policy NCBH 11:

Review Tree Preservation Orders (TPO) within the County and maintain the conservation value of trees and groups of trees that are the subject of a Tree Preservation Order while also recognising the value of and protecting trees and hedgerows which are not subject to a TPO.

NCBH 11 Objective 1:

To review Tree Preservation Orders within the County and maintain the conservation value of trees and groups of trees that are the subject of any Tree Preservation Order.

NCBH 11 Objective 2:

To identify trees of amenity value within the County and use whatever mechanism is available for their protection.

NCBH 11 Objective 3:

To protect existing trees, hedgerows, and woodlands which are of amenity or biodiversity value and/ or contribute to landscape character and ensure that proper provision is made for their protection and management taking into account *Living with Trees: South Dublin County Council's Tree Management Policy (2015-2020)* or any superseding document.

NCBH 11 Objective 4:

To protect the hedgerows of the County, acknowledging their role as wildlife habitats, biodiversity corridors, links within the County's green infrastructure network, their visual amenity and landscape character value and their significance as demarcations of historic field patterns and townland boundaries. (Refer also to Chapter 4, Green Infrastructure).

3.3.7 Geology

The geology of South Dublin County is recognised as an intrinsic component of the County's natural heritage resource. Its fertile low-lying limestone soils formed the foundation of the County's rich agricultural heritage while its deposits of sands, gravels, and rock in the uplands sustained generations of extractive industries. This geology is represented by three main periods of geological activity.

The oldest geology is in south western part of the County. This is composed of Ordovician volcanic rocks and Silurian sedimentary rocks, formed on the floors of ancient seas approximately 470 to 440 million years ago. These were uplifted to form higher ground which was then injected with large masses of granite during the Devonian Period around 405 million years ago. South Dublin County marks the northern end of the





Leinster Granite chain. As well as granite, a series of dolerite dykes were also intruded across South Dublin County and these can be seen today in Ballinascorney Quarry.

The northern half of the County is formed of younger Carboniferous Limestone rocks, deposited in a deep marine basin around 340 million years ago. This limestone is a muddy limestone known as Calp, and it underlies most of Dublin County. This form of limestone is well displayed in the Belgard Quarry.

The third element of the County’s geological heritage is represented by the most recent Quaternary period. This commenced approximately 2 million years ago and involved numerous warm periods interspersed by Ice Ages. Ice eroded the previously created rocky landscape and deposited glacial gravels and sands in places such as the eskers in Greenhills and Lucan, and the extensive plains around Brittas in the south end of the County. Since the end of the last Ice Age 10,000 year ago, rivers like the Dodder have modified these glacial sediments, forming meandering river terraces.

Sites of Geological Interest in South Dublin County

An audit of the geological heritage of South Dublin County in 2014 identified 10 sites of particular geological interest in South Dublin County, as set out in Table 3.4. This survey was undertaken in conjunction with the objectives of the Irish Geological Heritage Programme of the Geological Survey of Ireland which aims to identify County Geological Sites (CGS) for recognition and protection in County Development Plans.

These 10 County Geological Sites represent South Dublin County’s geological history, comprising sites that display Carboniferous limestone, Caledonian dolerites and Ordovician siltstones, and the consequences of the glacial history of the Quaternary period.

The County Geological Sites are recognised as an intrinsic component of South Dublin County’s natural heritage resource, to be protected from potentially damaging development and to be promoted for their educational, scientific, recreational, and geo-tourism potential. The County Geological Sites protected under this Plan are mapped on the County Development Plan maps that accompany this written statement.

The nature and operation of extractive industries and road construction projects often reveals and exposes areas of geological interest. When these industries and projects are undertaken in conjunction with appropriate planning and recording objectives, the ongoing operation of these activities is considered to be generally compatible with objectives for the protection and promotion of geological heritage.

The inclusion of County Geological Sites in the County Development Plan therefore provides protection for these sites by requiring adherence to appropriate planning mechanisms, thereby avoiding inadvertent damage or eradication of important geological records. Such planning mechanisms also provide for a wider public consultation and debate while striving to achieve the sustainable management of the County’s natural resources.

Table 3.4: Geological Sites for Protection

County Geological Sites	Location / Townland	Summary Description
Dodder Terraces	Kiltipper, Ballymace, Friarstown Upper, Bohernabreena, Killininny, Tallaght, Tymon South, Knocklyon, Templeogue, Oldbawn	Flat-topped elevated terraces that formed river floodplain along the Dodder River during the last deglaciation
Greenhills Esker	Kilnamanagh, Tymon North	Large ridge comprising sand and gravel





Kippure	Powerscourt Mountain, Kippure, Castlekelly	Landmark mountain with eroded peat, exposed granite sands, and granite blocks
Lucan Esker	Lucan and Pettycanon, Esker South	Large ridge comprising sand and gravel
Newcastle Buried Channel	Newcastle Farm, Newcastle Demesne, Glebe, Athgoe North, Newcastle South, Ballynakelly, Newcastle North, Cornerpark, Commons Little	A deep buried channel in the Carboniferous Limestone bedrock, representing the site of a former Vauclisian Spring type cave (a large resurgence of groundwater from a cave)
Brittas Gravel Complex	Calliaghstown Upper, Slievethoul, Sladmore, Crockaunadreenagh, Brittas Little, Brittas Big, Glenaraneen, Lugg, Raheen, Gortlum, Mountseskin, Aghfarrell, Ballinascorney Upper	Large accumulation of deposited sands and gravels
Belgard Quarry	Cheeverstown, Belgard, Bedlesshill, Kingswood	Large working quarry - Carboniferous limestone
Liffey Valley Centre Road Sections	Yellow Walls, Irishtown, Quarryvale	Roadside exposures of Calp limestones
N4 Lucan cutting	Lucan and Pettycanon, Esker South	Roadside exposure of Calp limestones
Ballinascorney Quarry	Ballinascorney Upper	Large abandoned quarry - Caledonian dolerite & Ordovician siltstones

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 12:**Geological Sites****Policy NCBH 12:**

Maintain the conservation value and seek the sustainable management of the County's geological heritage resource.

NCBH 12 Objective 1:

To protect identified County Geological Sites from inappropriate development and to promote the importance and potential of such sites through the County's Heritage Plan.

3.4 Cultural Heritage

The cultural heritage of the County is rich and varied and reflects the different origins, distinct cultural identities and development patterns that have evolved around the amalgamation of previously industrial and rural villages that make up the County. Cultural heritage is the link between natural and built heritage;





it encompasses the human influence on the natural environment, including our landscapes with their field patterns, our industrial heritage of mill buildings, Canal locks and weirs and the rich archaeological history reflected in monuments that are visible above ground and those found below ground. Cultural heritage also embraces the County's traditional customs, music, oral history, language, beliefs, skills and folklore. This intangible heritage is not static, but changes and evolves over time.

3.4.1 Statutory Context and Planning Policy Guidance for Cultural Heritage

Cultural heritage is embedded in planning policy at national and regional levels through the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES).

The National Planning Framework (NPF) recognises '*Enhanced Amenities and Heritage*' as a National Strategic Outcome and sees our natural, cultural and built heritage as having a fundamental value that adds to the identity and sense of place of urban and rural areas. Promotion and safeguarding of the Irish language and culture is also one of the NPF objectives.

The Regional Spatial and Economic Strategy (RSES) views cultural heritage as the fabric of our lives and societies, surrounding us in the buildings of our towns and cities, our landscapes, natural sites, monuments and archaeological sites, as something that brings communities together and builds shared understandings of the places in which we live.

The RSES sets out Regional Strategic Outcomes which are aligned with international, EU and national policy and specifically identifies '*Creative Places*' as one of these outcomes. It recognises the need to enhance, integrate and protect our arts, culture and heritage assets to promote creative places and heritage led regeneration.

A number of objectives in these documents are particularly relevant to the area of cultural heritage:

- **National Policy Objective (NPO) 17** of the NPF requires planning authorities to '*Enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive use now and for future generations*'.
- **NPO 60** states '*Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance*'.
- **NPO 29** is to '*Support the implementation of language plans in Gaeltacht Language Planning Areas, Gaeltacht Service Towns and Irish Language Networks*'.
- **NPO 61** seeks to '*Facilitate landscape protection, management and change through the preparation of a National Landscape Character Map and development of guidance on local landscape character assessments, (including historic landscape characterisation) to ensure a consistent approach to landscape character assessment, particularly across planning and administrative boundaries*'.
- **Regional Policy Objective 9.25** of the RSES is to '*Seek to work with all relevant stakeholders to promote equality of access to and engagement with arts and cultural services and in the promotion of culture and heritage led urban and rural regeneration*'.

Other relevant national and regional objectives are referred to by reference number within individual policies and objectives and a comprehensive list of national and regional objectives is set out in Appendix 7.

3.4.2 Archaeology

Archaeological heritage, whether known, newly discovered, or yet to be discovered, is protected by the National Monuments Acts 1930-2004. The '*Framework and Principles for the Protection of Archaeological*



Heritage’ (DAHGI, 1999) sets out national policy on the protection of archaeological heritage within the planning process.

The Record of Monuments and Places (RMP) lists structures, features, objects or sites of archaeological heritage which are known as Recorded Monuments. This list is compiled by the National Monuments Services of the Department of Housing, Local Government and Heritage.

Our archaeological heritage includes structures, constructions, groups of buildings, moveable objects, developed sites and all recorded monuments whether situated on land or underground.

The RMP for South Dublin County is listed in Appendix 3A of the Plan and individual monuments are identified on the Development Plan Maps. Each Recorded Monument is identified with a boundary defining a Zone of Archaeological Potential, where available, which includes areas in proximity to the Recorded Monument and is essentially included as part of the Recorded Monument but does not necessarily define the full extent of the site or monument. Zones of Archaeological Potential are demarcated around the historic centres of most of the villages of the County.

Certain monuments or the remains of a monument on the RMP that have been deemed to be of national importance are designated as National Monuments.

The qualities of archaeological and architectural interest are not mutually exclusive and certain structures may be designated as both a Protected Structure and a Recorded Monument.

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 13: Archaeological Heritage

Policy NCBH 13:
Manage development in a manner that protects and conserves the Archaeological Heritage of the County and avoids adverse impacts on sites, monuments, features or objects of significant historical or archaeological interest.

NCBH 13 Objective 1:
To favour the preservation in-situ of all sites, monuments and features of significant historical or archaeological interest in accordance with the recommendations of the *Framework and Principles for the Protection of Archaeological Heritage, DAHGI (1999)*, or any superseding national policy document.

NCBH 13 Objective 2:
To ensure that development is designed to avoid impacting on archaeological heritage that is of significant interest including previously unknown sites, features and objects.

NCBH 13 Objective 3:
To protect and enhance sites listed in the Record of Monuments and Places and ensure that development in the vicinity of a Recorded Monument or Area of Archaeological Potential does not detract from the setting of the site, monument, feature or object and is sited and designed appropriately.

NCBH 13 Objective 4:
To protect and preserve the archaeological value of underwater archaeological sites including associated features and any discovered battlefield sites of significant archaeological potential within the County.

NCBH 13 Objective 5:
To protect historical burial grounds within South Dublin County and encourage their maintenance in accordance with conservation principles.

3.4.3 Landscapes

The diverse and unique geology of the County has created distinct landscapes, each with its own individual special values and sensitivities. These landscapes comprise a dynamic mix of living elements that have





responded to, and continue to respond to history, culture, natural cycles, weather events, water, climatic change and economic factors with influences spanning land uses such as agriculture, transport, tourism, industry and energy and settlement patterns.

The landscapes within the County are one of our greatest resources; including the Dublin mountains offering ecological and biodiversity interest with panoramic views over Dublin Bay and its glacial features of Glenasmole Valley; the sweeping scenic views of the Liffey valley to the north of the County; the historical and tourism amenity of the linear landscape corridor of the Grand Canal; and the urbanised lowlands playing host to much of the County's population.

The European Landscape Convention (the Florence Convention), which was ratified by Ireland in 2002 forms the basis for inclusive and participative landscape management. It defines landscape as '*an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors*'. This definition integrates all varieties of landscapes regardless of status, with all facets of land use planning which may have a direct and indirect impact on the landscape. The implementation of the *National Landscape Strategy for Ireland 2015-2025* will ensure compliance with the European Landscape Convention in Ireland.

The *National Landscape Strategy for Ireland 2015-2025* recognises the importance of landscape protection and its relationship with biodiversity and climate change. The RSES recognises the need for national and regional landscape character assessments to be carried out to promote better landscape management and planning in the region, consistent with NPO 61 of the NPF and RPO 7.27 of the RSES.

The *Landscape Character Assessment* for South Dublin County was reviewed and updated during 2020/2021 in conjunction with the review of the County Development Plan. The Landscape Character Assessment (LCA) is set out in Appendix 9 of this Development Plan and should be read in parallel with it. The LCA is informed by GIS mapping, GIS analysis and fieldwork together with a broad strategic review of the historical landscape character of the County. The LCA defines five Landscape Character Areas in the County, as follows (see Fig. 3.1 below):

- Urban
- Dodder and Glenasmole Valley
- Athgoe and Saggart Hills
- Newcastle Lowlands
- Liffey Valley.

The landscape character of each of these areas is summarised below.

Urban

This Landscape Character Area covers a significant portion of the County and is classified as an urbanised area radiating from the east. The area has historically functioned as the hinterland to Dublin city, with extensive housing estates alongside industrial and commercial developments. Housing and estate layouts date from the late nineteenth century to the present day. There are major transport corridors traversing the LCA, such as the M50 running north-south, the N4, N7 and N81 roads and Luas Red line running east-west. The settlements of Rathfarnham, Templeogue and Clondalkin have important historical legacy and remnants which should be preserved. The large public parks such as Dodder Valley, Tymon Park, Corkagh Park and Griffeen Park offer significant recreational and ecological resources within the urban area, as do the linear corridors of the River Dodder, Camac and Griffeen Rivers which offer areas of natural and semi-natural vegetation.

River Dodder and Glenasmole Valley

This is a highly scenic and distinctive glacial valley with a variety of attractive features, and enclosed fields contrasting with the upland blanket bog areas. Distinctive stone cut cottages and boundaries are present along the along the valley floor, while the area also contains significant archaeological clusters. This LCA





offers varied and extensive views across Dublin Bay and to the Wicklow mountains and is an important recreational and ecological landscape, evidenced by its statutory designations. It forms a significant backdrop to the greater Dublin area, and is a remarkable landscape in its wildness and remoteness so close to heavily urbanised areas. Its character and integrity are of importance to local residents, and it is a very significant resource for recreation users and for tourism. The objective of managing this LCA is to preserve its overall character and the features and values that contribute to its uniqueness.

Athgoe and Saggart Hills

This LCA comprises foothills and hills that form a backdrop and setting for the greater Dublin area. The hills host a variety of uses including agriculture, forestry and recreation as well as important ecological services associated with their habitats. The LCA is diverse and offers access into the more strongly rural areas of the County and beyond. Long views over the lowlands and south to the Wicklow Mountains are an important characteristic. The integrity of the landscape character is derived from agriculture combined with other rural land uses including coniferous plantations. The integrity of its character, and of its value as a landscape setting have been compromised by housing developments in the area and through the use of non-vernacular styles very much in conflict with the local character.

Newcastle Lowlands

This LCA comprises a low-lying agricultural area of high agricultural productivity, with a long history of human settlement and is an important landscape setting for the urbanised east of the County. The Newcastle Lowlands function as an important agricultural resource but are vulnerable to urbanising pressures. In addition, its character as a rural landscape provides a distinct and important identity for this area of western Dublin. To conserve its sense of place requires measures protecting the integrity of the agricultural landscape by controls on urban expansion, ribbon development and other sources of erosion and fragmentation and requires site planning guidance on the use of appropriate vernacular styles and treatments in new developments. The most significant ecological feature in the LCA is the Grand Canal, a proposed Natural Heritage Area.

Liffey Valley

This LCA comprises the River Liffey and its valley, an area of significant historical importance and an important ecological corridor. The landscape characteristics and landscape value of this LCA confer on it a distinct sense of place. The elements that are key include historic and cultural heritage exemplified by Lucan and Palmerstown, and the variety of preserved naturalistic and rural landscapes in the area. This sense is potentially at risk due to urbanisation. The Landscape Character Assessment therefore makes recommendations aimed at preserving that sense of place and relating to conservation, protection and enhancement where possible of those key landscape elements and values.

Landscape Character Types, Sensitivities and Capacity

The Landscape Character Assessment identifies Several Landscape Character Types within the County as follows and as identified on Figure 3.2 below:

- River Valley
- Canal
- Agricultural Lowlands
- Low Foothills
- Foothills
- Mountains
- Transport Corridors
- Green Space
- Urban
- Historic Urban



- Urban Fringe.

There may be several Landscape Character Types within each Landscape Character Area.

The capacity of each Landscape Character Type to absorb new development will largely depend on the sensitivity of the landscape. Landscape capacity means the ability of a landscape to accommodate different amounts of change for a development of a specific type without adversely affecting the intrinsic character of the landscape. Assessment of sensitivity takes account of the overall landscape character, quality and condition of the landscape and considers its potential ability to adapt to change without losing its intrinsic character. Sensitivity is classed as Low, Moderate or High. Thus, a high sensitivity landscape would have a low capacity but the level of the capacity will vary according to the type of development concerned.

For each Landscape Character Type, a set of principles for development has been devised. These principles will aid in the management of development including the designing of development proposals and the assessment of planning applications. The principles for development are set out in Chapter 13 Implementation and Monitoring. The Landscape Character Assessment has been used to inform the Development Plan policy and objectives in relation to landscape.

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 14: Landscapes

Policy NCBH 14:

Preserve and enhance the character of the County’s landscapes, particularly areas that have been deemed to have a medium to high Landscape Value or medium to high Landscape Sensitivity and to ensure that landscape considerations are an important factor in the management of development.

NCBH 14 Objective 1:

To protect and enhance the unique landscape character of the County by ensuring that development retains, protects and, where necessary, enhances the appearance and character of the landscape, taking full cognisance of the *Landscape Character Assessment of South Dublin County (2021)*.

NCBH 14 Objective 2:

To ensure that development is assessed against Landscape Character, Landscape Values and Landscape Sensitivity as identified in the Landscape Character Assessment for South Dublin County (2021) in accordance with Government guidance on Landscape Character Assessment and the *National Landscape Strategy 2015-2025*.

NCBH 14 Objective 3:

To ensure that development respects and reinforces the distinctiveness and uniqueness of the Landscape Character Types and retains important characteristics such as habitats, landform, vernacular heritage and settlement patterns.

NCBH 14 Objective 4:

To require a Landscape/Visual Impact Assessment to accompany all planning applications for significant proposals, located within or adjacent to sensitive landscapes and to provide mitigation measures to address any likely negative impacts.

NCBH 14 Objective 5:

To protect skylines and ridgelines from development.





Figure 3.1: Landscape Character Areas and Sensitivity for South Dublin County

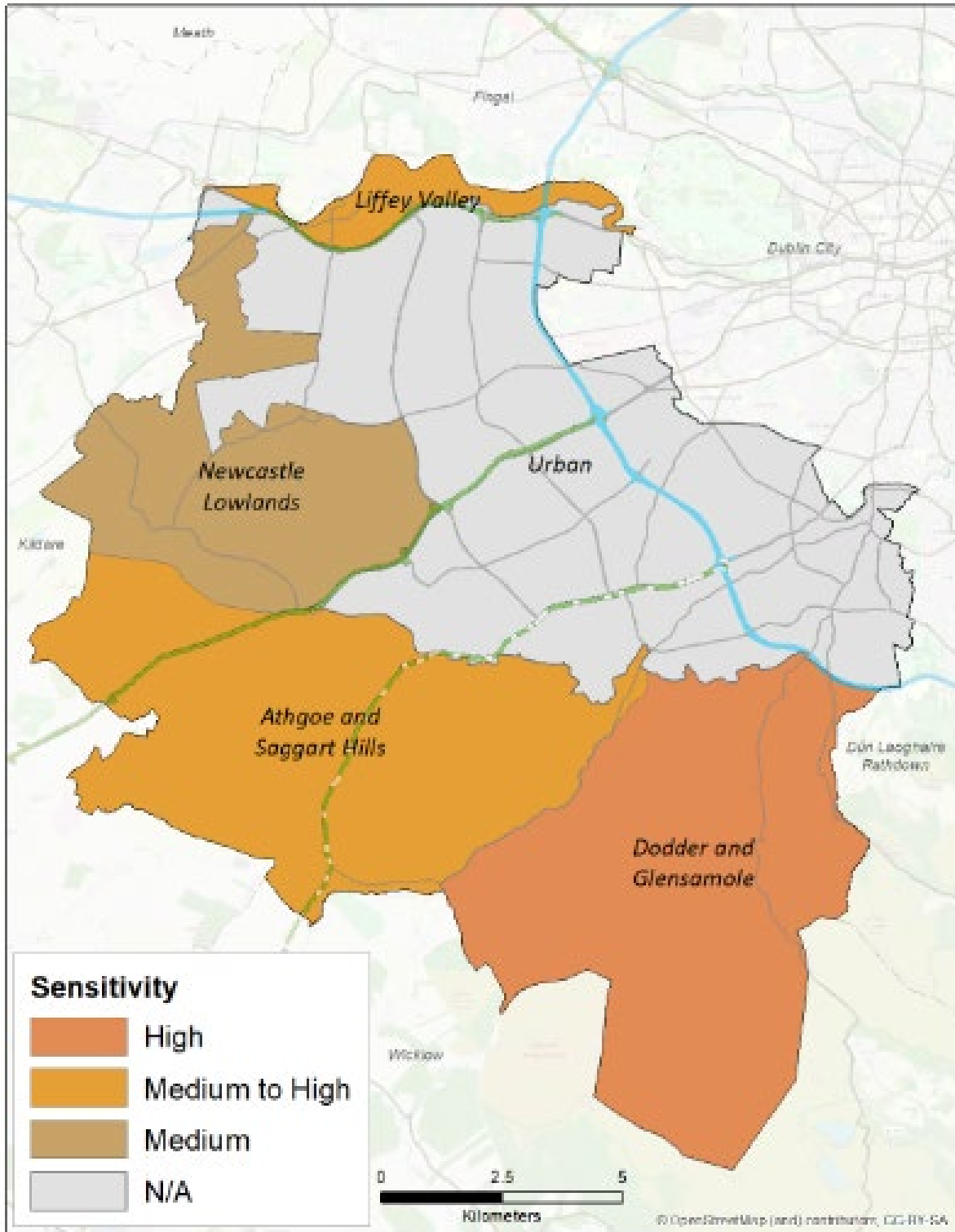
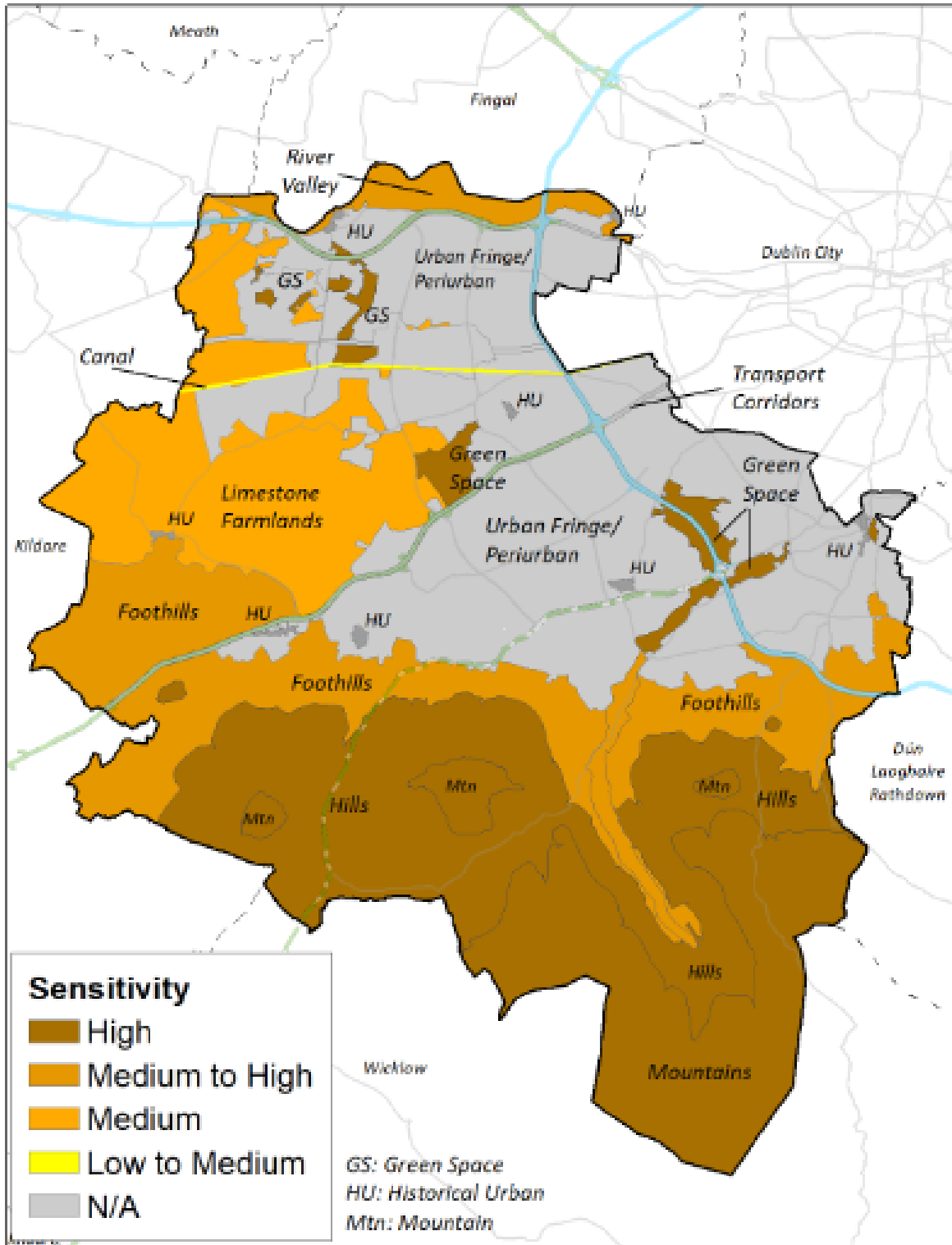




Figure 3.2: Landscape Character Types and Sensitivity for South Dublin County





3.4.4 Views and Prospects

The County contains many scenic views and prospects of places of natural beauty or interest that are located within the County and in adjoining counties. These include localised views and panoramic prospects of rural, mountain, hill, coastal and urban landscapes such as Dublin City and environs, Dublin Bay, the Liffey Valley and the Dublin and Wicklow Hills and Mountains including the Glenasmole Valley. Views of places of natural beauty or interest are not confined to those that are visible from scenic places but also from and to existing built up areas. The County also contains important prospects, those prominent landscapes or areas of special amenity value or special interest which are widely visible from the surrounding area. As part of the review of the Landscape Character Assessment, views and prospects were re-evaluated. It was recommended that additional views be added to the list for protection/preservation; no additional prospects were identified for protection or preservation.

Views that are identified for protection and preservation are identified on the Development Plan maps that accompany this written statement. Prospects are listed in Table 3.5.

The impact of development on protected Views and Prospects will be considered in the assessment of planning applications. Prospects from prominent public places will be protected. Views and Prospects of landscapes in adjoining counties will also be taken into account when assessing development proposals within the County. The Council will seek to protect sensitive areas and their inter-visibility from detrimental development.

Table 3.5: Prospects to be Preserved and Protected

Map Ref.	Prospect	Map Ref.	Prospect
1.	Athgoe Hill	10.	Piperstown Hill
2.	Bustyhill	11.	Glenasmole Valley
3.	Windmill Hill	12.	Cruagh Mountain
4.	Lugmore/Tallaght Hill	13.	Kilakee Mountain
5.	Verschoyle's Hill	14.	Ballymorefinn Hill
6.	Mountpelier Hill	15.	Seahan Mountain
7.	Knockannavea	16.	Corrig Mountain
8.	Saggart Hill	17.	Seefingan Mountain
9.	Sliamh na mBánóg	18.	Kippure Mountain

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 15:

Views and Prospects

Policy NCBH 15:





Preserve Views and Prospects and the amenities of places and features of natural beauty or interest including those located within and outside the County.

NCBH 15 Objective 1:

To protect, preserve and improve Views and Prospects of special amenity, historic or cultural value or interest including rural, river valley, mountain, hill, coastal, upland and urban views and prospects that are visible from prominent public places and to prevent development which would impede or interfere with Views and / or Prospects.

NCBH 15 Objective 2:

To require a Landscape/Visual Impact Assessment to accompany all planning applications for significant proposals that are likely to considerably affect views and prospects.

3.4.5 Industrial Heritage

South Dublin County is particularly rich in industrial heritage, much of which dates from the 18th and 19th centuries. A desktop survey of the industrial heritage of the County was carried out in 2012. The industrial heritage inventory that resulted includes bridges, infrastructure relating to water and sewage, waterways including the Grand Canal, weirs, bridges, mills, and railways.

The construction of the Grand Canal between 1756 and 1804 allowed for the establishment of several industries such as lime production, stone extraction, quarries, mining, factories, mills, and development of smithies and forges. Paper manufacturing was a significant industry in South Dublin County with paper mills located on the Rivers Liffey, Camac and Dodder.

The transportation network began to grow during this period, with improvements to the roads and Canal including construction of bridges and canal locks. This period also saw Lucan develop as a ‘post town’ on the main Dublin to Galway Road.

**NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 16:
Industrial Heritage**

**Policy NCBH 16:
Promote the County’s industrial heritage.**

NCBH 16 Objective 1:

To promote and encourage the sensitive and adaptive reuse of industrial heritage structures where appropriate, ensuring that any change does not seriously impact on the intrinsic character of the structure and that all works are carried out in accordance with best practice conservation, consistent with RPO 9.27 of the RSES.

NCBH 16 Objective 2:

To conduct a field survey of sites of industrial heritage within the County to identify structures, features and their related artefacts and plant, and to consider adding industrial heritage structures or complexes, or elements of significance, to the Record of Protected Structures.

NCBH 16 Objective 3:

To have regard to those items identified in the *South Dublin County Industrial Heritage Survey (2012)* and any subsequent surveys when assessing any relevant development proposals.





NCBH 16 Objective 4:

To support the preparation and implementation of an updated County Heritage Plan incorporating the promotion and protection of the County’s Cultural Heritage.

3.4.6 Irish Language

The Council has an important role to play in the promotion of the Irish language in the County through organising events such as Seachtain na Gaeilge and other initiatives, through support for Irish language names for new residential developments, in the provision of bilingual directional signage and in the translation of public documents published by the Council.

The use of the Irish language in Clondalkin has been increasing in recent years and the area has received national recognition through designation as an *Irish Language Network Area*, due to the achievement of a critical mass of community and State support for use of Irish. On foot of this designation Clondalkin is required to prepare an Irish Language Plan.

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 17:

Irish language

Policy NCBH 17:

Promote, support and preserve the Irish Language within the County.

NCBH 17 Objective 1:

To promote the use of the Irish Language.

NCBH 17 Objective 2:

To support the preparation and implementation of an Irish Language Plan for Cluain Dólcáin / Clondalkin Irish Language Network Area, consistent with RPO 9.28 of the RSES.

NCBH 17 Objective 3:

To continue to promote use of the Irish language in the naming of new residential developments.

NCBH 17 Objective 4:

To promote local heritage by supporting names for new residential developments that reflect the local and historical context of their siting.

NCBH 17 Objective 5:

To support the use of the Irish language on shop fronts.

3.4.7 Multi-Culturalism in South Dublin County

An increasingly diverse migrant population has called South Dublin County home in recent decades, consisting of a range of nations, ethnicities, and religions. The Migration and Diversity profile of Census 2016 reveals that more than half a million people from 200 different nations are living in Ireland. In relation to South Dublin County, the Census indicates that 30,919 non-Irish people are resident in the County comprising just over 11% of the population. This blend of nationalities adds a diversity and richness to our lived experience and worldview and is part of our evolving cultural heritage.





**NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 18:
Multi-Culturalism**

Policy NCBH 18:
Promote the County’s multi-cultural heritage.

NCBH 18 Objective 1:
To work towards establishing an environment for promoting cross cultural awareness, racial harmony, mutual understanding and appreciation of all religious and ethnic traditions within the County.

NCBH 18 Objective 2:
To implement the actions identified in South Dublin County Council’s *Integration Strategy* (2019-2023) or any subsequent strategies.

3.5 Built Heritage

South Dublin County’s historic built environment encompasses fine examples of built heritage and historic streetscapes that contribute to the visual amenity and character of the County and to our understanding of the past. It is critical that our rich architectural assets such as protected structures, architectural conservations areas, country houses, castles, industrial architecture and vernacular buildings are valued and protected for future generations to enjoy.

Reimagining our stock of older buildings through reuse, repair and energy upgrading is an important consideration for sustainable development and urban regeneration and is a key goal of national and regional planning policy. Reuse of old buildings is also an important response to climate change as retention of such buildings retains embodied energy, preserves craftsmanship and is a carbon neutral option.

Historic buildings and streetscapes also have a key role to play in placemaking. Where they are sensitively incorporated within development and regeneration schemes, their intrinsic qualities such as character, historic value and visual amenity greatly contribute to sense of identity and sense of place.

As stated in the National Planning Framework, *‘Ireland’s built heritage assets are a non-renewable resource that merit being nurtured in a manner appropriate to their significance as an aid to understanding the past, contributing to community well-being and quality of life as well as regional economic development’.*

3.5.1 Statutory Context and Planning Policy Guidance for Built Heritage

The NPF identifies heritage as a strategic investment priority, recognising *‘Enhanced Amenities and Heritage’* as a National Strategic Outcome and emphasising that our built, natural, and cultural heritage *‘has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place’.*

The RSES highlights that *‘built heritage assets are a non-renewable resource that contribute to understanding our past, the well-being and quality of life of citizens and also represent an opportunity for sustainable economic development’.*

National and regional objectives with particular relevance to the area of built heritage are as follows:

- **National Policy Objective 17** of the NPF states *‘Enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive use now and for future generations’.*



- **Regional Policy Objective 9.30** of the RSES states 'Support the sensitive re-use of protected structures'.

3.5.2 Protected Structures

The Planning and Development Act, 2000 (as amended) requires each Planning Authority to include a Record of Protected Structures (RPS) in the County Development Plan. The RPS for South Dublin County is listed in Appendix 3B of this Development Plan and all associated structures are identified on the Development Plan maps.

A protected structure is a structure that the Planning Authority considers to be of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view. Where a structure is protected under the RPS, the protection includes (unless otherwise stated) the structure, its interior and the land within its curtilage and other structures within that curtilage (including their interiors) and all fixtures and features which form part of the interior or exterior of all these structures.

The Department of Housing, Local Government and Heritage is responsible for conducting surveys of the architectural heritage of each county and recording these structures in the National Inventory of Architectural Heritage (NIAH). Under Section 53 of the Planning and Development Act, 2000 (as amended) the Minister may make recommendations to include particular structures in an RPS.

Chapter 13 Implementation and Monitoring contains advice on information to be included with planning applications for developments affecting Protected Structures.

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 19: Protected Structures
Policy NCBH 19: Conserve and protect buildings, structures and sites contained in the Record of Protected Structures and carefully consider any proposals for development that would affect the setting, special character or appearance of a Protected Structure including its historic curtilage, both directly and indirectly.
NCBH 19 Objective 1: To ensure the protection of all structures (or parts of structures) and their immediate surroundings including the curtilage and attendant grounds of structures identified in the Record of Protected Structures.
NCBH 19 Objective 2: To ensure that all development proposals that affect a Protected Structure and its setting including proposals to extend, alter or refurbish any Protected Structure are sympathetic to its special character and integrity and are appropriate in terms of architectural treatment, character, scale and form. All such proposals shall be consistent with the <i>Architectural Heritage Protection Guidelines for Planning Authorities</i> , DAHG (2011 or any superseding documents) including the principles of conservation.
NCBH 19 Objective 3: To address dereliction and to welcome, encourage and support the rehabilitation, renovation, appropriate use and sensitive re-use of Protected Structures consistent with RPO 9.30 of the RSES.
NCBH 19 Objective 4: To support alternative uses for Protected Structures including former institutional sites in order to provide continued security of the heritage value of these buildings, attendant grounds and associated landscape features.
NCBH 19 Objective 5: To prohibit demolition and inappropriate alterations of Protected Structures unless in exceptional circumstances.
NCBH 19 Objective 6: To ensure that any works to upgrade the energy efficiency of Protected Structures and historic buildings are sensitive to traditional construction methods and materials and do not have a detrimental physical or visual





impact on the structure. Regard should be had to the DAHG publication *'Energy Efficiency in Traditional Buildings' 2010*.

NCBH 19 Objective 7:

To review the National Inventory of Architectural Heritage (NIAH) and update the Record of Protected Structures in accordance with any direct Ministerial recommendations.

NCBH 19 SLO 1:

To support the refurbishment of the metal bridge in Palmerstown (the Lower Road, RPS ref. 006) which is in the ownership of Fingal County Council.

3.5.3 Architectural Conservation Areas

An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value or that contributes to the appreciation of Protected Structures. An ACA may consist for example, of a row of terraced houses, a street, a village centre or a cluster of structures. Unless a structure is also listed on the Record of Protected Structures, the designation afforded from inclusion in an ACA only applies to the exterior and streetscape.

There are twelve ACAs designated within South Dublin County. These are:

- Balrothery Cottages, Tallaght
- Boden Village Cottages, Ballyboden
- Clondalkin Village
- Lucan Village
- Newcastle Village
- Palmerstown Lower – Mill Complex
- Rathcoole Village
- Rathfarnham Village including Willbrook
- Riverside Cottages, Templeogue
- Saint Patrick's Cottages, Grange Road, Rathfarnham
- Tallaght Village
- Whitechurch Road and Taylor's Lane Cottages, Rathfarnham

Each ACA boundary is outlined on the Development Plan maps that accompany this written statement. A list of each ACA with a brief description of the architectural character of the area is set out below:

1. Rathcoole Village

There are numerous buildings of interest within the linear ACA envelope, including Rathcoole House, the Court of Petty Sessions, Rathcoole Health Centre, Rathcoole Garda Station, Rathcoole Inn, An Poitin Stil and several smaller cottages dotted throughout the village. The main concentration of historic buildings, dating from the late eighteenth and nineteenth centuries, are in the eastern and central part of the village. The village core remains apparent as a distinct urban focus, despite the late twentieth century residential and road development surrounding the village.

2. Newcastle Village

Newcastle is an historically significant village originally established as a medieval manor in the thirteenth century. Its large number of surviving archaeological monuments and well-preserved medieval land holding system of burgage plots preserved in hedgerows makes Newcastle a village of national significance. The built fabric of the village core has been classed as some of the oldest in the region. The buildings of interest within the ACA envelope are medieval structures such as tower houses constructed before 1500, the Church of Ireland, the mid-eighteenth century Glebe House, and the Old National School and St Finian's Roman Catholic Church which date from the early to mid-nineteenth century.



3. Riverside Cottages, Templeogue

Riverside cottages consist of a crescent shaped formation of twenty semi-detached bungalows, situated off the main Templeogue Road. The cottages front onto a large green open space with the river Dodder forming a natural boundary to the south. The cottages are of buff coloured brick with granite features and red brick projecting porches forming a distinctive group with significant architectural and setting interest.

4. St. Patrick's Cottages, Grange Rd, Rathfarnham

This area consists of fourteen sets of semi-detached cottages, five sets of semi-detached, single storey structures with dormer rooms and one terrace of ten two-storey houses, designed by architect T.J Byrne c.1915 for housing staff and families of the adjacent Flour Mill. The four rows of dwellings that form the original St. Patricks Cottage housing scheme had large rear gardens; with the advent of a sewerage system in the 1960s the large back gardens of the cottages were shortened to make way for terraces of two storey houses with flat roofs. There are three early-twentieth century house-types in this development forming a distinctive group with significant architectural interest as well as social interest in that they provide a contextual understanding for the historic milling industry in the vicinity.

5. Whitechurch Road and Taylor's Lane Cottages, Rathfarnham

This area comprises 12 semi-detached cottages along Whitechurch Road, ten semi-detached cottages and two semi-detached, two storey houses which are similar to the development on Taylor's Lane and date from the early twentieth century. The distinct character derives from a shared palette of materials including natural slate, granite construction, stone boundary walls, buff coloured brick, brick chimney stacks, repetitive patterns and contribution to streetscape.

6. Balrothery Cottages, Tallaght

This terrace of four cottages is situated on Tallaght Road, just west of Brookmount lawns within Balrothery and dates to the early twentieth century. The design is typical of working class housing constructed within rural Dublin County at the time.

7. Boden Village Cottages, Ballyboden

This terrace of nine bungalows is situated on Ballyboden road, south-west of the crossroads with Glendoher and Ballyroan Road. The rear of the properties is bounded by a small watercourse, the tail-race from the former paper mill on Taylor's Lane. These bungalows were most likely constructed in the 1950s or 1960s.

8. Lucan Village

Lucan village is situated on the banks of the Griffeen and Liffey Rivers in a scenic part of the Liffey Valley and adjoins the Liffey Valley Special Amenity Area. Lucan largely dates from the eighteenth century when the town became a fashionable resort, following the discovery of a sulphuric spa in 1758. The main street dates from 1800 to 1830 and the scenic nature of the village attracted residents from Dublin. A series of mills, including linen, woollen and flour mills, was established on the Liffey downstream from Lucan during the eighteenth and nineteenth centuries and several mill complexes survive in varying degrees of preservation. Lucan Village's distinct character derives from a shared palette of materials, repetitive patterns, streetscape and the layout and details of the village such as the village green, limestone paving, mature tree lined streets, stone buildings and walls and public buildings.

9. Clondalkin Village

The Round Tower is the renowned symbol of Clondalkin Village, and dates from c.750AD. A number of mills were established on the Camac River, including in the eighteenth century when a series of small gunpowder mills were located in the demesne of Little Corkagh. Clondalkin developed in the eighteenth and nineteenth centuries as a typical mixed-use town acting as a marketplace and providing housing for the local mill workers. The village retains a small number of houses from the nineteenth century. Examples of Clondalkin's distinct character include streetscape, roofscape, views and settings, views towards landmark buildings, including the Round Tower and Church of St. John's, and open spaces.

10. Palmerstown Lower – Mill Complex





Below Palmerstown village on the banks of the Liffey, a large number of mills were established during the eighteenth century. In the early nineteenth century the range of industrial enterprises here included extensive printing-works, large iron-works, oil and dye stuff mills and wash mills. There were also lead and copper works, large cotton mills and flour mills. The former industries were of considerable importance to the historical, architectural and social evolution of the area and a considerable amount of riverside historic buildings and rural character are still evident.

11. Rathfarnham Village including Willbrook

The development of Rathfarnham village is closely linked with that of Rathfarnham Castle, built in c. 1583 by the Archbishop of Dublin. During the nineteenth century a series of mills were established on the Owendoher and Dodder Rivers. During the eighteenth and nineteenth centuries, numerous villas and small country houses were built in the environs of Rathfarnham. With the arrival of trams, Rathfarnham became a suburb of Dublin, and terraced houses were built to accommodate suburban workers.

12. Tallaght Village

Tallaght is the site of an Early Christian monastery which was founded by St. Maelruain in the 8th century. St Maelruain’s Church, graveyard and tower now occupy the site of this monastery. The lands in Tallaght area came under the control of the Archbishop of Dublin. Tallaght House was built in 1820 on the site which was occupied by Tallaght Castle and later the Archbishop’s Palace. In 1855 the Dominicans purchased the lands and buildings and founded the Priory of St. Mary. In 1864 they opened the present priory building and added extensions at later dates. The village was connected to Dublin by tram in the 1890s and this led to significant redevelopment in Tallaght. The character of Main Street today is largely defined by the attractive and substantially intact early twentieth century houses in the village.

Development within Architectural Conservation Areas

The carrying out of exterior works to structures within an ACA are exempt from planning permission only where the works would not materially affect the character of the area and where the works would be consistent with the appearance of the structure itself and neighbouring structures.

The Council will seek to ensure that new development and works within ACAs and village areas respect the historic status of the area and demonstrate an awareness of the historic surroundings on the part of designers, developers, building occupiers and owners. This will serve to protect and enhance the architectural heritage of the area and will ensure that new development adds to the character of the area and reinforces its sense of place.

Chapter 13 Implementation and Monitoring contains advice on good practice design and information to be included with planning applications for development within an ACA.

**NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 20:
Architectural Conservation Areas**

Policy NCBH 20:
Preserve and enhance the historic character and visual setting of Architectural Conservation Areas and carefully consider any proposals for development that would affect the special value of such areas.

NCBH 20 Objective 1:
To avoid the removal of distinctive features that positively contribute to the character of Architectural Conservation Areas including building features, shop fronts, boundary treatments, street furniture, landscaping and paving.

NCBH 20 Objective 2:
To prohibit demolition of a structure that positively contributes to the architectural character of the ACA.





NCBH 20 Objective 3:

To ensure that new development, including infill development, extensions and renovation works within or adjacent to an Architectural Conservation Area (ACA) preserves or enhances the special character and visual setting of the ACA including vistas, streetscapes and roofscapes.

NCBH 20 Objective 4:

To address dereliction and to welcome, encourage and promote appropriate and sensitive reuse and rehabilitation of buildings, building features and sites within Architectural Conservation Areas.

NCBH 20 Objective 5:

To reduce and prevent visual and urban clutter within Architectural Conservation Areas including, where appropriate, traffic management structures, utility structures and all signage.

NCBH 20 Objective 6:

To promote and support the reimagining of public spaces and places within Architectural Conservation Areas as part of improving positive placemaking (refer to Section 3.5.4 subsection Placemaking and the Historic Built Environment).

NCBH 20 Objective 7:

To ensure proposals for shopfronts and retail signage within ACAs adhere to best practice and achieve high quality designs which respect the character of the area. In this regard, applicants shall have regard to South Dublin’s Shopfront Design Guide.

NCBH 20 Objective 8:

To ensure that all planning applications for new developments within or immediately contiguous to an ACA include an Architectural Impact Assessment and Design Rationale addressing design considerations such as urban structure and grain, density and mix, scale, height, materials, landscape, views and landmarks and historic development.

3.5.4 Architectural Conservation, Adaptability and Placemaking

Architectural Conservation and Design

Designs to reimagine historic buildings should be based on conservation principles such as minimal intervention, reversibility, and respectful alteration and repair, in order to conserve the historic fabric. This is particularly important in the case of a Protected Structure. The *Architectural Heritage Protection Guidelines for Planning Authorities* provide detailed information on good design requirements, conservation principles and the planning and development process in relation to alterations to historic buildings, Protected Structures and buildings within an Architectural Conservation Area.

Respect for the original structure, its plan and setting, architectural character and the nature of its construction must be central to the design process to avoid undermining its authenticity and significance. This is a process that involves careful balancing of environmental and legislative constraints, owner’s/occupiers’ requirements and responsibilities, and good conservation practice. Minimal intervention is a core conservation principle, and one that is both cost-effective and respectful to the integrity of a structure.

New Design within Historic Villages/Towns and Architectural Conservation Areas

New design in this context can be defined as all significant designed intervention in the historic environment. This includes open space, public realm, new build and major alterations and additions. In terms of scale, it includes everything from minor infill to major master planning. New designs in historic places can help realise the full economic and cultural potential of a place.

When considering new developments within the context of a historic town/village or Architectural Conservation Area, the design rationale and general site context should act as the main driver for the overall design, scale, mass and height in order to achieve the best possible new development in these sensitive areas.





New buildings proposed within historic core areas of villages/towns and Architectural Conservation Areas, should not necessarily replicate existing buildings in design, appearance or materials. While this may be appropriate in specific circumstances, in general new buildings in historic settings should read as modern and contemporary interventions and should create a harmonious relationship with their surroundings.

Chapter 13 Implementation and Monitoring sets out general design principles for new development within an existing historic area.

**NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 21:
Architectural Conservation and Design**

Policy NCBH 21:
Encourage appropriate design of new-build elements and interventions in historic buildings and environments.

NCBH 21 Objective 1:
To ensure that designs to reimagine historic buildings are based on conservation principles such as minimal intervention, reversibility, and respectful alteration and repair, in order to conserve the historic fabric.

NCBH 21 Objective 2:
To ensure that new buildings in historic settings and Architectural Conservation Areas are appropriately designed and create a harmonious relationship with their surroundings.

Adapting and Reusing Historic Buildings

The reuse, repair, adaptation and upgrading of old buildings is a key component of promoting sustainable development and achieving compact growth and can also be a catalyst for the revitalisation of town and village centres. Reuse and adaptation will also support other objectives including Ireland’s move towards a low-carbon society, heritage-led regeneration and a circular economy supporting local craftspeople and trades.

Reuse and adaptation are supported in national and regional planning policy: - NPO 17 of the NPF states ‘Enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive use now and for future generations’; while RPO 9.30 of the RSES seeks to ‘Support the sensitive reuse of protected structures’.

**NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 22:
Adapting and Reusing Historic Buildings**

Policy NCBH 22:
Support and encourage the reuse and adaptation of historic, traditional, and older vacant and derelict buildings as a key component of promoting sustainable development and achieving compact growth and as a catalyst for the revitalisation of historic village and town centres.

NCBH 22 Objective 1:
To encourage the repurposing and reuse of older vacant and derelict structures, particularly within towns, villages and Architectural Conservation Areas.





NCBH 22 Objective 2:

To support the sensitive reuse of Protected Structures particularly where they are currently vacant or in a derelict condition, in accordance with RPO 9.30 of the RSES.

NCBH 22 Objective 3:

To encourage and support the delivery of projects that repair and conserve historic structures in accordance with national grant schemes for architectural conservation.

NCBH 22 Objective 4:

To ensure the reuse, adaptation and upgrade of historic buildings is in accordance with conservation principles including minimal intervention, reversibility, respectful alteration and repair.

Placemaking and the Historic Built Environment

See also Chapter 5 Quality Design and Healthy Placemaking.

Heritage-led placemaking and regeneration enables historic buildings to be reused and adapted successfully and to act as a catalyst for revitalisation of our towns, villages and streetscapes. Historic buildings and areas have many intrinsic qualities which contribute to placemaking and which can be harnessed in regeneration schemes – these attributes include visual amenity, character, and historic value and when combined, they confer a sense of identity which is critical to quality placemaking. Placemaking involving historic built environments is supported in national and regional planning policy:

The NPF states that *‘Investment in our towns and villages through regeneration, public realm improvements and the appropriate adaptation and re-use of our built heritage, are key factors in developing, promoting and investing in a sense of place and aligning the objectives of creating high quality with that of spatial planning’.*

Regional Strategic Outcome 5 of the RSES is *‘Creative Places’* and the aim is to *‘Enhance, integrate and protect our arts, culture and heritage assets to promote creative places and heritage led regeneration’.*

**NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 23:
Placemaking and the Historic Built Environment**

Policy NCBH 23:

Ensure that historic buildings and built environments are sensitively incorporated within development and regeneration schemes, taking advantage of their intrinsic attributes including character, visual amenity, sense of identity and sense of place.

NCBH 23 Objective 1:

To support and promote heritage-led regeneration including the engagement of all relevant stakeholders, in accordance with RSO 5 and RPO 9.25 of the RSES.

NCBH 23 Objective 2:

To ensure that conservation is a key design principle underpinning any redevelopment/regeneration schemes that affect the historic built environments of the County.

NCBH 23 Objective 3:

To support the development of sustainable back land and infill development that is appropriate in scale and character to historic town and village centres, that transitions appropriately, accommodates





surviving structures where appropriate and retains the historic streetscape form particularly within sensitive areas of architectural importance.

NCBH 23 Objective 4:

To support placemaking initiatives and projects as part of Architectural Conservation Area and village enhancements, making the areas more attractive to residents, businesses and visitors and improving environment and community wellbeing.

NCBH 23 Objective 5:

To support the implementation of the Government’s Policy on Architecture (GPA) as it relates to historic buildings, streetscapes, towns and villages by ensuring the delivery of high quality architecture and quality place making for everyone and by demonstrating best practice in the care and maintenance of historic properties in public ownership.

NCBH 23 Objective 6:

To consider the adoption of governance tools such as the Health Check Programme, Conservation Plans for special sites and the Living Town Initiatives in the promotion of heritage-led regeneration.

Climate Change Adaptation and Energy Efficiency in Historic Buildings

The use of existing building stock is a key contributor to sustainable development, as the most carbon neutral building is a building that already exists. Historic and traditional buildings, like any other buildings, are spaces for human habitation, economic activity and recreation. As such, they demand energy and as the reduction of carbon emissions becomes an issue to the forefront of public policy, these older buildings will need to play a contributing role in climate mitigation ambition.

Approximately 17% of our dwellings are traditionally built, with solid walls, tried-and-tested materials and construction methods. These buildings perform differently to modern construction, and in order for them to be modified effectively to use less energy, their physical properties and performance need to be carefully considered. There are risks associated with applying energy efficiency methods used for modern construction to traditionally built buildings, which include damage both to the building fabric and to the health of the building occupants.

Embodied Energy and Life Cycle in Older and Traditional Buildings

The reuse or continued use of older buildings is a key component of sustainable development and energy conservation practice. The retention and careful rehabilitation of historic buildings including vernacular buildings and other structures whether in an urban or rural context, allows the materials and embedded energy of these structures to be retained and thereby contribute to carbon footprint reduction. Demolition and replacement of such buildings where there are reuse options represents a waste of their embedded energy and such proposals will be discouraged and subject to rigorous scrutiny.

This approach is supported in regional planning policy in the RSES RPO 7.40 which states ‘*Local authorities shall include policies in statutory land use plans to promote high levels of energy conservation, energy efficiency and the use of renewable energy sources in existing buildings, including retro fitting of energy efficiency measures in the existing building stock and energy efficiency in traditional buildings.....*’

Thermal Upgrading and Energy Efficiency in Older and Traditional Buildings

Thermal upgrading of older and traditional buildings requires an understanding of the energy performance of the individual building to identify appropriate energy renovation measures. Where original materials have





failed and require replacement, the use of more energy efficient materials and work systems in their replacement should be supported and encouraged, as long as they do not negatively impact on the architectural significance and character of the building.

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 24: Climate Change, Adaptation and Energy Efficiency in Traditional and Historic Buildings
Policy NCBH 24: Support measures to encourage energy efficiency in the County’s older building stock in order to reduce carbon footprint.
NCBH 24 Objective 1: To support and promote the retention and careful rehabilitation of historic and traditional buildings and other structures in both urban and rural contexts, in order to retain embedded energy and assist in carbon footprint reduction.
NCBH 24 Objective 2: To discourage demolition or new build, where there are re-use options for historic or traditional buildings in order to promote a reduction in carbon footprint.
NCBH 24 Objective 3: To support and promote the sensitive retro fitting of energy efficiency measures and the use of renewable energy sources in traditional and historic buildings, consistent with RPO 7.40 of the RSES.
NCBH 24 Objective 4: To ensure that measures to upgrade the energy efficiency of historic or traditional buildings are in accordance with conservation principles including minimum intervention, acknowledging their inherent architectural characteristics, techniques and materials and ensure that any upgrading measures do not have a detrimental physical or visual impact.
NCBH 24 Objective 5: To carry out demonstration projects of appropriate retrofitting/energy upgrading of traditional/historic buildings in order to inform works to Council-owned properties and to guide owners/developers of private properties.

3.5.5 Vernacular/Traditional and Older Buildings, Estates and Streetscapes

Built heritage is not confined to buildings, features and items listed as Protected Structures or located within Architectural Conservation Areas. Modest rural, urban and suburban houses and groups of houses that date from the late 19th century and early to mid-20th century can contribute to the historic character and visual setting of a place. Such structures can also have a distinctive planned layout, architectural detailing or collective interest that contributes to architectural interest, historic character and visual amenity throughout the County.

Vernacular architecture is rooted in our traditions and building forms and types, using local materials and skills which became characteristic of local indigenous communities and environments. The majority of surviving vernacular buildings, date from the eighteenth and nineteenth centuries such as traditional cottages, thatch cottages, farmsteads, mills, field systems, gates, water pumps, and shopfronts. Whilst many older and vernacular buildings have become neglected and damaged over time it is important that new viable uses and careful rehabilitation is encouraged to provide regeneration which is sympathetic to their special features.





NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 25: Vernacular/Traditional and Older Buildings, Estates and Streetscapes
Policy NCBH 25: Encourage the conservation and protection of older features, buildings, and groups of structures that are of historic character including 19th Century and early to mid-20th Century houses, housing estates and streetscapes.
NCBH 25 Objective 1: To retain existing buildings that, while not listed as Protected Structures, are considered to contribute to historic character, local character, visual setting, rural amenity or streetscape value within the County.
NCBH 25 Objective 2: To ensure that the redevelopment of older buildings, including extensions and renovation works do not compromise or erode the architectural interest, character or visual setting of such buildings including surrounding housing estates or streetscapes.
NCBH 25 Objective 3: To encourage the retention, rehabilitation, renovation and re-use of older buildings and their original features where such buildings and features contribute to the visual setting, collective interest or character of the surrounding area.
NCBH 25 Objective 4: To ensure that infill development is sympathetic to the architectural interest, character and visual amenity of the area.
NCBH 25 Objective 5: To encourage the retention and /or reinstatement of original fabric of our vernacular and historic building stock such as windows, doors, roof coverings, shop and public house fronts and other special features.
NCBH 25 Objective 6: To promote the repair and retention of traditional timber and / or rendered shopfronts and public house fronts, including those premises that may not be designated a Protected Structure having regard to the <i>Architectural Heritage Protection Guidelines for Planning Authorities</i> (2011 or any superseding guidelines).

3.5.6 Features of Interest

Historic items situated within the public realm can contribute to the character, interest and visual amenity of rural, suburban, urban and industrial places throughout the County and are therefore worthy of retention and refurbishment.

NATURAL, CULTURAL AND BUILT HERITAGE (NCBH) Policy 26: Features of Interest
Policy NCBH 26: Secure the identification, protection and conservation of historic items and features of interest throughout the County including street furniture, surface finishes, roadside installations, items of industrial heritage and other stand-alone features of interest.
NCBH 26 Objective 1: To ensure that development within the County including the Council’s own development seeks to retain, refurbish and incorporate historic items and features of interest.
NCBH 26 Objective 2: To protect, preserve and maintain industrial heritage features including weirs, millraces, and mills along the River Dodder and River Liffey.





3.6 Climate Action Audit

Climate Action Audit – Natural, Cultural and Built Heritage	
Source of Green House Gases (GHGs)	Measures to Address Climate Impacts
<p>Natural, cultural and built Heritage features do not directly cause greenhouse gas emissions. However, indirectly, heritage may result in some emissions, principally arising from:</p> <ul style="list-style-type: none"> – Heating and cooling of historic buildings; – Visitors to heritage sites in vehicles powered by petrol and diesel. 	<p>Natural and built heritage plays a vital function in the reduction and absorption of carbon and has an extremely significant positive climate impact. Development Plan policies and objectives focussed on safeguarding heritage therefore reinforce this climate positive role:</p> <ul style="list-style-type: none"> – Policies to protect natural landscapes, trees, hedgerows and wildlife habitats support their exceptional contribution to carbon sequestration. Particular landscape types such as blanket bogs in our upland areas play an especially important role in absorbing and embedding carbon. – Policies to encourage the re-use, adaptation and upgrading of our older and historic building stock and to discourage demolition allow embedded carbon to remain in buildings and avoid the additional energy loading that would arise from replacement new buildings. – Policies to support the sensitive energy upgrading and use of renewable energy sources in historic and traditional buildings facilitate lower greenhouse gas emissions. – Policies advocating heritage-led placemaking and regeneration harness the intrinsic qualities of historic areas and buildings and enable the achievement of sustainable development. <p>Together, these measures will assist South Dublin County in achieving its climate action targets and will support a move towards a low-carbon society.</p>

Chapter 4:



Green Infrastructure





Vision

Promote the development of an integrated GI network for South Dublin working with and enhancing existing biodiversity and natural heritage, improving our resilience to climate change and enabling the role of GI in delivering sustainable communities to provide environmental, economic and social benefits.

4.0 Introduction

This chapter of the Development Plan, alongside the associated maps, sets out the Green Infrastructure Strategy for the County. The EU defines Green Infrastructure (GI) as

a strategically planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of ecosystem services such as water purification, air quality, space for recreation and climate mitigation and adaptation.'

It comprises the interconnected network of natural, semi-natural and artificial habitats, green spaces and ecological assets that traverse our urban and rural areas. A healthy and well-connected GI network provides a range of social, economic and ecological benefits. Protecting natural features and combatting habitat fragmentation improves biodiversity, filters pollutants and helps to improve air and water quality as well as preventing flooding by helping to control surface water runoff. From a placemaking perspective, it is an asset that can raise the profile of the County, influence business decisions to invest and encourage people to live and work in the County. As an integral component of building well designed and sustainable communities it is key to the success of the overall concept of connected, compact growth avoiding the damage created to the environment and climate through urban sprawl and facilitating improved physical and mental wellbeing. In this way GI is a holistic approach to land use planning which balances spatial, social and economic development in a way that enhances the natural environment.

4.0.1 GI and Climate Action

Since the publication of the previous County Development Plan 2016-2022, the wider legislative and policy landscape underpinning GI planning has evolved. It is acknowledged that we are living in an era of damaging climate change and biodiversity loss. In acknowledgement of this, the government has declared a climate and biodiversity emergency and has increased our targets towards a carbon neutral economy.

The likely impacts of climate change in South Dublin County include increased flooding risk, increased frequency of summer drought conditions as well as deteriorating air and water quality and biodiversity loss.

Green Infrastructure is now considered to be essential to the success of climate change mitigation and adaptation measures through nature-based solutions. While recognising that future development will result in higher energy demands, the potential for the environment to act as a balance to climate change is now central to the national and regional policy approach to climate change. GI includes urban and rural components, some natural, some man made. Through evaporation, cooling and shading it also assists in the management of temperature. The integration of GI into new development and retrofitting in existing areas contributes to sustainable development, placemaking and the success of the compact growth approach.



Balance is the key to the success of the GI based approach to climate action. Increased densities should be delivered in tandem with sustainable GI and other mitigation measures such as increased use of renewable technologies (See Chapter 10, Energy)

4.0.2 Planning Policy Context

Development Plan policies and objectives must be consistent with national and regional planning policy as set out in the National Planning Framework (NPF) and Regional Spatial and Economic Strategy (RSES). A number of policies and objectives in these documents are particularly relevant to the role of GI in national and regional policy:

- **National Policy Objective 58** requires that *'Integrated planning for GI and ecosystem services will be incorporated into the preparation of statutory landuse plans'*

The NPF also states that 'GI planning will inform the preparation of regional and metropolitan strategies and city and county development plans by:

- Assisting in accommodating growth and expansion, while retaining the intrinsic value of natural places and natural assets;
- Providing increased certainty in planning by proactively addressing relevant environmental issues;
- Encouraging more collaborative approaches to plan-making by enabling examination of the interactions between future development requirements and the capacity of receiving areas; and
- Ensuring that sufficient and well-planned green spaces, commensurate in scale to long-term development requirements, are designated in statutory plans.

Under GI-Biodiversity-Landscape the NPF notes that It is also important to consider the interrelationships between biodiversity, natural heritage, landscape and our green spaces.

- **National Policy Objective 59** requires that local authorities *'Enhance the conservation status and improve the management of protected areas and protected species'*
- **National Policy Objective 60** requires that policy *'Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in manner appropriate to their significance'*
- **National Policy Objective 62** requires that policy *'Identify and strengthen the value of greenbelts and green spaces at a regional and city scale, to enable enhanced connectivity to wider strategic networks, prevent coalescence of settlements and to allow for the long-term strategic expansion of urban areas.'*

The EMRA Regional Spatial and Economic Strategy also provides clear guidance for local authorities on climate action and GI. The RSES includes 'Enhanced GI' as a key Regional Strategic Outcome for the region:

Regional Strategic Outcome 10: Enhanced GI *'Identify, protect and enhance GI and ecosystem services in the Region and promote the sustainable management of strategic natural assets such as our coastlines, farmlands, peatlands, uplands woodlands and wetlands'* (NSO 8, 9)

The Dublin Metropolitan Area Strategic Plan (MASP) included in the RSES identifies key GI assets within the Dublin Metropolitan Area, several of which are located in South Dublin. These include the Dublin/Wicklow Mountains, River Dodder, the Liffey Valley Special Amenity Area and Tymon Park, all of which are incorporated into the GI Strategy.





The Climate Strategy of the optimum development scenario for the RSES states that it is policy to ‘support achievement of our national climate obligations, and also to develop regional GI and ecosystem services together with site-based alternatives for adaptation/mitigation of impacts in strategic development locations.’ It further states that local authorities should follow the ecosystem services approach integrating biodiversity protection, water management and climate action. It requires local authorities to ensure the protection of GI assets through the development management process and to facilitate the interconnection of GI assets across the region. Local authorities are asked to consider opportunities for carbon sequestration and integration of natural and built heritage when considering development.

- **Regional Policy Objective 7.12** ‘Local Authorities shall promote an Ecosystem Services Approach in the preparation of statutory land use plans.’
- **Regional Policy 7.16** ‘Support the implementation of the Habitats Directive in achieving an improvement in the conservation status of protected species and habitats in the region and ensure alignment between the core objectives of the EU birds and Habitats Directives and local authority development plans’
- **Regional Policy 7.17** ‘Facilitate cross boundary co-ordination between local authorities and the relevant agencies in the Region to provide clear governance arrangements and co-ordination mechanisms to support the development of ecological networks and enhanced connectivity between protected sites while also addressing the need for management of alien invasive species and the conservation of native species.’

There are many other relevant national and regional policy objectives. These are referenced by number within individual Development Plan policies and objectives in this chapter and are set out in full at Appendix 7.

4.1 Methodology

An iterative approach was employed in the formulation of this strategy, with policy proposals and objectives based on a detailed assessment of the existing GI network in the County. The County’s parks, open spaces, rivers, waterbodies, habitats, natura sites, landscape character types see Chapter 3, Natural, Cultural and Built Heritage. Cultural Heritage and other green and blue assets were mapped in detail. The blueprint of the existing GI network in the County emerged from this process (See Figure 4.3) Further analysis of the potential of the existing elements and assets led to the identification of key GI assets and the development of a vision and spatial framework for GI in the County, highlighting existing strengths and opportunities to further expand and enhance the County’s GI network. The Strategic Framework is based on the identification of a network of core areas, stepping stones and local and strategic corridors. A detailed analysis of the quality and potential opportunities presented by these assets produced a suite of objectives which when delivered will see the emergence of a robust GI infrastructure. These will serve the County and the region for generations to come and in the longer term fulfil the requirements of national and regional policy. Six primary GI Corridors and associated objectives are set out in this chapter, a further eleven local corridors which link to and enhance the primary corridors together with objectives for the protection and future enhancement of these corridors is set out in Appendix 4.



GREEN INFRASTRUCTURE (GI) Policy 1 Overarching

Protect, enhance and further develop a multifunctional GI network, using an ecosystem services approach, protecting, enhancing and further developing the identified interconnected network of parks, open spaces, natural features, protected areas, and rivers and streams that provide a shared space for amenity and recreation, biodiversity protection, water quality, flood management and adaptation to climate change.

GI 1 Objective 1:

To establish a coherent, integrated and evolving GI network across South Dublin County with parks, open spaces, hedgerows, grasslands, protected areas, and rivers and streams and other green and blue assets forming the strategic links and to integrate the objectives of the GI Strategy throughout all relevant land-use plans and these measures to be incorporated into all development in the County.

GI 1 Objective 2:

To implement and monitor the South Dublin County GI Strategy during the lifetime of this plan and develop a fit for purpose GI scoring for the County which will support ongoing identification, protection, enhancement and management of GI in the County and which will enable the assessment and monitoring of GI interventions in the County.

GI 1 Objective 3

To facilitate the development and enhancement of sensitive access to and connectivity between areas of interest for residents, wildlife and biodiversity, and other distinctive landscapes as focal features for linkages between natural, semi natural and formalised green spaces where feasible and ensuring that there is no adverse impact (directly, indirectly or cumulatively) on the conservation objectives of Natura 2000 sites.

GI 1 Objective 4

To require development to incorporate GI as an integral part of the design and layout concept for all development in the County including but not restricted to residential, commercial and mixed use through the explicit identification of GI as part of a landscape plan, identifying environmental assets and including proposals which protect, manage and enhance GI resources providing links to local and countywide GI networks.

GI 1 Objective 5:

Continue to liaise with adjoining local authorities to ensure the protection and enhancement of cross county GI corridors.

GI 1 Objective 6:

To collaborate with Kildare County Council to identify a common approach to a greenbelt/green spaces between the growing settlements within South Dublin and Kildare County Councils within the lifetime of the Development Plan.

4.2 Strategic Themes

GI planning is a positive and proactive approach to land use planning that aims to secure the delivery of a broad range of ecosystem services. It is multifunctional and can deliver multiple and mutual environmental, social and economic benefits. The GI policies for South Dublin are organised under the following five themes in order to reflect this broad range of ecosystem services and benefits it provides. These themes are mutually supporting, with specific policies helping to contribute to a stronger and more resilient county-wide GI Network.

Key Themes:

1. Biodiversity





2. Sustainable Water Management
3. Climate Resilience
4. Recreation and Amenity (Human Health and Wellbeing)
5. Landscape, Natural, Cultural and Built Heritage

4.2.1. Biodiversity

Biodiversity encompasses all of the different kinds of life on earth and the various ways these lifeforms interact with each other and their environment. The complex interactions that occur between different species and organisms are essential to support and sustain human life. Clean air and water, food, medicine and other natural resources that are essential to everyday life are all dependant on the protection and development of healthy, biodiverse habitats and ecosystems. Healthy biodiversity is at the core of the ecosystem services approach to development. Ecosystems and biodiversity help mitigate climate change impacts, by absorbing excess flood water or buffering us against extreme weather events. Forests, peatlands and other habitats are major stores of carbon. Protecting them can also help us limit atmospheric greenhouse gas concentrations. This Plan adopts a proactive approach to the preservation and enhancement of biodiversity in South Dublin by promoting the protection of existing and the restoration of degraded habitats in the County and combatting habitat fragmentation through the recognition within the GI strategy of the contribution of biodiversity to the enhancement of existing and creation of new linkages and corridors as part of the County's GI network.

“Biodiversity is the variability among living organisms from all sources including, inter alia, terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are part; this includes genetic diversity within species, between species and of ecosystems.” United Nations Convention on Biological Diversity”

From the foothills of the Dublin Mountains to the Liffey Valley and the local and regional parks in between, South Dublin County contains a wide range of biodiversity-rich areas. Several of these habitats are protected at the European level under the Birds and Habitats Directives and are designated as part of the Europe-wide Natura 2000 network. The three Natura 2000 sites in South Dublin are Glenasmole Valley SAC, and the Dublin/Wicklow Mountains SAC and SPA (refer to Natural Heritage, Chapter 3).

Seven sites of special ecological interest in the County are designated as proposed Natural Heritage Areas, including the Dodder Valley, Liffey Valley and Lugmore Glen. The Plan promotes the full utilisation of local planning powers to minimise the risk of degradation to these areas. The regional and local parks and public open spaces within the County serve as home to various native plant, animal and bird species and are important areas of biodiversity in their own right. The Plan aims to enhance the biodiversity of these existing public open spaces and promote the development of new local parks and spaces, to protect and promote biodiversity across the County.

Native pollinator species, such as the bumblebee and honeybee perform a vital role in preserving Ireland's biodiversity by pollinating crops, plants and flowers. The All-Ireland Pollinator Plan aims to provide for the protection of pollinators, many of which have suffered decline in recent years due to habitat fragmentation and the use of pesticides. The National Plan contains a variety of measures aimed at supporting pollinator species, such as reducing use of pesticides, creating wildflower meadows and reducing the frequency of mowing on publicly owned green spaces. The Council has incorporated these suggestions into this GI Strategy to help protect South Dublin's biodiversity.





GREEN INFRASTRUCTURE (GI) Policy 2 Biodiversity
Strengthen the existing GI network and ensure all new developments contribute towards GI, in order to protect and enhance biodiversity across the County as part of South Dublin County Council’s commitment to the <i>National Biodiversity Action Plan 2021- 2025</i> and the <i>South Dublin County Council Biodiversity Action Plan, 2020-2026</i> , the National Planning Framework (NPF) and the East Region Spatial and Economic Strategy (RSES).
GI 2 Objective 1 To reduce fragmentation and enhance South Dublin’s GI network by strengthening ecological links between urban areas, Natura 2000 sites, proposed Natural Heritage Areas, parks and open spaces and the wider regional network by connecting all new developments into the wider GI Network.
GI 2 Objective 2 To protect and enhance the biodiversity and ecological value of the existing GI network by protecting where feasible (and mitigating where removal is unavoidable) existing ecological features including tree stands, woodlands, hedgerows and watercourses in all new developments as an essential part of the design and construction process.
GI 2 Objective 3 To retrospectively repair habitat fragmentation and provide for regeneration of flora and fauna where weaknesses are identified in the network through the implementation of new GI interventions.
GI 2 Objective 4 Integrate GI as an essential component of all new developments in accordance with the requirements set out in Chapter 13 Implementation and the policies and objectives of this chapter.
GI 2 Objective 5 To protect and enhance the County’s hedgerow network, in particular hedgerows that form townland, parish and barony boundaries recognising their historic and cultural importance in addition to their ecological importance and increase hedgerow coverage using locally native species including a commitment for no net loss of hedgerows on any development site.
GI 2 Objective 6 To continue to support and expand the County Pollinator Plan through the management and monitoring of the County’s pollinator protection sites as part of the Council’s commitment to the provisions of the National Pollinator Plan 2021-2025.
GI 2 Objective 7 To enhance the biodiversity value of publicly owned hard infrastructure areas by incorporating the planting of new trees, grasses and other species, thereby integrating this infrastructure into the overall GI network.

4.2.2. Sustainable Water Management

The County’s watercourses form a major and unique element of the GI network. They are vitally important biodiversity corridors for a range of protected species. The considered management and enhancement of watercourses and wetland areas can provide effective measures to help manage flooding and improve the quality of water.

The EU Floods Directive and the recommendations of the 2004 National Flood Policy Review Report are driving forces behind flood management in Ireland. The Planning System and Flood Risk Management Guidelines for Planning Authorities, DECLG and OPW (2009) and DECLG Circular P12/2014 address the interface between flood risk management and the planning system. The guidelines state that the steps in



the development plan process and its Strategic Environmental Assessment need to be supported by an appropriate analysis of flood risk.

A Strategic Flood Risk Assessment (SFRA) of the County has been prepared to support the Strategic Environmental Assessment of the County Development Plan. The assessment was carried out in accordance with the requirements of the Flood Risk Management Guidelines. The SFRA Report is a separate document to be read in parallel with this Plan and Chapter 11, Infrastructure and Environmental Services, Policy 4.

Riparian Corridors

Riparian Corridors are the focal point for much of the world’s freshwater. These areas are seen to be important in terms of biogeochemical processing and subsequent ecosystem service provision. They have a proven role in controlling the movement and processing of waterborne pollutants. The relationship between riparian areas and nutrient processing is widely known, by acting as buffers between upland areas and open water, they help treat pollutants. Riparian vegetation acts with flow, sediment and topography to influence channel form, instream habitat, nutrient dynamics, temperature and flow patterns. Therefore, removal of upland and riparian vegetation through agriculture and urbanisation disrupts land-water linkages leading to reductions in water quality, simplification of stream channels, less stable thermal and flow regimes, and ultimately, reduced ecosystem integrity. Riparian vegetation is a key source of beneficial in-stream nutrients and carbon, provides shade aiding thermally sensitive species (e.g. salmonids) and directly influences channel morphology (bank stabilisation, source of Large Woody Debris). Designating and maintaining riparian corridors along the major watercourses and their tributaries is key to maximising ecosystem services provided by the watercourses. Vegetative riparian buffers provide for ecosystem services in the following ways:

- Interception and reduction of potential pollutants from both agricultural and urban sources,
- Attenuating flood waters,
- Bank stabilisation,
- Reducing runoff volumes,
- Habitat provision and refuge,
- Ecological corridors
- Vegetal debris that falls into the watercourse is an important source of nutrients for instream biota
- Thermal shading of watercourse,
- Amenity value.

GREEN INFRASTRUCTURE (GI) Policy 3: Sustainable Water Management
Protect and enhance the natural, historical, amenity and biodiversity value of the County’s watercourses. Require the long-term management and protection of these watercourses as significant elements of the County’s and Regions Green Infrastructure Network.
- Accommodate flood waters as far as possible during extreme flooding events and enhance biodiversity and amenity through the designation of riparian corridors and the application of appropriate restrictions to development within these corridors.
GI 3 Objective 1 To ensure that hydromorphological assessments are undertaken where proposed development is within lands which are partially or wholly within the Riparian Corridors identified as part of this Development Plan.
GI 3 Objective 2



To require development proposals that are within riparian corridors to demonstrate how the integrity of the riparian corridor can be maintained and enhanced having regard to flood risk management, biodiversity, ecosystem service provision, water quality and hydromorphology.

GI 3 Objective 3

To promote and protect native riparian vegetation along all watercourses and ensure that a minimum 10m vegetated riparian buffer from the top of the riverbank is maintained/reinstated along all watercourses within any development site.

GI 3 Objective 4

To uncover existing culverts where appropriate and in accordance with relevant river catchment proposals to restore the watercourse to acceptable ecological standards for biodiversity wherever possible improving habitat connection and strengthening the County’s GI network

Sustainable Urban Drainage Systems (SuDS)

Natural features and open spaces such as parks or forests help retain and store stormwater, slowing its infiltration into the water system and filtering pollutants. However, due to reduced open space provision and higher rates of impermeable paving, urban areas can often experience challenges around surface water management. Water is directed to grey infrastructure drainage systems that can become overwhelmed during periods of heavy rainfall, leading to flooding. Pollutants from the urban environment also flow into the water system unmitigated, potentially reducing overall water quality. The implementation of Sustainable Urban Drainage Systems (SuDS) is a nature-based solution to water management that aims to address these issues in a sustainable manner, by utilizing and mimicking natural infiltration processes from the environment.

The SuDS philosophy is to mimic the natural hydrological cycle by promoting; infiltration, evaporation, evapotranspiration, the harvesting of rainwater at source and the temporary storage of water (ponding), through the construction of a combination or series of components to form a ‘management train’ The three ‘pillars’ of sustainable stormwater management practice are generally accepted as;

- (i) Reducing the rate and quantity of stormwater discharge,
- (ii) Improve the quality of stormwater discharges and receiving water bodies; and
- (iii) Provide amenity and biodiversity value. Consideration of the sensitivity of the surrounding environment and downstream water quality is fundamental to the successful implementation of SUDS systems, particularly as we face into the uncertainties of a changing climate.

Guidance on the design, criteria and implementation of SuDS was produced under the Greater Dublin Strategic Drainage Study (GSDSDS). South Dublin County Council’s SuDS Guidance document will further inform developers and stakeholders in the implementation of SuDS. SuDS measures suitable for the public realm and communal areas include ponds and wetlands, bioswales and urban trees. Through careful design such features can help enhance the streetscape. Localised site-specific measures include the provision of green roofs/walls, filter strips, rain gardens, water butts and the incorporation of permeable paving where appropriate (see Appendix 4 and Chapter 11 Infrastructure and Environmental Services and Chapter 13 Implementation).

GREEN INFRASTRUCTURE (GI) Policy 4 Sustainable Urban Drainage Systems

Require the provision of Sustainable Urban Drainage Systems (SUDS) in the County and maximise the amenity and biodiversity value of these systems.

GI 4 Objective 1

To limit surface water run-off from new developments through the use of Sustainable Urban Drainage Systems (SuDS) using surface water and nature-based solutions and ensure that SuDS is integrated into all new development in the County and designed in accordance with South Dublin County Council’s Sustainable Drainage Systems (SuDS) Explanatory, Design and Evaluation Guide.



GI 4 Objective 2 To incorporate a SuDS management train during the design stage whereby surface water is managed locally in small sub-catchments rather than being conveyed to and managed in large systems further down the catchment.
GI 4 Objective 3 To require multifunctional open space provision within new developments to include provision for ecology and sustainable water management.
GI 4 Objective 4 To require that all SuDS measures are completed to a taking in charge standard.
GI 4 Objective 5 To promote SuDS features as part of the greening of urban and rural streets to restrict or delay runoff from streets entering the storm drainage network.
GI 4 Objective 6 To maintain and enhance existing surface water drainage systems in the County and promote and facilitate the development of Sustainable Urban Drainage Systems (SUDS), including integrated constructed wetlands, at a local, district and County level, to control surface water outfall and protect water quality.

4.2.3 Climate Resilience

‘Resilience’ is the ability to react and recover from external shocks and disruptions, as well as the foresight to anticipate and proactively prepare for future challenges. Climate change is recognised as a global source of disruption, one that will influence Ireland’s spatial and economic growth and development over the next several decades. The Plan rises to this challenge and promotes a GI approach which frontloads South Dublin’s response to ensure a county which is resilient to current and future climate change impacts.

The impacts of a changing climate include fluctuations in seasonal temperatures, greater rainfall intensity and more frequent storm events, leading to an increased likelihood of flooding. Urban areas are particularly susceptible to these impacts. Built-up, three dimensional landscapes absorb and retain larger amounts of sunlight, contributing to higher localised temperatures compared to rural areas. This is known as the ‘Urban Heat Island’ effect, and can lead to higher cooling costs for buildings, as well as cause discomfort for residents and visitors. Urban areas are also more susceptible to intense rainfall and storm events which can overwhelm stormwater drainage systems.

GI will play a key role in combatting climate change and mitigating against its impacts. The County’s trees, forest and park areas provide valuable carbon sequestration services, absorbing CO2 from the atmosphere and storing it in the soil. In urban areas tree planting and other local GI interventions provide cooling and shade, ensuring a liveable and comfortable environment for residents and visitors. GI planting and SuDS can also play a significant role in stormwater runoff.

Urban Greening

Interventions which modify the quality, quantity and accessibility of urban green spaces is described as Urban Greening. Urban Greening can be achieved by establishing new urban spaces or by changing the characteristics of existing ones. The process can refer to a broad spectrum of measures which can be implemented at different scales in private or public spaces. These can include, pocket parks, urban gardens, green roofs/walls, recreational and urban/community gardening and may include facilitated access to urban woodlands, forests and natural wildlife areas. Urban greening helps combat air and noise pollution, soaks up



rainwater that may otherwise create flooding, creates a habitat for local wildlife, and has shown to lift morale in the people who see it, calming traffic and there is some evidence that it can lessen urban crime.

Urban Greening is often implemented through the development of an Urban Greening Factor (UGF). This is a tool that evaluates and quantifies the amount and quality of urban greening that a scheme provides to inform decisions about appropriate levels of greening in new developments. It should be based on a range of agreed factors which contribute to greening of an area for example green roof/wall, tree planting, provision of semi-natural vegetation, provision of wildflower meadows, water features, hedge and tree planting etc. The output for a particular development would be the achievement of a target score based on assigned scores to agreed interventions.

Tree Planting

The value of trees in delivering carbon sequestration is undisputed. Tree canopy cover in the County has been assessed based on data provided by UCD, see Fig 4.1. It is highly desirable that the extent of this canopy should be extended during the lifetime of the plan. Where considered appropriate objectives supporting additional planting are included in the relevant neighbourhood areas (refer to Chapter 12, Our Neighbourhoods).

A Green roof is one which is planted with different types of vegetation, which can include grasses, flora, herbs and vegetables. Green roofs can be incorporated into new developments and retroactively installed on older buildings in order to secure a variety of benefits. They can contribute to climate change resilience, helping to improve air quality and temperature while also retaining and filtering stormwater to alleviate pressure on drainage infrastructure. Depending on the mix of plants used green roofs can also help contribute to local biodiversity, as well as provide new public and private amenity spaces and increase property values. **Green walls** can provide similar benefits and contribute to urban design and placemaking.



Figure 4.8: Green roof, Berlin.



Figure 4.9: Green roof, Chicago City Hall.



Figure 4.10: Green / Living Wall, London.

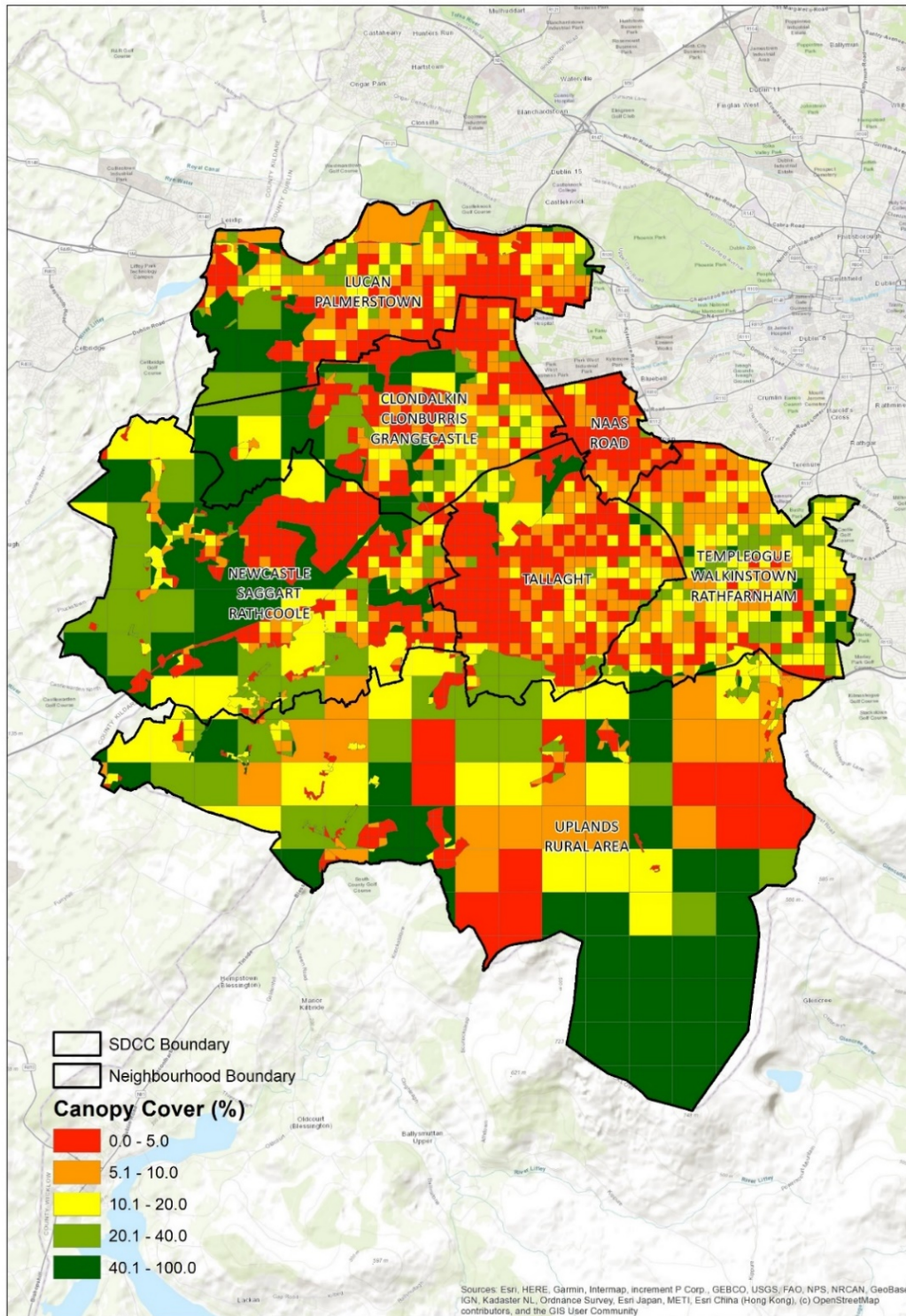


Figure 4.1: Tree Canopy Cover South Dublin County Council (Source: Department of Geography, UCD 2017)



GREEN INFRASTRUCTURE (GI) Policy 5: Climate Resilience

Strengthen the County’s GI in both urban and rural areas to improve resilience against future shocks and disruptions arising from a changing climate.

GI 5 Objective 1

Protect and enhance the rich biodiversity and eco-systems in accordance with the ecosystem services approach to development enabling mitigation of climate change impacts, by absorbing excess flood water, providing a buffer against extreme weather events, absorbing carbon emissions and filtering pollution.

GI 5 Objective 2

To protect and enhance the natural regime of the watercourses of the County to more efficiently capture their flood resilience value.

GI 5 Objective 3

To ensure compliance with the South Dublin Climate Change Action Plan and the provisions of the Council’s Tree Management Strategy;

- Increase the County’s tree canopy cover by promoting annual planting, maintenance, preservation and enhancement of trees, woodlands and hedgerows within the County using locally native species and supporting their integration into new development
- Identify suitable sites for new urban trees.
- Support the implementation of a co-ordinated regional approach to the maintenance of trees and support the work of the Regional Steering Group on Tree Management to which South Dublin County Council is a participant.
- Promote the establishment of tree trails in public parks across the County
- promote the planting of new woodlands and forestry within appropriate open space and park locations within the County.

GI 5 Objective 4

To implement an urban greening factor for all new developments subject to an appropriate scoring mechanism being developed for the County based on best international standards and its appropriate application to the unique features of the County. Developers will be required to demonstrate how they have achieved urban greening targets based on the scoring mechanism developed through relevant interventions as part of the proposed development. (See Chapter 13 Implementation).

GI 5 Objective 5

To promote positive land and soil protection measures to avoid degradation or loss of natural soil resources, to minimise sealing of soils and to remediate contaminated land.

4.3.4 Recreation and Amenity (Human Health and Wellbeing)

There is a clear understanding that access to nature and the outdoors has a positive impact on human health and wellbeing. This comes at the same time as an increased awareness of the impact of air pollution on human health, which can lead to a myriad of negative outcomes. A GI approach to planning maximises the benefits to humans from healthy functioning ecosystems. To remain healthy and to continue to offer benefit to humans, the integrity and biodiversity value of ecosystems must be protected.

South Dublin’s GI network makes a vital contribution to the mental and physical health of our communities. The County’s hierarchy of publicly owned and managed parks and open spaces are important recreational destinations for residents and visitors at the local, neighbourhood and regional level. The Dublin Mountains



are a significant recreational attraction and are popular destinations for hiking, climbing and bike riding. Many of these open spaces serve as important hotspots for biodiversity, and the trees, forestry and woodlands they contain filter carbon and other pollutants, contributing to air quality. Over the period of this plan the Council will preserve these existing recreational opportunities and support new projects and innovations, such as the Dodder Greenway, that will further enhance and diversify the ways in which residents and visitors can access and enjoy nature in the County.

A collaborative project with DLRC, DCC and the NTA, the Dodder Greenway will be over 17km long, providing an integrated pedestrian and cycle route from the quays in Dublin City Centre to Glenasmole in the foothills of the Dublin Mountains. This significant infrastructure will be integrated within the existing park system in order to provide safe and attractive access throughout to open space throughout the County. A similarly forward-looking approach will be used to identify and promote new opportunities to improve the amenity and function of the County’s GI network. The Council will support Coillte’s Dublin Mountains Conversion Plan that seeks to convert commercial forests in the Dublin Mountains to native and mixed woodlands to improve their biodiversity value and recreational amenity. There is also an opportunity to examine the various sports and leisure facilities that are located throughout the County, including playing pitches, skateparks and water sports, to review and assess how appropriate GI interventions can further improve their function and accessibility.

Innovative design solutions can help integrate traditionally hard-landscaped recreational facilities, such as playgrounds and skateparks, into the local GI network. Doing so can diversify the uses of these spaces, while also contributing to stormwater management. Weaver Park in Dublin City’s Liberties area combines the provision of a skatepark with lawns and tree planting to create a multifunctional outdoor space that can host active and passive recreational uses, as well as markets or outdoor exhibitions. As a European example, the Lemvig Skatepark in Denmark transforms the idea of a mono-functional skate park into a multifunctional recreational space. The paved skate area is interspersed with grassy planted areas, as well as a small basketball court and sandpit, providing discrete yet interconnected spaces where families and visitors of all ages can play and relax.

Figure 4.11: Weaver Park, Dublin.



Figure 4.12: Lemvig Skatepark, Denmark.





The Council manages **allotments** at Tymon Park in Tallaght, Corkagh Park in Clondalkin, Friarstown in Bohernabreena and Mill Lane in Palmerstown. Residents can pay to rent these allotments to grow their own fruits and vegetables, providing access to healthy affordable food. Allotment growing also provides an opportunity for healthy physical recreation and social engagement, and also can play an important role in improving local biodiversity. The Council will continue to protect and promote these existing and provide for new allotments in accordance with a review of the provision and management of allotments across the County.



GREEN INFRASTRUCTURE (GI) Policy 6: Human Health and Wellbeing

Improve the accessibility and recreational amenity of the County’s GI in order to enhance human health and wellbeing while protecting the natural environment within which the recreation occurs.

GI 6 Objective 1

To support a hierarchy of accessible open spaces and recreational facilities, appropriate for neighbourhood size and catchment area, which are adaptable and capable of accommodating multiple uses (See Chapter 8 Community and Public Open Space).

GI 6 Objective 2

To maximise the leisure and amenity resource offered by the County’s parks through the promotion of Management Plans that provide for the continued improvement of the park setting, biodiversity and recreational facilities.

GI 6 Objective 3

To provide accessible, attractive and safe routes linking settlements to the GI network of the County.

GI 6 Objective 4

To ensure that all new residential development provides access to multifunctional green open space, in accordance with the provisions of Chapter 8 of this plan and South Dublin County’s Parks and Open Space Strategy.

GI 6 Objective 5

To support the provision of new walkways and cycleways in suitable locations to improve the recreational amenity of GI corridors in a manner that does not compromise the ecological functions of the corridors.

GI 6 Objective 6

To minimise the environmental impact of external lighting within the GI network to achieve a sustainable balance between the recreational needs of an area, the safety of walking and cycling routes and the protection of light sensitive species such as bats (See Chapter 3 Heritage)

GI 6 Objective 7

To enhance publicly owned open spaces with further appropriate GI including nature-based interventions to improve and diversify the services they provide.



4.2.5 Landscape, Natural, Cultural and Built Heritage

Natural, cultural and built heritage is concerned with the range of natural and man-made assets of heritage value in the County. These include areas of importance for biodiversity, such as watercourses, woodlands and cultural assets such as important monuments, buildings and landscapes.

Natural heritage plays an important role in defining the character of South Dublin. The County contains a diverse range of landscapes that are both important ecological habitats as well as areas of natural beauty. The foothills of the Dublin Mountains, the river valleys of the Dodder and the Liffey and the Grand Canal are part of South Dublin’s natural, cultural and built context and contribute to the County’s setting and character, as well providing important recreational uses for residents (See Landscape Character Assessment, Appendix 9). The County’s heritage also presents an opportunity to attract more visitors and tourists to the area on account of its amenity and beauty. The GI Strategy recognises the plurality of the values and aims to provide for the protection of South Dublin’s heritage while ensuring its sustainable management and utilisation.

Natural, cultural and built heritage also contributes to placemaking at the local level. People have a cultural and emotional attachment to their natural environment. It helps us interpret and connect with our communities and contributes to a sense of place and community cohesion. Local heritage features, such as a small park, a collection of trees or even a line of hedgerow may not immediately appear to be important in the context of the wider County. Yet, such features help define our communities and peoples experience within them. South Dublin’s GI network is greater than the sum of its parts and local heritage contributes to a healthy County-wide GI network in which residents will be invested.

A key challenge for the Plan is to balance the protection of our heritage and landscapes with the management of change in a manner that enhances rather than diminishes heritage and landscape features, structures, buildings, sites and places of special interest.

GREEN INFRASTRUCTURE (GI) Policy 7 Landscape, Natural, Cultural and Built Heritage
Protect, conserve and enhance landscape, natural, cultural and built heritage features, and support the objectives and actions of the County Heritage Plan.
GI 7 Objective 1 To protect, conserve and enhance natural, built and cultural heritage features and restrict development that would have a negative impact on these assets in accordance with the provisions of Chapter 3 Natural, Cultural and Built Heritage of this Plan
GI 7 Objective 2 To protect and enhance the landscape character of the County by ensuring that development retains, protects and, where necessary, enhances the appearance and character of the landscape, in accordance with the provisions of South Dublin’s Landscape Character Assessment and the provisions of Chapter 3 of this plan

4.3 Defining the Spatial Framework

The Council’s GI network has been identified and mapped as part of the development of this strategy. This mapping exercise has identified a spatial framework for the County’s GI comprising a diverse range of habitat and landscape types, from river valleys and major parks to private gardens and urban green spaces and including Natura 2000 sites and proposed NHAs. Other data sets have also informed the strategy, including flood maps and riparian corridors. There are variations in the distribution and quality of GI across



the County. However, the County's GI assets come together to create a complex, integrated network of components whose total value is greater than the sum of their parts.

4.3.1 Components of the GI Network

GI networks are spatially defined in terms of several common components. Core Areas serve as anchors within a GI network. They are the point of origin and destination for wildlife and are sites at which essential ecological processes occur. Corridors represent the physical links that tie the network of Core Areas together. They typically align with water courses or linear open spaces and allow for the migration of species between Core habitats. Stepping Stones are smaller areas of green space. They provide alternative routes for the movement of species within the overall network and contribute to local biodiversity. The spatial arrangement of these different components and their relationship to one another comprises a spatial GI network. In the context of South Dublin County these Core Areas and Corridors provide connections not just within the County itself but also to the adjoining counties of Dublin City, Fingal, Wicklow, Kildare and Dun Laoghaire/Rathdown.

The key components and features of the County's spatial GI framework are detailed below:

- **Major Core Areas** within the County include the Dublin Mountains and the parks located along the Liffey Valley providing strong GI links with adjoining counties. Other **Core Areas** include major parks and public green spaces, such as Waterstown Park and Lucan Demesne within the Liffey Valley, and Tymon Park and Corkagh Park. The Liffey Valley Special Amenity Order Area extends protection within the Liffey Valley from Chapelizod to Lucan. These core areas are important centres of biodiversity in their own right and also serve as important recreational assets for South Dublin residents and visitors.
- A network of overlapping and multi-functional GI **Corridors** connects the County's core areas with the Dublin Mountains, Liffey Valley, Kildare rural hinterland and the broader regional GI network. These corridors largely comprise of watercourses and their associated riparian zones, such as the River Liffey, Dodder, and Camac as well as the Grand Canal. Two additional emerging potential corridors along the urban fringe have been identified, adjoining the boundary with County Kildare (greenbelt/green space potential) and the M50 Corridor. Corridors also include the extensive network of hedgerows and trees that exist across the County. The key corridors pass through the neighbouring administrative areas of Dún Laoghaire–Rathdown, Dublin City, Kildare and Fingal. As such the GI Strategy will have regard to the need for cross-boundary communication and collaboration for their effective management.

The Strategic County GI Corridors are further supported by a number of Local GI Corridors, as demonstrated in Figure 1. Each strategic corridor is described separately within Table 4.1, along with associated objectives. Appendix 4 provides further detail around the Local GI Corridors.

- The County's GI network contains a number of smaller, discrete green spaces that are dispersed throughout its built-up area. These include local-scale greens and parks and other green spaces. These spaces serve as **Stepping Stones** for species to move throughout the broader network of corridors and core areas and contribute to a range of additional local benefits around recreation and stormwater management.
- The urban centres and suburban areas of the County contain localised GI features such including urban trees, smaller open spaces and water management features such as SuDS. The GI Strategy seeks to enhance such features and ensure they are connected to the broader GI network.



This strategy seeks to ensure that all new development contributes to the overall GI network of the County. It provides measures to protect and enhance existing GI attributes in the County providing for connections to local Stepping Stones (creating Stepping Stones) and ultimately providing links to the GI Corridors and Core areas of the County and Region. This enables a climate resilient South Dublin County ensuring we meet national and regional targets as set out in section 4.0.1 above.

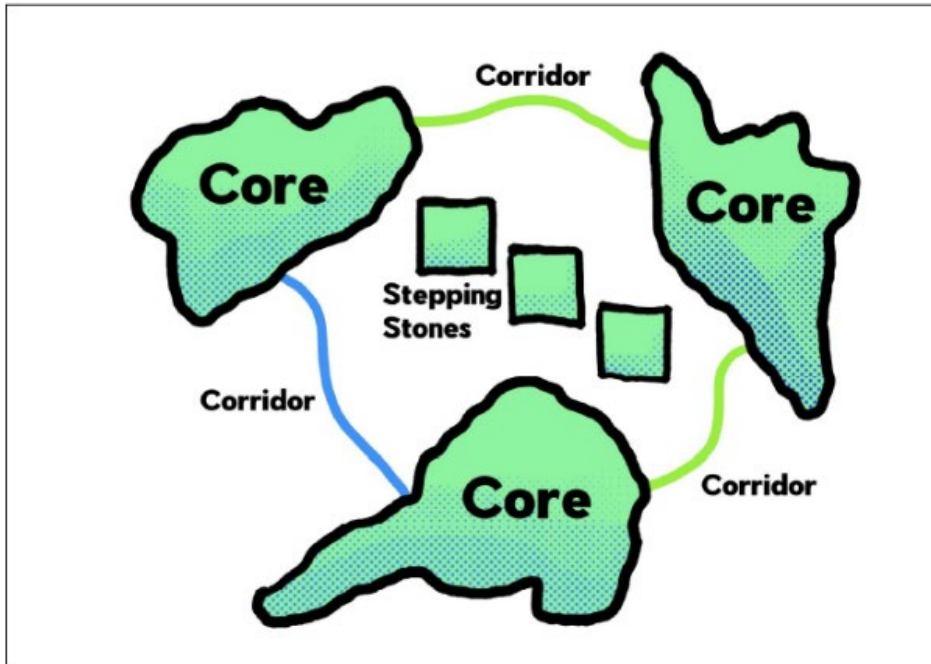


Figure 4.2: Components in a GI Network.



Figure 4.3: Key Elements of South Dublin County Council’s GI network

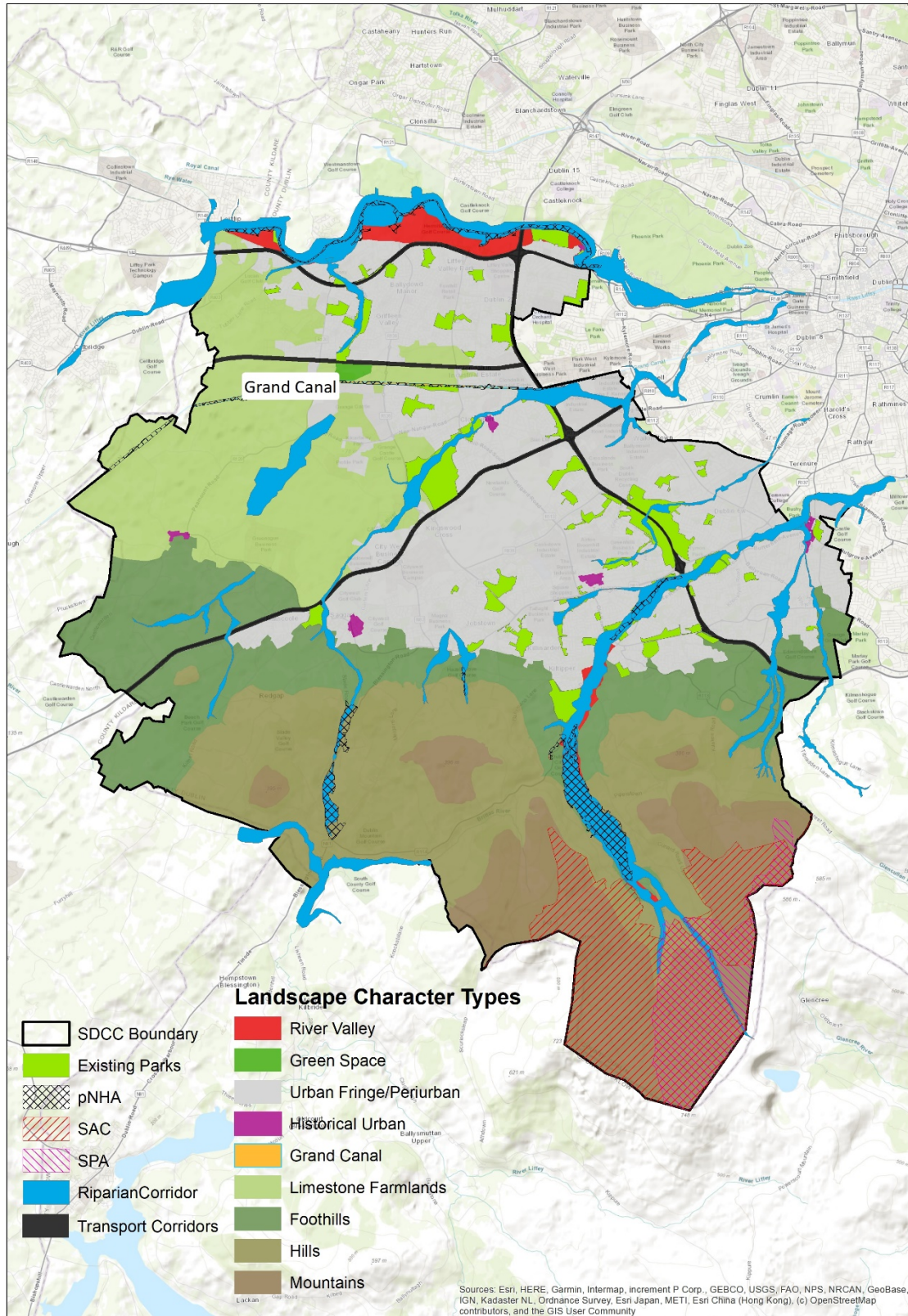
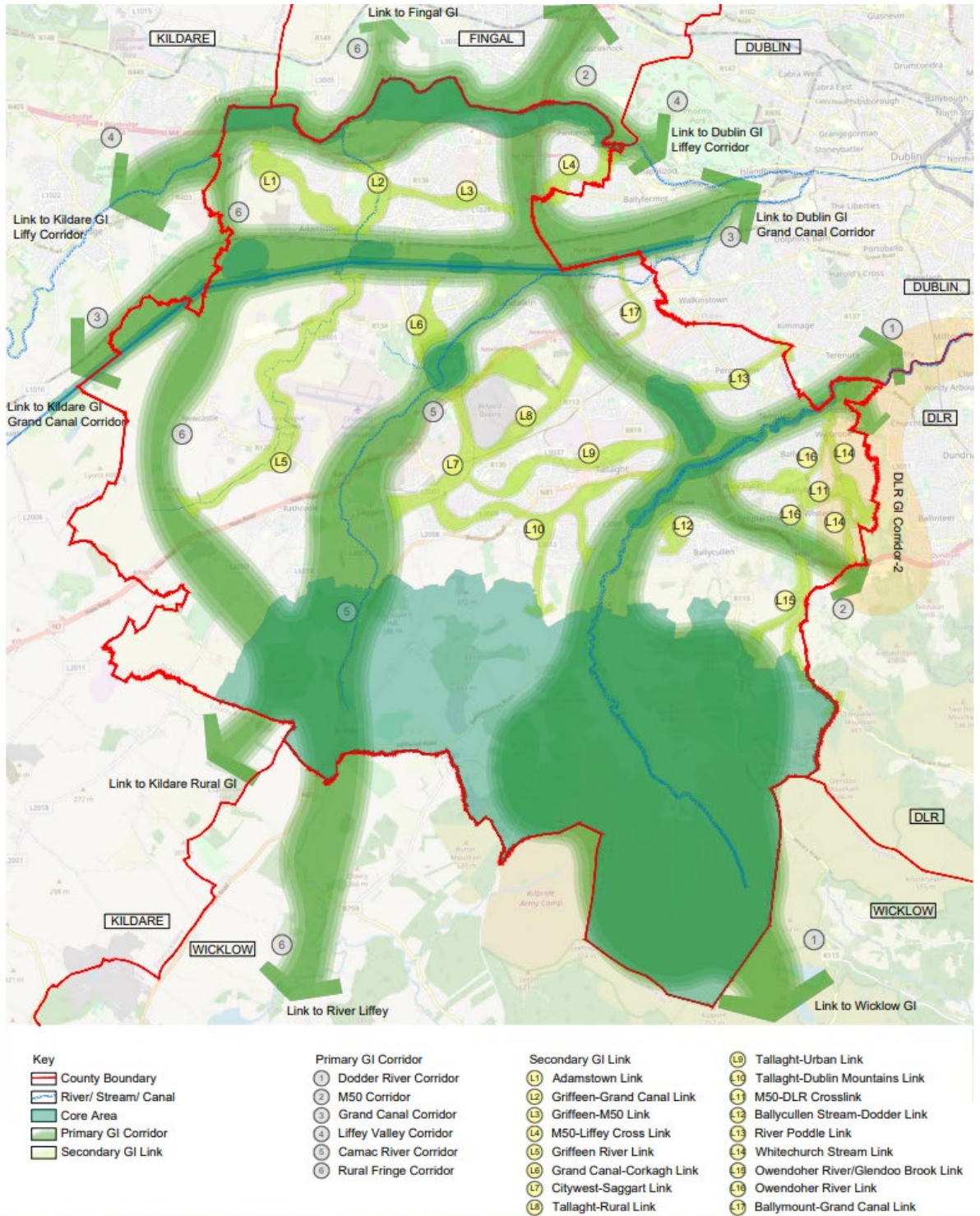




Figure 4.4 Green Infrastructure Strategy Map





4.3.2 Strategic Corridor Objectives

Objectives for each of the six strategic corridors are set out below in Table 4.1.

Table 4.1 Green Infrastructure Corridors

Corridor 1: The Dodder River
<p>The River Dodder rises in the Dublin Mountains in the Glenasmole Valley and flows north-eastwards through the administrative areas of South Dublin, DLR and Dublin City before entering the sea at the Grand Canal Basin in Ringsend. As such, the Dodder presents a unique opportunity to connect South Dublin’s GI network with those of its neighbours.</p> <p>The River Dodder has the unique characteristics of being both an urban river within a capital city and an important GI corridor for biodiversity. The Dodder is a Strategic GI corridor at the regional level passing through three urban / suburban counties and linking to several Natura 2000 sites and links to the Dublin / Wicklow Mountains and the Irish Sea. The Dodder River is a strong ecological corridor, containing a valuable biodiversity resource and acts as a refuge and protection of biodiversity both in general, and especially, for a wide range of protected species through the urban landscape – true ‘Green Infrastructure’. In a European context, the presence of kingfishers, dippers, otters, and lamprey along an urban river like the Dodder is a very unique situation, especially for a capital city.</p> <p>There are substantial parks along the banks of the Dodder, providing amenity and recreation for the population of the city. The more recent development of the Dodder Greenway resulted from a collaboration between South Dublin, Dublin City and Dun Laoghaire Rathdown Councils. This project will see the creation of a 17km greenway linking the quays in Dublin City Centre to the Bohernabreena Reservoir at Glenasmole. South Dublin are responsible for 14km of the greenway, from Bohernabreena Reservoir to Orwell Park in Rathfarnham. The Greenway will be utilised by pedestrians and cyclists. Planning for the Greenway requires improvement of the environment through which it passes.</p> <p>Overarching Objectives:</p> <ul style="list-style-type: none"> - To provide a multi-functional GI corridor crossing and connecting the mountains, urban and rural areas and linking with other regional corridors. - To recognise, protect, and enhance the role of the River Dodder Corridor as a key route through the urban environment for biodiversity and protected species. - To protect and enhance the River Dodder Corridor as an area of heritage, geology, special amenity and recreation - To monitor and address any negative impacts on biodiversity and protected species arising from amenity and greenway activities, so as to maintain the high value of the River Dodder Corridor as a Green Infrastructure link through the County and region. - To explore opportunities to restore the quality and biodiversity of the Dodder’s river-bank margins. - To enhance and maintain ecological habitats along the river corridor to improve mobility for protected species and to support other ecosystem services such as pollinator sites, flood attenuation, and spaces for low-impact recreation. - To continue the implementation of non-native invasive species control within the County including along the river Dodder, and to co-ordinate control measures with other stakeholders, wherever possible, to ensure a collaborative approach. - To protect green and blue infrastructure of the Dodder river corridor and restore the naturalness of the rivers riparian buffer zones through the planting of native plant species while minimising new development within the riparian buffer areas (Riparian Buffer Zones are shown on GI Map accompanying this plan. - To protect sensitive species within the Dodder Valley and ensure new recreational development within the Dodder Valley does not have an adverse impact on nocturnal species.



- To protect and enhance the outstanding landscape character and amenity of the Dodder Valley (See Chapter 3: Natural, Cultural and Built Heritage).
- To restore the natural features of the River Dodder riparian buffer zone and promote the planting of native plant species,
- To implement the plans for the Dodder Greenway in accordance with the Part 8 for the scheme

Core Areas and Stepping Stones	Objectives associated with the Core Areas / Stepping Stones
<p>Core Areas: Dublin / Wicklow Mountains Bohernabreena Reservoir Glenasmole Valley</p> <p>Stepping-Stones: Kiltipper Park</p>	<ul style="list-style-type: none"> - To support the implementation of the ‘<i>Dublin Mountains Forest Conversion Plan</i>’ by Coillte Nature, in cooperation with the Dublin Mountains Partnership, in order to promote biodiversity and active and visual amenity. - To promote sensitive recreational access to Glenasmole Valley and Dublin Mountains in a manner that does not compromise its integrity as a core area of biodiversity. - To ensure that the implementation of the Dodder Greenway does not adversely impact the biodiversity, GI or amenity value of the Dodder Valley Park by implementation of the recommendations / requirements as set out in the environmental reports for the scheme - To identify locations which have potential to provide for increased attenuation of floodwaters, or water attenuation, and manage them for this purpose. - To continue to implement the grassland, hedgerow and landscape management regimes supporting biodiversity, and the presence of ground nesting birds in particular, in Kiltipper Park.

Corridor 2: M50 Corridor

The M50 is an important piece of national transport infrastructure that links South Dublin County Council to DLR, DCC, and Fingal. While it acts to sever connectivity for biodiversity and for local communities, the GI Strategy recognises that there are opportunities for GI enhancement along the M50.

The M50 spans the biodiversity corridors of the River Liffey, the Grand Canal, the Camac, the Poddle, the Dodder, and the tributaries of the Whitechurch and Owendoher Rivers. It also spans the Dodder Valley Linear Park and bisects Tymon Park. A range of other open spaces and local and neighbourhood parks are also located along its perimeter, such as at Ballymount, Kilnamanagh, Knockmitten, and Collinstown.

An opportunity exists to identify and enhance the interconnection of the parks, green spaces and river corridors situated along the M50. Measures include providing additional north-south, pedestrian and cyclist green links (e.g. at Grand Canal) as well as link as east-west links where possible. This will help create further GI connectivity for the benefit of biodiversity and for recreational purposes.

The M50 corridor also extends into the administrative area of Dun Laoghaire Rathdown to the south and Fingal to the north. As such, there is further opportunity for cross-county extension of GI improvements into these counties to further enhance the importance of this corridor e.g. Potential for GI links from the County to lands at Dunsink is one such opportunity.



Overarching Objectives:

- To enhance connectivity between existing parks and open spaces on either side of the M50 corridor.
- To enhance corridor links and biodiversity value through appropriate planting along both sides of the M50 Corridor, to maximise opportunities to ameliorate noise and air pollution, increase visual amenity, enhance biodiversity and provide continuous ecological corridors and green links where possible in consultation with TII/NTA.
- To promote the connectivity of the M50 GI Corridor with Dublin’s wider regional GI network, in consultation with DLRCC and FCC.
- To investigate the potential to implement improved pedestrian and cycling infrastructure between the Grand Canal corridor and green spaces at Knockmitten.
- To identify and support additional north-south pedestrian and cyclist green links (e.g. at Grand Canal) as well as east-west links where possible.

Core Areas and Steppingstones

Objectives associated with the Core Areas / Steppingstones

Core Areas:

Dodder Valley Park
Tymon Park
Grand Canal
Liffey Valley (Waterstown Park)

Stepping Stones:

- Ballymount Park
- Collinstown Park

- To investigate EU funding mechanisms for nature-based solutions to climate change, exploring the feasibility of developing or retrofitting an eco-bridge or eco-tunnel across the M50 to provide ecological connectivity between both sides of Tymon Park for both biodiversity and for local communities.
- To investigate EU funding mechanisms for nature-based solutions to climate change, exploring the feasibility of developing or retrofitting an eco-bridge or eco-tunnel across the M50 to provide ecological connectivity between Collinstown Park and Green space at Cloverhill Road.
To promote habitat improvement at Collinstown Park

Corridor 3: Grand Canal Corridor

The Grand Canal is a key national Green Infrastructure feature, acting as a major ecological and recreational link between the River Shannon in the midlands and Dublin City where the canal enters the sea. As a proposed Natural Heritage Area, the Canal supports a range of key ecosystem services along its entire route and offers a major route for a range of protected species from Dublin’s rural hinterland through the urban environment of South Dublin County.

While the Grand Canal offers significant opportunities for recreation and amenity, these provisions must be appropriate to the status of the Canal, at a time of biodiversity loss, as a key biodiversity corridor. This is particularly important when the Canal encounters the more urban environment of South Dublin County, where higher population densities and demand for recreational provision has the potential to sever and fragment the Canal’s regional ecological connectivity.

The Grand Canal Corridor forms a major point of interaction with other identified GI corridors in this Strategy: the M50 Corridor, the Rural/Urban Fringe corridor, and the Liffey-to-Liffey Corridor, while further local links connect it to the other areas of the Liffey Valley Corridor. There are also opportunities to connect to the Royal Canal Greenway in Fingal, expanding the potential for additional GI connectivity in the Dublin region.

Overarching Objectives:





- To protect and enhance the Grand Canal as an ecological green corridor, recognising its role as a national/regional corridor for wildlife and some ecosystem services.
- To ensure that development along and adjacent to the Grand Canal, including the sensitive provision of amenity and recreational facilities, recognises the Canal’s ecological status, avoiding areas and features of biodiversity and heritage sensitivity, and that appropriate set-back distances or buffer areas are identified and included.
- To facilitate and enhance connectivity, both ecological and amenity, between the Grand Canal and Royal Canal Greenways.
- To engage with stakeholders along the Grand Canal to achieve shared objectives for this GI feature, without negatively impacting on the Canal’s natural ecosystem services. To improve permeability and access to the Grand Canal for residents and visitors in a manner that does not cause habitat fragmentation.
- To ensure that the design of recreational and amenity facilities along the Grand Canal Corridor will enhance and protect the character of the landscape through which it passes (see Landscape Character Assessment for landscape character details).

Core Areas and Steppingstones	Objectives associated with the Core Areas / Steppingstones
<p>Core Areas</p> <ul style="list-style-type: none"> • Grand Canal pNHA <p>Stepping Stones:</p> <ul style="list-style-type: none"> • Green spaces at Kishoge • Green space at Clonburris • Scrubland at Coolscuddan • Open Spaces at Deansrath and Bawnogue • Open Space and water body at Grange Castle Business Park 	<ul style="list-style-type: none"> • To preserve and enhance hedgerows to provide improved connectivity between the scrubland at Coolscuddan (north of Grangecastle West) and the Grand Canal GI Corridor. • To establish additional planted buffering along the course of the Grand Canal at Kylemore in order to mitigate the impact of industrial activities at Park West Industrial Estate and West Link Industrial Estate to the north and preserve the canals biodiversity and landscape/placemaking value. • To enhance the biodiversity within open space areas acting as stepping stones proximal to the Grand Canal Corridor.

Corridor 4 Liffey Valley Corridor

The River Liffey traverses the northern boundary of the County and is a GI corridor of regional importance. It provides a ‘green lung’ for Dublin City/County and is a key element of the wider regional GI network, running from its origins in the Wicklow Mountains through the plains of Kildare and through Dublin into Dublin City Centre where it enters the sea.

Sections of the River Liffey are designated as proposed Natural Heritage Areas, while the portion within South Dublin County and Fingal is also subject to a Special Amenity Area Order. These designations reflect the variety of habitats and protected species supported by the River Liffey.

The majestic open parkland setting of sections of the River Liffey Valley provide opportunities to strengthen the visual and landscape amenity value of the valley and create appropriately designed pedestrian and cycle routes that can traverse the County and link with amenities in adjoining counties.

Overarching Objectives:



- To protect and enhance the outstanding character and ecology of the Liffey Valley Corridor, recognising its value as a key regional landscape and GI feature that supports important habitats, species, and a range of ecosystem services.
- To protect and enhance the recreation and amenity value of the Liffey Valley Corridor, recognising its environmental sensitivities.
- To enhance connectivity with the surrounding regional GI network infrastructure
- To facilitate and support the development of the Liffey Valley as an interconnected network of parklands and support the development of a carefully considered greenway in collaboration with Dublin City Council, Fingal County Council, and Kildare County Council.
- To protect green and blue infrastructure within the River Liffey corridor based on the riparian buffer zones exhibited in GI Map accompanying this plan.
- To protect and enhance the outstanding landscape character and amenity of the Liffey Valley (see also Landscape Character Assessment)

Core Areas and Steppingstones	Objectives associated with the Core Areas / Steppingstones
<p>Core Areas: Areas designated SAAO and pNHA including: Lucan Demesne Italian Legation lands St. Edmundsbury lands Hermitage Golf Course lands King’s Hospital lands Waterstown Park</p> <p>Stepping Stones: Lucan Heights Lucan Weir Park Vessey Park Griffeen Valley Park</p>	<ul style="list-style-type: none"> - To preserve the existing woodland, trees and hedgerows at Lucan Demesne. - To investigate the potential for enhanced connectivity between Lucan Demesne and St. Edmundsbury lands - To investigate the potential for enhanced access to St. Edmundsbury lands from Lucan - To preserve and enhance existing woodlands and hedgerows at St. Edmundsbury. - To maximise the recreational amenity supported by proximity to the river within Lucan Demesne - To continue to implement the grassland, hedgerow and landscape management regimes supporting biodiversity and the presence of ground nesting birds in particular, in Waterstown Park - To develop a plan to manage access to the Liffey Valley to the publicly owned lands to the north east of the Hermitage Clinic - To implement sensitive planting in order to enhance the setting of recorded monuments, including the Woodville Castle site (Lucan), a Recorded Monument (no. DU017-006) to contribute to local placemaking and amenity.

Corridor 5: Camac River Corridor

This corridor generally marks the interface between the urban and rural parts of the County. It follows the route of the River Camac from its origins in the foothills of the Dublin Mountains through the urban area of Clondalkin, flowing through Corkagh Park. While urban pressures have impacted upon the Camac River, it still sustains populations of protected species and habitats, making the Camac a key GI feature.

This corridor has great potential as a regional level green infrastructure threading through the high-density urban areas. The opportunity to daylight existing culverted sections should be considered.

Development at the urban/rural interface has the potential to inadvertently sever existing connectivity, both for wildlife and for local communities. Planning carefully for the inclusion of GI principles at this interface zone is



therefore critically important if rural GI is to be protected and incorporated into new communities and enterprise developments.

Overarching Objectives:

- To avoid further fragmentation of the Green Infrastructure network at the urban fringe and strengthen existing ecological links between built-up areas along this corridor.
- To enhance the GI network by addressing habitat quality issues along the Camac River and by identifying and including additional ‘stepping stone’ opportunities along the river.
- To improve the ecological GI value and connectivity of landscape features created as part of permitted development.
- To seek the daylighting of existing culverted sections of the Camac River Corridor.
- To support the emerging principles of the Naas Road Framework Plan and to support the naturalisation of the Camac River as part of that process.
- To promote the completion of a Greenway linking Corkagh Park with Clondalkin Village and onwards to the Grand Canal Greenway

Core Areas and Stepping Stones	Objectives associated with the Core Areas / Stepping Stones
<p>Core Areas: Corkagh Park</p> <p>Stepping Stones: Slievethoul / Slade Valley Lugg Forest Rathcoole Park Open spaces at City West Open spaces at Kilcarbery</p>	<ul style="list-style-type: none"> - To investigate potential opportunities to link existing and proposed recreational trails at Slade Valley to the emerging Dodder Greenway in order to improve recreational access and amenity. - To support the development of a masterplan for the zoned lands at Rathcoole and implement the recommendations. - To improve GI value of newly developed landscape features (lakes etc) in Citywest. - To retain the open space adjacent to Rathcoole Park, developed as part of the Mill Lands Development as an open space area and provide a link between Rathcoole and Saggart. - To support the implementation of the Slade Valley Walking Route - To preserve and enhance the status of Corkagh Park as a regional park for biodiversity and ecosystems services (including flooding) importance.

Corridor 6: Rural Fringe Corridor

This corridor is important for both South Dublin and the wider regional GI network, providing a link between the foothills of the Dublin Mountains and lands at Wicklow to the south, through the rural landscape that marks the western section of the County to the Grand Canal and Liffey Valley corridors and connecting with lands at Leixlip in Kildare.

This link recognises the important landscape character and rural heritage of the County’s western corridor and represents the final swathe of landscape in the County that retains its lowland rural heritage, supporting both its human communities and its biodiversity. The rural landscape of fields and hedgerows offers significant north-south



ecological links through the County for ecosystem services and for species such as bats, badgers, and farmland birds. It also provides a significant opportunity to retain a green buffer for biodiversity and amenity provision for people between the urban expanse of this County and the County boundary with Co. Kildare.

The corridor also sustains other cultural heritage assets, reflecting the position that South Dublin County once held in previous times as a supplier of agricultural produce to the expanding city of Dublin.

Overarching Objectives:

- To identify measures to protect the distinctive rural landscape of the western hinterland of South Dublin County, reflecting its high value as an ecosystem services provider and a cultural heritage asset for the County and a green lung between growing settlements to the east and west.
- To collaboratively investigate with Kildare County Council the benefits of providing a greenbelt or green space between the growing settlements within South Dublin and Kildare County Councils within the lifetime of the Development Plan.
- To support and facilitate the development of accessible links between the Liffey Valley and the Grand Canal corridors.
- To protect and provide an enhanced ecological, recreation and amenity corridor linking the county’s Green Infrastructure corridors on the western boundary of the county.
- To investigate the feasibility of developing or retrofitting an eco-bridge or eco-tunnel across the N7 roadway and the M4.
- To promote opportunities for local food production through allotments or other means as appropriate.
- To retain the rural character of the existing roads retaining roadside hedgerows and drainage ditch networks.
- To investigate and support the potential for a western-corridor way marked walking / cycling route utilising public roads, walkways and other accessible lands.
- To consider the opportunities for rural hedgerow restoration including townland boundaries and other ancient field boundaries.
- Recognise the contribution of agriculture to the production of high quality food and the protection of the natural heritage and promoting the use of environmentally friendly agricultural practices.

Core Areas and Stepping Stones	Objectives associated with the Core Areas / Stepping Stones
<p>Core Areas: Dublin / Wicklow Mountains Grand Canal pNHA Liffey Valley</p> <p>Stepping Stones:</p> <ul style="list-style-type: none"> - Slievethoul / Slade Valley - Airlie Park (being developed) - Lucan Golf Course - Hedgerows and woodlands 	<ul style="list-style-type: none"> • To support the implementation of the Dublin Mountains Forest Conversion Plan by Coillte Nature in order to promote biodiversity and active and visual amenity.



4.4 Climate Action Audit

Source of Green House Gases (GHGs)	Measures to Address Climate Impacts
<p>All development will have an impact on the environment and climate of the County.</p> <p>This chapter supports the role of GI in achieving EU, national and regional policy objectives on climate action and its role in achieving quality place making, sustainable development and long-term quality linkages for biodiversity and people across the County and region. It proposes the idea that any development small or large can contribute to and support the GI and ecosystem services of the County bringing a multitude of benefits.</p>	<p>Policies and objectives contained in this chapter include:</p> <ul style="list-style-type: none"> - Overarching policy to protect, enhance and further develop a multifunctional GI network, using an ecosystem services approach. - Setting out of five themed policy areas reflect the broad range of ecosystem services and benefits. These themes are mutually supporting, with specific policies helping to contribute to a stronger and more resilient county-wide GI Network. These themes are biodiversity, Sustainable Water Management, Climate Resilience, Recreation and Amenity (Human Health and Wellbeing) Landscape, Natural and Cultural Heritage. - Provides a spatial framework for GI in the County identifying strategic and local GI Corridors and delivering objectives for the protection and enhancement of these corridors. - Proposes the development of an urban greening factor for application to all development once developed.

Chapter 5:



Quality Design and Healthy Placemaking





Vision

Create a leading example in sustainable urban design and healthy placemaking that delivers attractive, connected, vibrant and well-functioning places to live, work, visit, socialise and invest in.

5.0 Introduction

In line with the provisions of the NPF and the RSES the quality of design and character of an area are critical factors for making places attractive and distinctive. ‘Placemaking’ which aims to strengthen the connection between people and the places they share, creating the right types of environment in which people can live work, visit, socialise and invest in, is a key factor in producing attractive and distinctive communities.

Healthy Placemaking seeks to protect and enhance the unique identity and character of places and to facilitate improvements to human wellbeing and the quality of life that comes from the interaction of people and their environment. The development of new strategic development areas alongside significant regeneration lands within South Dublin further creates opportunities for the development of strong placemaking within the County, delivering attractive and sustainable environments in which to live.

The built environment plays an important role in both the wellbeing of the individual and in the success and vibrancy of the County. All new development in South Dublin should be designed and delivered in a manner that recognises its importance in the future success of the County and our citizens.

Quality Design and Healthy Placemaking and Climate Action

A key element of healthy placemaking is the provision of a movement network that enables people to choose public transport and active travel measures as their first choice. We must proactively support the delivery of a transport network that offers people healthier modes of transport, modes that will help to reduce carbon emissions and reduce congestion. Streets should be designed for people to move and enjoy, where the space is shared by all users. This approach will play a key role in delivering more attractive places and creating opportunities to be physically active and reduce the negative consequences of car-based commuting.

It is the aim of this plan to achieve an efficient use of land with a focus on key urban centres, and to achieve development densities that can support vibrant, compact, walkable places that prioritise pedestrian movement. The implementation of such measures requires a compact development form and when successfully achieved can play a significant role in climate action, reducing the need for car-based travel and carbon emissions while also facilitating opportunities for the use of more sustainable and renewable energy sources.

Policies and objectives which will have a climate-positive impact have reference numbers indicated in green text.

The policies and objectives set out in this chapter are therefore wide ranging and are critical to maintaining and recognising our existing natural and built environment assets while also sensitively managing and





positively influencing the future delivery of sustainable housing and jobs growth, transport interventions and community infrastructure within the County. The creation of healthy and attractive places will also require ongoing improvements to physical infrastructure.

The implementation of such measures within this chapter and subsequent chapters when combined will contribute significantly towards the delivery of successful and sustainable, well-functioning and attractive Neighbourhoods within the County as visually depicted within Chapter 12 of this plan.

5.1 Policy Context

Development Plan policies and objectives must be consistent with national and regional planning policy as set out in the National Planning Framework (NPF) and Regional Spatial and Economic Strategy (RSES).

The NPF sets out a single vision and a shared set of goals for every community across the country expressed as ‘National Strategic Outcomes’. NSO’s specifically relevant to the delivery of sustainable neighbourhoods within South Dublin relate to Compact Growth, Sustainable Mobility, Enhanced Accessibility, a Strong Economy, Enhanced Amenities and Heritage, Sustainable Management of Infrastructure, Access to Childcare, Education and Health Services and a Transition to a Low Carbon and Climate Resilient Society.

A number of other objectives are also relevant to delivering Quality Design and Healthy Placemaking:

National Policy Objective 4 of the NPF requires planning authorities to ‘Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being’.

In addition, National Policy Objective 13 sets out that ‘In urban areas, the inclusion of planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.’

Regional Policy Objective 9.10 of the RSES states: ‘In planning for the creation of healthy and attractive places, there is a need to provide alternatives to the car and to prioritise and promote cycling and walking in the design of streets and public spaces. Local authorities shall have regard to the Guiding Principles for ‘Healthy Placemaking’ and ‘Integration of Land Use and Transport’ as set out in the RSES and to national policy as set out in ‘Sustainable Residential Development in Urban Areas’ and the ‘Design Manual for Urban Roads and Streets (DMURS)’.

There are many other relevant national and regional policy objectives. These are referenced by number within individual policies and objectives of this chapter and are set out in full at Appendix 7.

5.2 Successful and Sustainable Neighbourhoods

In line with the provisions of Goal 11 of the UN Sustainable Development Goals, the NPF and the RSES, the delivery of sustainable neighbourhoods means creating the right environment which facilitates the delivery of safe and affordable housing, job opportunities, investment in public transport and active modes of





transport, creates green public spaces and improves urban planning and management in an inclusive manner.

Successful and sustainable neighbourhoods require a range of local services and facilities, including employment, commercial, educational, health, spiritual, civic amenities, and services. The Development Plan has a key role to play in enhancing and facilitating the delivery of successful and sustainable neighbourhoods in South Dublin in a manner which retains the distinctive identity of each area while also ensuring residents have access to a wide range of such facilities. Such facilities should be accessible from residential areas by safe and convenient routes.



QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 1 Successful and Sustainable Neighbourhoods

Support the development of successful and sustainable neighbourhoods that are connected to and provide for a range of local services and facilities.

QDP1 Objective 1:

Ensure that residential development contributes to the creation of sustainable communities in accordance with the requirements of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) (or any superseding document) including the urban design criteria as illustrated under the companion Urban Design Manual – A Best Practice Guide, DEHLG (2009).

QDP1 Objective 2:

Ensure that residential, mixed use and employment development provides an integrated and balanced approach to movement, placemaking and streetscape design in accordance with the requirements of the Design Manual for Urban Roads and Streets, DTTAS and DEHLG (2013 as updated).

QDP1 Objective 3:

Protect the quality, ambiance, vibrancy and vitality of urban centres by promoting an appropriate mix of complementary and compatible day and night-time uses, including commercial, recreational, civic, cultural, leisure and residential uses.

QDP1 Objective 4:

Reinforce the network of urban centres as the appropriate locations for new mixed-use development, ensuring that the existing context including identified built and natural assets, urban design, integration and potential for connectivity fully inform development.

QDP1 Objective 5:

Promote the re-development of underutilised Local Centres within the County as new mixed use neighbourhood hubs continuing to provide for local retail and services in a manner which respects and consolidates the existing urban character of these areas ensuring quality of design, integration and connections to the surrounding areas.

5.2.1 The Delivery of Sustainable Neighbourhoods ‘The Plan Approach’

To deliver sustainable communities and a healthier and better quality of life for all in South Dublin, this plan sets out eight key principles which must be applied to new developments in the County.

‘The Plan Approach’ to the delivery of sustainable and successful neighbourhoods is to ensure that all development is designed and developed around the eight principles so that every opportunity is harnessed



to drive and support the vision for South Dublin to create attractive, connected and functional places to live, work, visit, socialise and invest in.

The eight key principles apply on all zoned development lands within the County and to a multitude of development types and land uses. Development proposals – excluding smaller scale extensions which do not impact on the public realm – should be supported by a statement from a suitably qualified person detailing ‘the plan approach’ taken in the design of the development, including the materials and finishes proposed, and demonstrating how the overarching principles for the achievement of successful and sustainable neighbourhoods have been integrated as part of the design proposal.

Figure 1: Eight Key Design Principles





The overarching considerations/principles provide an holistic approach for development facilitated by each of the subsequent chapters in this plan and must be integrated in a manner which recognises and contributes positively towards successful and sustainable neighbourhoods.

QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 2 Overarching - Successful and Sustainable Neighbourhoods
Promote the creation of successful and sustainable neighbourhoods through the application of the eight key design principles to ensure the delivery of attractive, connected, and functional places to live, work, visit, socialise and invest in throughout the County.
QDP2 Objective 1: To ensure that applications for new development are accompanied by a statement from a suitably qualified person detailing how ‘The Plan Approach’ has been taken into consideration and incorporated into the design of the development including the materials and finishes proposed, and demonstrating how the overarching principles for the achievement of successful and sustainable neighbourhoods have been integrated as part of the design proposal.
QDP2 Objective 2: To ensure that ‘The Plan Approach’ to development is taken into consideration by the applicant and demonstrated during any pre-application consultations (under section 247 of the Planning & Development Act, 2000, as amended).

5.2.2 Context

Context is the character and setting of the area in which a proposed development will be located. Context includes the natural as well as the human history of the area; the capacity of the receiving environment, the form of settlement, buildings and spaces; its ecology and archaeology; its landscape, its location, and the routes which pass through it. A thorough appreciation and assessment of the overall site context is the starting point in designing a distinct place.

South Dublin County has grown around the villages of Clondalkin, Lucan, Newcastle, Palmerstown, Rathcoole, Rathfarnham, Saggart, Tallaght and Templeogue. Each of the villages has a unique character and offers a diverse range of professional and retail services. Alongside this, new urban centres have developed over the years around the different residential areas. These local and district centres have become an important focus for the local community with their own identity providing a sense of place to these neighbourhoods.

In facilitating growth over the last two decades, Adamstown has been developed as a sustainable neighbourhood within a strategic growth area. Clonburris and Tallaght Town Centre alongside regeneration lands within the wider Tallaght Neighbourhood have been identified as areas capable of accommodating significant future growth over the lifetime of this and future plans. Further development potential exists within the Naas Road regeneration lands which will be subject to a detailed framework for development in conjunction with Dublin City Council. Development has also occurred in areas where Local Area Plans are in place, providing a framework for development in those areas.

Key to delivering high quality design and healthy placemaking will be ensuring that all new development responds in a positive manner to its surroundings contributing significantly towards the overall aim of delivering successful and sustainable neighbourhoods within South Dublin.





HIGH QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 3 Neighbourhood Context
Support and facilitate proposals which contribute in a positive manner to the character and setting of an area.
<p>QDP3 Objective 1: To ensure new development contributes in a positive manner to the character and setting of the immediate area in which a proposed development is located taking into consideration the provisions set out in Chapters 3 and 4 of this Plan and having regard to the requirements set out In Chapter 12 Implementation in relation to design statements.</p>
<p>QDP3 Objective 2: To protect and conserve the special character of the historic core of the villages and ensure that a full understanding of the archaeological, architectural, urban design and landscape heritage of each village informs the design approach to new development and renewal, recognising the particular character context in Architectural Conservation Areas (ACAs).</p>
<p>QDP3 Objective 3 To promote design standards and densities in village centres that are informed by the surrounding village and historic context and enhance the specific characteristics of each town or village in terms of design, scale, form and external finishes.</p>

5.2.3 Healthy Placemaking

Healthy placemaking seeks to protect and enhance the unique identity and character of places and to facilitate improvements to human wellbeing and the quality of life that comes from the interaction of people and their environment. Placemaking is underpinned by good urban design, which seeks to create public spaces that are vibrant, distinctive, safe, and accessible and which promote and facilitate social interaction. Healthy placemaking requires the delivery of the eight key principles in a holistic manner improving both social and physical infrastructure.

The provision of high quality and inclusive urban design measures are key to the delivery of successful and sustainable neighbourhoods within South Dublin creating healthy, attractive and accessible places to live,

HIGH QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 4 Healthy Placemaking
Promote the delivery of neighbourhoods that are attractive, connected, vibrant and well-functioning places to live, work, visit, socialise and invest in.
<p>QDP4 Objective 1: To deliver successful and sustainable neighbourhoods that are attractive, connected, vibrant and well-functioning through high quality design and healthy placemaking in a manner which reduces the need to travel, facilitates a mix of uses and the efficient use of land and infrastructure in line with the provisions of NPO 4 and 26 of the NPF and RPO’s 6.12, 9.10 and 9.11 of the RSES.</p>
<p>QDP4 Objective 2: Promote a high standard of building and urban design, creating public spaces that are distinctive, safe accessible and facilitate social and cultural diversity and interaction.</p>

work, visit, socialise and invest in.

5.2.4 Connected Neighbourhoods (Short Distance Neighbourhoods)

Delivering successful and sustainable neighbourhoods means providing for people to have access insofar as possible to the daily services they need by means of walking and cycling. This is promoted in the RSES through the 10-minute settlement concept whereby community facilities and services are accessible within a 10-minute walk or cycle from home or accessible via public transport services connecting people to larger scaled settlements where such services are available.



A key element of healthy placemaking is the need to ensure alternatives to the car in the design of streets and public spaces and to prioritise and promote cycling and walking as active transport modes. The provision of high-quality public transport, greenways and cycleways enhances an area, contributing to more attractive places, creating opportunities for a healthier lifestyle through physical activity and reducing the negative consequences of car-based commuting.

This County Development Plan aims to strive towards the delivery of connected neighbourhoods and the 10-minute settlement concept through the promotion of a compact settlement form and sustainable movement (see also Chapters 2 and 7 of this Plan).

In support of this approach the Cycle South Dublin programme of works reflects the increasing importance of making cycling and walking realistic and integral parts of how people move around the County. Cycle South Dublin has been prepared against the backdrop of the Council’s commitments to Sustainable Travel; Climate Change; Building Stronger Local Economies and Improving Personal Health and Wellbeing. The Development Plan supports this programme and aims to optimise such infrastructural investments through the promotion of connected neighbourhoods and sustainable movement. The detailed implementation of such measures will be carried out through this plan and various statutory and framework plans as required.

QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 5 Connected Neighbourhoods
Promote short distance neighbourhoods and strive towards the achievement of 10-minute settlements over the lifetime of the Plan, promoting a more compact development form, sustainable movement, and ease of access to services, community facilities, jobs and amenities.
QDP5 Objective 1: To improve the accessibility of all identified centres (see Chapter 9 table 9.2) from the surrounding catchment area through public transport provision, sustainable transport infrastructure, incorporating high quality local linkages between public transport stops, cycle parking and car park facilities and the various attractions within each identified centre (see Chapter 7 Sustainable Movement and Chapter 11 Our Neighbourhoods for further details)
QDP5 Objective 2: Promote measures to improve pedestrian and cycle safety and convenience, including new or enhanced permeability links within all areas and pedestrianisation within identified centres.

5.2.5 Public Realm

Key to the achievement of successful and sustainable neighbourhoods is the provision of a high-quality public realm. Public Realm refers generally to the public space of a neighbourhood area, the areas between buildings, the streets, squares and parks. Public space primarily facilitates a rich public life providing opportunities for different users to enjoy an area in a multitude of ways.

How effectively and efficiently the public realm works is a vital component of the day-to-day life and experience within a neighbourhood and local area. In addition to providing for human interaction, it provides the essential space for key services such as lighting, signage, cleaning and drainage, and is the space in which all forms of movement and transportation operate. For this reason, safety, orientation and accessibility are important issues to consider when looking at the public realm. Such public spaces should feel comfortable, safe and welcoming.

As a minimum, safe and secure public spaces should be:

- Welcoming and Inviting: Public spaces should be designed and constructed with all members of the community in mind. Public spaces that are attractive, feel safe and are easy to access encourages people from different ages and backgrounds to be more physically active in outdoor spaces.





- Well-lit: Particular consideration should be given to how spaces are experienced at night and how the design can improve this experience. As well as boosting safety, lighting can influence the flow of movement, as pedestrians will favour following a path of light over risking the darker pathways.
- Well Designed: Public spaces should be attractive, with a distinct sense of place and high-quality public realm. Good-quality local greenery such as tree and shrub planting, small urban and pocket parks, playgrounds, and urban meadows, improve the look, feel and ambience of a space.
- Well Connected: Public spaces which form part of the wider network of safe and appealing routes for walking and cycling can ensure day and nighttime use with people traversing the space regularly to walk or cycle to local shops, schools and workplaces, or to access public transport links.
- Well-maintained: Public spaces should always have a well-maintained appearance. The full life-time costs of materials, including maintenance and replacement, needs to be properly identified at design and selection stage and resourced in practice.

A primary aim of this plan is to promote the provision of a high-quality public realm identifying the need for the enhancement of existing and provision of new additional civic and public spaces and parks, through a hierarchy of spaces (See Chapter 8 section 8.7.1). The enhancement of existing and delivery of such new spaces while providing for attractive, interesting, inviting and well used outdoor spaces will also aim to maximise the potential to provide for a connected network of natural green spaces identified within the Green Infrastructure Network (Chapter 4) of this plan.

QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 6 Public Realm
Promote a multi-disciplinary and co-ordinated approach to the delivery and management of the public realm within South Dublin County
<p>QDP6 Objective 1:</p> <p>To require that all development proposals, whether in established areas or in new growth nodes, contribute positively to the creation of new, and the enhancement of existing public realm. To demonstrate how the highest quality in public realm design is achieved and how it can be robustly maintained over time (see also Chapter 13 Implementation and Monitoring - design statements and public realm).</p>
<p>QDP6 Objective 2:</p> <p>To support public realm improvements under South Dublin County Council’s Village and Centre enhancement initiatives including those proposed within Architectural Conservation Areas having regard to the Architectural Heritage Protection Guidelines for Planning Authorities (DAHG, 2011) or any subsequent guidelines.</p>
<p>QDP6 Objective 3:</p> <p>To promote and implement environmental and public realm improvements in existing town, village, district and local centres to a high standard and finish to address environmental quality, urban design, safety, identity, and image.</p>
<p>QDP6 Objective 4:</p> <p>Pursue all avenues of funding to secure resources for the enhancement, renewal and regeneration of the public realm of the County’s urban areas.</p>

5.2.6 High Quality and Inclusive Development

Guidelines for Planning Authorities in relation to residential development advocate a holistic approach to the creation of sustainable communities and residential neighbourhoods, with an emphasis on the design of quality urban environments.



The Guidelines on Quality Housing for Sustainable Communities, DEHLG (2007) advise that successful design and good quality sustainable housing developments require a balance between a range of issues such as accessibility, security, safety, privacy, community interaction, availability of appropriate services and the provision of adequate space.

The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) set out urban design criteria that should be used in the design of all residential areas. Best practice examples of the implementation of these urban design criteria are illustrated under the companion Urban Design Manual – A Best Practice Guide, DEHLG (2009).

The Design Manual for Urban Roads and Streets, DTTAS & DECLG (2013) provides further guidance in relation to the design of streets and presents a series of principles, approaches and standards that are necessary to create safe and successful residential streets.

Further to the aforementioned guidelines, design criteria and standards in relation to Healthy Placemaking and Public Realm for all development types are detailed in Chapter 13 Implementation and Monitoring - of this Plan. The standards are framed by the policy and objectives set out below.

High Quality Design

A high standard of design can significantly improve the aesthetic and practical experience of our neighbourhoods in everyday life. A high quality of urban design and architecture also improves economic value and is a key element in regeneration proposals. The Council will therefore encourage high quality design, materials and finishes and good quality landscaping with robust maintenance protocols for all residential, commercial and employment developments in South Dublin including retail and mixed-use schemes. The design must ensure that the proposed development will be integrated with and be complementary to the streetscape. All proposals for new development must demonstrate how the proposal constitutes a positive urban design response to the local context and how it contributes to healthy placemaking and the identity of an area.

QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 7 High Quality Design – Development General

To promote and facilitate development which incorporates exemplary standards of high-quality, sustainable and inclusive urban design, urban form and architecture.

QDP7 Objective 1:

To actively promote high quality design through the policies and objectives which form the ‘The Plan Approach’ to creating sustainable and successful neighbourhoods and through the implementation of South Dublin’s Building Height and Density Guide.

Street Frontage

Promoting well-designed streets and public spaces that feel safe, secure and attractive for all to use is an important element in creating healthy places to live, work, visit, socialise and invest in. Successful streets and spaces are generally characterised by the presence of active frontages or ‘live’ edges. Buildings or other features whose use is directly accessible from the public street or space which it faces, such as shopfronts, doors and entrances, or residential upper floors with overlooking windows, provide activity and vitality within the public realm with people coming and going at different times of the day, providing natural surveillance and vibrancy.





Active frontages which meet these criteria will be encouraged in all town, district and local centres, while inactive or poorly designed frontages will be discouraged.

Shopfronts, workspace, residential and community spaces form the backdrop to many of the pedestrian areas and spaces that make up the public realm. They have an importance well beyond their role to advertise the goods available for purchase. Shopfronts – the scope of which encompasses not only shops but also other business frontages such as restaurants, public houses, banks and offices – provide important opportunities to engage with the street. Similarly, street front cafes are an important part of our urban centre environments and add to the vibrancy and vitality of the streetscape.

The Council will actively promote the principles of good shopfront design as set out in South Dublin County Council Shopfront Design Guidelines 2019 and continue to support the improvement of shopfronts through initiatives such as the South Dublin County Council Shopfront Grant Scheme.

QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 7 High Quality Design – Street Frontage	
QDP7 Objective 2:	Actively promote well-designed streets and public spaces that provide for active frontages and ‘live’ edges that feel safe, secure and attractive for all to use.
QDP7 Objective 3:	Require a high quality of design and finish for new and replacement shopfronts, signage, and advertising, having regard to the requirements set out in Chapter 13 Implementation and Monitoring -.
QDP7 Objective 4:	Ensure that the principles of good shopfront design as set out in South Dublin County Council Shopfront Design Guidelines 2019 (or any superseding guidelines) are adhered to.

Street Width and Building Height Ratios

As part of assessing new development proposals, building height and the enclosure of new streets and public spaces will be an important consideration.

Building heights that result in a canyon effect of the street will be discouraged and this will need to be tested and demonstrated as part of proposals. Canyons can inhibit sufficient light and air reaching the buildings and street below. Consideration may be given to those streets with a north-to-south orientation where they allow more sunlight to permeate than streets with an east-to-west axis.

Along narrower streets, it may be necessary to keep the scale of the frontage of the building to a minimum, by setting back the upper floors behind the front roof parapet so that it is not apparent from the street. Such a solution will also need to work in terms of its impact from longer views where it may be more visible.

Designers should seek to promote/maintain a sense of enclosure on all streets within Towns and Villages. Figure 3 demonstrates measurements that can indicate a sense of enclosure by way of building height to street width ratio. Where building frontages face onto public open spaces and squares, they should normally provide sufficient sense of enclosure and

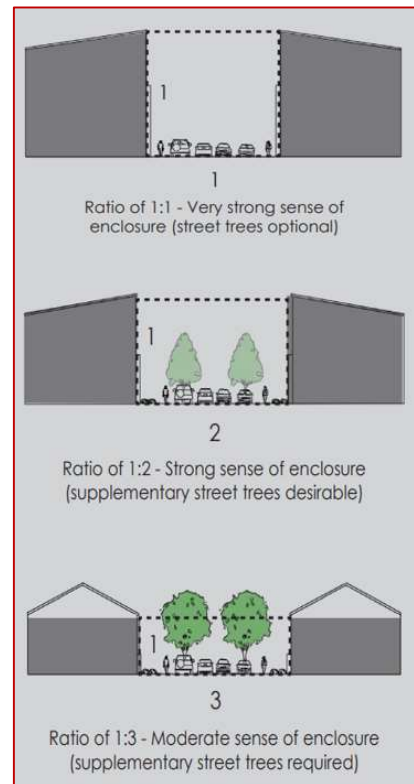


Figure 3: Building Height to Street Width Ratio - DMURS 2019.





a suitable backdrop to define and overlook the space while not overpowering it.

Ultimately, all proposals for development should contribute positively to providing a coherent enclosure of streets and public spaces, taking into consideration the proportions and activities of buildings on both sides of a street or surrounding a public space.

QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 7 High Quality Design – Street Width and Height

QDP7 Objective 5:

Ensure that development contributes to the creation of sustainable communities in accordance with the requirements of the Guidelines on Quality Housing for Sustainable Communities, DEHLG (2007), the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009), or any superseding guidelines, including the urban design criteria as illustrated under the companion Urban Design Manual – A Best Practice Guide, DEHLG (2009).

QDP7 Objective 6:

Ensure that development provides an integrated and balanced approach to movement, healthy placemaking and streetscape design in accordance with the requirements of the Design Manual for Urban Roads and Streets, DTTAS and DEHLG (2013).

QDP7 Objective 7:

Ensure that all proposals for development contribute positively to providing a coherent enclosure of streets and public spaces, taking into consideration the proportions and activities of buildings on both sides of a street or surrounding a public space, providing for good standards of daylight and sunlight, and micro climatic conditions and having regard to the guidance and principles set out in the South Dublin Building Height and Density Guide and the Design Manual for Urban Streets and Roads (DMURS) (2019).

Adaptability and Inclusivity

High quality, adaptable and inclusive development, which meets the needs of all users, regardless of age, gender, race or sensory and mobility abilities and disabilities and allows all people to use spaces in the same way and on equal terms, must be at the forefront of all new development proposals. The Council will promote and support a Universal Design Approach to residential and non-residential development including employment, education, civic, community and health facilities, retail, banking and other tertiary services. The application of Universal Design thinking to our built environment recognises differences and accommodates them by integrating considerations at the start of the design stage:

- Equitable use – The design is useful to people with diverse abilities.
- Flexibility in use – The design accommodates a wide range of individual preferences and abilities.
- Ease of use – Use of the design is easy to understand and can be used efficiently and comfortably.

Quality housing with long-term adaptability – such as ‘soft-spots’ where internal walls can change from a two-bedroom layout to one larger bedroom; and WCs that are wheelchair accessible, with drainage and service provisions enabling a shower to be fitted at a later stage – allows for change as circumstances alter or families grow. The Council will promote and support adaptable building design and the provision of Lifetime Homes in residential and mixed-use developments, having regard to the principles and guidance on adaptability as set out in the South Dublin Height and Density Guide and the ‘Urban Design Manual – A Best Practice Guide’ (2009) and the guidance on Lifetime Homes as set out in the ‘Quality Housing and Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities’ (2007).

The Development Plan includes a socially inclusive housing strategy for the existing and future population of South Dublin including the needs of those requiring social housing. The following Chapters set out the





Council’s holistic approach to neighbourhood and community development, which aims to deliver attractive mixed-use sustainable neighbourhoods containing a variety of housing types and tenures together with supporting community facilities, public realm and good connections to public transport links and local amenities and services.

QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 7 High Quality Design – Adaptability and Inclusivity

QDP7 Objective 8:
To promote and support a Universal Design Approach to residential and non-residential development – having regard in particular to the universal design principles and guidance in relation to Buildings for Everyone, Housing and Shared Space as promoted by the Centre for Excellence in Universal Design at the National Disability Authority – ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES.

QDP7 Objective 9:
To promote and support the provision of quality housing with long-term adaptability in residential and mixed-use developments, having regard to the principles and guidance in relation to adaptability as set out in the South Dublin Height and Density Guide (Appendix 10) and the Urban Design Manual – A Best Practice Guide’ (2009) and the guidance on Lifetime Homes as set out in the ‘Quality Housing and Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities’ (2007).

QDP7 Objective 10:
To promote and support the principles of universal design, ensuring that all environments are inclusive and can be used to the fullest extent possible by users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES.

QDP7 Objective 11:
To encourage and foster the creation of attractive mixed-use sustainable neighbourhoods which contain a variety of housing types and tenures with supporting community facilities, public realm and residential amenities, and which are socially mixed in order to achieve a socially inclusive county.

QDP7 Objective12:
To develop a network of pedestrian footpaths and public spaces which include facilities for people with disabilities and/or mobility impairments based on the principles of universal design.

5.2.7 Density and Building Heights

The adoption of the National Planning Framework (NPF) represented the advent of significant changes to planning policy in Ireland at national and regional level. The NPF articulates a set of shared goals for every community across the country to deliver a programme of compact urban growth.

National Policy Objective 13 requires the inclusion of planning policy provisions and standards ‘including in particular building height and car parking to be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. Such standards shall be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected’.

The Urban Development and Building Height Guidelines (2018) expand on the requirements of the NPF by setting relevant planning criteria for considering increased building height to achieve greater densities in



various but principally urban city-centre locations and suburban and wider town locations. To ensure compliance at local level with the overarching planning policy requirements at national level, SPPR1 states:

“In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/ city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.”

In response to such policy provisions and guidelines, in particular SPPR1, this plan is accompanied by South Dublin’s Building Height and Density Guide (Appendix 10).

The South Dublin Building Height and Density Guide (BHDG)

The Building Height and Density Guide (BHDG) for South Dublin forms the primary policy basis and toolkit to employ the delivery of increased building height and density within the County in a proactive but considered manner.

The guide contains a detailed set of performance-based criteria for the assessment of developments of greater density and increased height. It provides a series of detailed notional development scenarios for various site contexts providing for specific guidance criteria around contextual appropriateness. These have been developed especially for South Dublin based on the known qualities and characteristics of its particular urban and suburban environments. The performance-based assessment criteria will enable proper consideration of development proposals for increased building height linked to the achievement of a greater density of development.



The BHDG has regard to and is informed by all relevant Ministerial Guidance documents (and any amendments thereof) and Specific Planning Policy Requirements contained therein, most notably the Urban Development and Building Heights Guidelines for Planning Authorities (2018). The premise of these guidelines is not intended to introduce height for the sake of height, but to introduce and consider increased heights and densities as a means of accommodating greater residential populations within the County’s



serviced and zoned land banks in particular where public transport, employment and other services are proximate to a development proposal in line with the principals of compact growth.

Securing compact and sustainable urban growth in South Dublin will mean focusing on reusing previously developed ‘brownfield’ land in the County as well as undeveloped infill sites, particularly those served by good public transport. The BHDG sets out the key considerations in scenarios such as this and other relevant varying site contexts across the County.

How to use the BHDG

South Dublin’s Building Height and Density Guide aims to take applicants through a process of contextual analysis by which the suitability or otherwise of different density and height levels can be assessed with reference to the receiving environment of the proposed development.

The guide sets out the following 4-step approach which includes;



The BHDG in Appendix 10 of this plan is intended to complement the ‘Urban Design Manual – Best Practice Guidelines (2009)’ which identified a set of component questions at various scales which together formed a complete urban design analysis of the development proposal. In the BHDG, certain parameters of the more general urban design assessment are expanded to more directly address issues to do with height, density, and intensification.

QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 8 High Quality Design – Building Height and Density Guide (BHDG)

Adhere to the requirements set out in the Urban Development and Building Height Guidelines (2018) issued by the DHLGH through the implementation of the Assessment Toolkit set out in the South Dublin Building Heights and Density Guide 2021.

QDP8 Objective 1:

Assess development proposals in accordance with the Building Height and Density Guide set out in Appendix 10 of this Development Plan and associated planning guidelines. In this regard, all medium to large scale and complex planning applications (30 + residential units, commercial development over 1,000 sq.m. or as otherwise required by the Planning Authority) shall be accompanied by a ‘Design Statement’. The Design Statement shall include, inter alia, a detailed analysis of the proposal and statement based on the guidance, principles and performance-based design criteria set out in the South Dublin Height and Density Guide. (See Chapter 13 Implementation and Monitoring)

QDP8 Objective 2:

In accordance with NPO35, SPPR1 and SPPR3, to proactively consider increased building heights on lands zoned Regeneration (Regen), Major Retail Centre (MRC), District Centre (DC), Local Centre (LC), Town Centre (TC) and New Residential (Res-N) and on sites demonstrated as having the capacity to accommodate increased densities in line with the locational criteria of Sustainable Urban Housing: Design Standards for New Apartments (2018) and the ‘Urban Design Manual – Best Practice Guidelines (2009)’, where it is clearly demonstrated by means of an urban design analysis carried out in accordance





with the provisions of the South Dublin Building Height and Density Guide that it is contextually appropriate to do so.

Building Height Terminology

The South Dublin BHDG sets out important terminology to assist in the assessment of building heights in the County and discussions around height. Recognising that there should be no blanket numerical limitations on building heights, height in the BHDG is considered thematically in relation to its context. Such terminology is summarised as follows:

Prevailing Height

The prevailing building height is the most commonly occurring height of buildings within an area of common character and at the contextual scale at which the proposal is to be assessed. The prevailing building height of a specific street may be different to the prevailing building height of the wider neighbourhood and a site might in some instances be large enough to effect a transition between the two.



Thematic Height

In certain urban areas, for example Georgian Dublin, the prevailing height may be closely linked to a specific form of development from which the area derives its character. In such instances, it might be appropriate to refer to Prevailing Height as Thematic Height in order to signal the presence of specific contextual issues around built environment, heritage or historic concerns.



Amplified Heights

There may be existing buildings or parts of buildings within the streetscape or neighbourhood that deviate from the prevailing height but not to such an extent as to be considered a significant, or non-thematic, variation. Such instances of amplified height do not necessarily denote a contextual precedent to which new developments can respond in kind with increased heights.



Apparent Height

There may be existing buildings or parts of buildings within the streetscape or neighbourhood that deviate from the prevailing height. This may be in a more comprehensive fashion than selective amplification of part of the building's form by instead setting back floors above the prevailing or thematic height as a secondary massing, while the primary building façade provides a 'shoulder' that maintains the prevailing height of the street.



Contextual Heights

While the prevailing height is the general measure of heights in the surrounding area, the analysis of contextual height will include and identify all of the variations in apparent height and amplified heights that are relevant to any rationale for or justification of increased building heights in a new development. A comprehensive analysis of prevailing and thematic heights and the function and location of variations





to these within the urban area will result in an understanding of the contextual height of the receiving environment of the proposed development.

Context Driven Approach to Height

The approach to building heights in South Dublin, as supported by South Dublin’s BHDG, will be driven by its context. This is in line with the Urban Development and Building Height Guidelines and specifically SPPI1 which prohibits numerical limitations on building height by planning authorities.

The BHDG set out a framework for the analysis of building heights relative to their context. For example, a ten-storey building is ‘tall’ in the context of a 2-storey streetscape but is only ‘taller’ in a block where the prevailing height is 8-storeys. Building heights are increased relative to the prevailing heights in their vicinity. Therefore, proposals for increased building heights can be expressed in terms of their amplification of prevailing heights by means of a Contextual Height Ratio. In this regard, a ten-storey building would be five times the contextual height (5 x CH) in a two-storey streetscape, but one and quarter times the contextual height (1.25 x CH) in an 8-storey streetscape. Such a measure provides a clear indication of the scale of change proposed in the built environment without utilising the more subjective terminology of tall/ taller or high/ higher buildings.



Contextual Heights at Clancy Quay Dublin - the 8-storey Building C can be expressed as a contextual height ratio of 4xCH relative to the historic buildings A or 1.25xCH relative to the newer development at Building B.

Proposed increased heights should be proportionate to the role and function of buildings and the scale of their impact on the receiving environment. By this measure, the more prominent a role the development plays at the larger urban scale the more a larger contextual height ratio would be expected; conversely the more locally-oriented a role the building plays the lower the expected contextual height ratio.

Landmark Buildings

Commonly, terms such as ‘landmark’ or ‘gateway’ are used in applications to justify significantly scaled increases in building heights. However, landmark buildings that are distinctive in their form and provide real legibility such as signalling the presence of an important public transport interchange or node; an important gateway to an urban area or a large-scale public or civic amenity or facility – can play an important role in healthy placemaking and creating successful and sustainable neighbourhood areas.

The scale of the landmark should be proportionate to its role as a placemaking object within the urban fabric and the extent to which that landmark function extends beyond the local area. The Urban Development and Building Height Planning Guidelines (DHLGH, 2018) provides the following classifications for landmarks:

- Metropolitan Landmarks i.e. landmarks with a function at the scale of the relevant City/ Town;





- District Landmarks i.e. landmarks with a function at the level of the District/ Neighbourhood/ Street; and
- Local Landmarks i.e. landmarks with a function at the level of the Site/ Building.

There is potential for misunderstanding around the designation of Metropolitan Landmark within the South Dublin County Council administrative area given the entire County is located within the wider Metropolitan Area of Dublin as set out in the RSES. As such, for the purposes of discussing proposals for proportionate increases in building height relative to the scale of the landmark, this Development Plan and the South Dublin BHDG, instead uses the following classifications:

Primary Landmarks: Primary Landmarks are landmarks with a function at the scale of the urban centre.

An example would include the general increase in building heights in Tallaght Town Centre to signal the civic function and the specific increase in building height of the south-west block in the Belgard Square West development to mark the location of the Luas terminus.



Height increases in the primary landmark example did not preclude an increase in building height within the development block between Cookstown Way and Belgard Square West south of the civic centre. The vertical expression of the increase in building height serves a function at the urban scale to identify the town centre area from the N81 to the south.

Secondary Landmarks: Secondary landmarks are landmarks with a function at the neighbourhood scale.

An example would include the amplification of height and vertical expression of the mixed-use building on Adamstown Avenue signalling the gateway to the new neighbourhood.



The gateway nature of the site justifies a secondary landmark at the neighbourhood scale.

However, the extent of height increase is limited and setback from the primary massing along the Adamstown Avenue streetscape. The gateway function is primarily achieved by means of the vertical expression of a limited articulation of height.

Local Marker: Local landmarks are landmarks with a placemaking function within a streetscape or development area.

An example would be the expression of the tower form in the Carnegie Library on Monastery Road Clondalkin to signal the public function of the building.



The height of the tower element is no different to the general building height of the library. The local marker function has been achieved by articulation of secondary





mass from the main building and its distinct vertical expression.

It follows from the above that not all increases in building heights will connote landmarks and that not all landmarks will justify an increase in building heights. Therefore, in applications for landmark type buildings or for amplified heights akin to a landmark, the onus will be on designers and applicants to satisfactorily demonstrate that the proposal is contextually appropriate but also that the proportionate function of the landmark justifies it, having regard to the sample primary, secondary and local landmark classifications set out above.

QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 9 High Quality Design - Building Height and Density

To apply a context driven approach to building heights in South Dublin, as supported by South Dublin’s Building Heights and Density Guide.

QDP9 Objective 1:

To require that designers and applicants demonstrate to the satisfaction of the Planning Authority that applications for landmark type buildings or for amplified heights akin to a landmark, are contextually appropriate and that the proportionate function of the landmark justifies it, having regard to the primary, secondary and local landmark classifications.

5.2.8 Mix of Dwelling Types

This Plan sets out to ensure that new residential development provides a wide variety of housing types that cater for the diverse housing needs of the County’s population and counteract segregation between differing household types. This is supported by the South Dublin County Council Housing Strategy 2022-2028 and the policies set out in Chapter 6, which recognise the need to provide a range of house types in all residential developments. The need for house types to cater for different demographics including aging will be important as indicated in the government’s ‘Our Shared Future’ and will be influenced by the South Dublin Age Friendly County Strategy 2020-2024 and Age Friendly Ireland’s Principles and Guidelines for the Planning Authority (2021).

QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 10 Mix of Dwelling Types

Ensure that a wide variety of housing types, sizes and tenures are provided in the County in accordance with the provisions of the South Dublin County Council Housing Strategy 2022-2028.

QDP10 Objective 1:

To ensure that new residential developments provide for a wide variety of housing types, sizes and tenures in line with the South Dublin County Housing Strategy 2022-2028.

QDP10 Objective 2:

To ensure that our ageing society is catered for in a choice of housing provision having regard to South Dublin Age Friendly County Strategy and Age Friendly Ireland’s Principle and Guidelines for the Planning Authority (2021)

5.2.9 Materials, Colours and Textures

The careful selection of appropriate materials in buildings, streets and spaces is a key factor to achieving the qualities of successful places. Building finishes should be durable and of a high quality and should adhere to the principles of sustainability and energy efficiency. Durable materials such as stone, brick, timber, metal and glass will be promoted which provide either a traditional or contemporary aesthetic depending on design and application.

Each development proposal will be considered on its merits and the context of both the immediate and wider area are crucial when developing ideas about material choices, colours and detailing. In all types of development, it is important to consider whether the proposed materials, their colour and detailing





contribute to the immediate context and reinforce a neighbourhood’s ‘sense of place’. Due to the unprecedented range and availability of standard building and cladding materials, choices have to be made using many criteria including:

- Appropriateness to building function
- Robustness, durability and ease of maintenance
- Thermal/Insulation performance
- Sourcing: local, regional, or international
- Life cycle costs
- Contextual appropriateness
- The need for quality design and placemaking.

Traditional materials may not be appropriate or available and therefore judgement has to be exercised regarding the characteristics of a new material to be complementary with the established pattern, rather than be poor imitations in terms of colour or texture.

Consideration should be given to long term maintenance implications of certain types of render, and weather resistant renders such as sand-cement, lime and pebble dash should be favoured. Rendered finishes down to ground level may not offer the robustness needed due to the higher level of activity and effects of weathering at this threshold.

Further guidance and performance-based assessment criteria in relation to the materials and detailing in new development proposals is set out in South Dublin’s BHDG (Appendix 10). Chapter 11 also sets out the Council’s design principles and requirements in relation to the use of materials, colours and textures in development.

QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 11 Materials, Colours and Textures

Promote high-quality building finishes that are appropriate to context, durable and adhere to the principles of sustainability and energy efficiency.

QDP11 Objective 1:

Require the use of high quality and durable materials and finishes that make a positive contribution to placemaking.

QDP11 Objective 2:

Promote the use of structural materials that have low to zero embodied energy and CO2 emissions.

QDP11 Objective 3

Promote the reuse and recycling of materials to promote the circular economy and reduce construction and demolition waste.

5.3 Sustainable Rural Neighbourhoods

Context

The Rural Area is primarily concentrated in the Dublin Mountains to the southwest and the western fringes of the County surrounding the settlements of Saggart, Rathcoole and Newcastle. In terms of settlements located within the rural hinterland there are small clusters of development at Glenasmole and Redgap and the small rural settlement of Brittas to the extreme west of the County.





The rural sense of place is rooted in the community, through families and community connections, through the long-standing experience of meitheal, and in the local history and heritage of the area and the people who formed it.

There are many physical elements of a settlement that give character and a sense of place. These include the urban grain of the historic core, existing buildings of high architectural merit and local characteristics such as local materials, building lines, walls, building heights, rivers, streams, trees, hedgerows and other local landscape features. Recognising and enhancing the existing context and character is a key component for any development or plan within the rural hinterland.

Residential development within the rural hinterland is carefully managed through the Rural Housing Policy and Local Need Criteria in accordance with the Sustainable Rural Housing Guidelines (2005) and Circular SP 5/08. The policy approach promoted in this Development Plan is considered to provide a reasonable balance between the delivery of appropriate and justifiable residential development in the rural parts of the County.

QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 12 Sustainable Rural Neighbourhoods	
To protect and promote the sense of place and culture and the quality, character and distinctiveness of the County’s rural hinterland that makes it an attractive place to live, work and visit.	
QDP12 Objective 1:	To support the development of new initiatives such as walking trails connecting villages and smaller rural settlements, both for the enjoyment of local people and as an attractor for visitors to the area, promoting sustainable local economic development.
QDP12 Objective 2:	To support the improvement of public transport infrastructure and services in the rural hinterland.
QDP12 Objective 3:	To ensure that new development builds on or enhances the streetscape, landscape character and open space network of the settlement through high quality design and landscaping.
QDP12 Objective 4:	To promote appropriate development that enhances the character and vitality of the existing settlements and which does not negatively impact on existing residential amenity.
QDP12 Objective 5:	To ensure any proposals for development within rural settlements (subject to local need criteria being established as per Chapter 6 of this plan) demonstrates a high-quality design response and will not impact negatively on the character and amenity of the existing settlement. In determining a design response, new developments should reference the elements of the settlement that give character and a sense of place, such as: the urban grain of the historic core, existing buildings of high architectural merit and local characteristics (such as local materials, building lines, walls, building heights, rivers, streams, trees/hedgerows and other local landscape features).

5.4 Plans/Frameworks

Plans and Frameworks should be developed in a manner that applies a layered approach focusing on the receiving baseline environment with the aim of ensuring the preservation, protection, and enhancement of existing natural, cultural and built heritage and the ecosystem services they provide. Opportunities should be identified early on in the design process to further develop and enhance the Green Infrastructure network and biodiversity within the County.





Incorporating these initial steps, the development type and requirements of the plan/framework should be analysed and implemented in a manner which places Climate Action Measures, Quality Design and Healthy Placemaking at the forefront of all aspects of its formulation and development.

5.4.1 Local Area Plans

Local Area Plans will be prepared for areas where new development requires a co-ordinated approach and in particular for areas that are likely to experience large scale development or that are in need of regeneration.

Local Area Plans must be consistent with the policies and objectives of the County Development Plan and ministerial guidelines. Policy changes will help inform the decision to review existing Local Area Plans.

QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 13 - Local Area Plans (LAP)
Prepare Local Area Plans as appropriate, prioritising areas that are likely to experience large scale residential or commercial development or regeneration.
QDP13 Objective 1: To support a plan led approach through Local Area Plans in identified areas by ensuring that development complies with the specific local requirements of the Local Area Plan, having regard to the policies and objectives contained in this Development Plan and ministerial guidelines.
QDP13 Objective 2: To promote a layered approach to the preparation of Local Area Plans which designs in at an early stage the receiving baseline environment and builds on the opportunities this presents for placemaking, having particular regard to the enhancement of green infrastructure networks for biodiversity and amenity.

5.4.2 Strategic Development Zones

Within South Dublin the Government designated 223.5 hectares of land at Adamstown as a Strategic Development Zone in 2001. The Adamstown SDZ Planning Scheme (amended) 2014 and 2020 sets out a planning framework to support the delivery of approximately 9,395 dwelling units and supporting infrastructure and facilities. This scheme has progressed at a steady pace since the adoption of the 2016 County Development with a remaining development capacity for over 5,000 units. In March 2021, the Council successfully secured funding of €9.7 million from the Urban Regeneration Development fund for supplementary strategic funding to deliver the Central Boulevard Park, the Civic Building and the Town Centre Plaza. As part of this application 585 residential units will be delivered. As set out in Chapter 2 table 6 it is envisaged within this plan that in region of 2,584 units will be delivered within the 6-year lifetime of this plan.

The Government has also designated 180 hectares of land at Clonburris as a Strategic Development Zone. The planning scheme for Clonburris was approved in May 2019. The Clonburris SDZ Planning Scheme sets out a planning framework to support the delivery of between 7,700-11,100 dwelling units and supporting infrastructure and facilities. While the scheme has yet to commence construction, significant work has been carried out in regard to enabling infrastructural works required to kick start development. In March 2021, South Dublin County Council successfully secured funding of €176.6 million from the Urban Regeneration





Development fund for supplementary strategic funding to deliver the huge quantum of infrastructure required to unlock the delivery of over 8,700 homes in Clonburris over the next 10 years.

QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 13 - Strategic Development Zones (SDZs)

Continue to implement the approved Planning Schemes for Adamstown and the Clonburris SDZs.

QDP13 Objective 1

Support the delivery of the identified infrastructure to facilitate sustainable development in South Dublin’s Strategic Development Zones.

5.4.3 Framework/Masterplans

Framework plans and Masterplan’s act as a preliminary design guide for the future development of lands within the County. These plans are informed by background research and baseline analysis, identifying opportunities for future development and possible constraints. These plans set a framework for future development of the relevant area.

QUALITY DESIGN AND HEALTHY PLACEMAKING (QDP) Policy 14 -Framework Plans (FP)

Prepare Framework Plans and Masterplans as required for identified areas on Council owned or other lands to facilitate a co-ordinated approach to development.

QDP14 Objective 1:

Prepare Framework Plans or Masterplans on identified lands to ensure a co-ordinated approach to delivery ensuring that they are structured in a logical, clear and comprehensible manner demonstrating and providing the background to the land use and design methodology and having due regard to the context of such lands.

QDP14 Objective 2:

To support the Naas Road Strategic Framework plan and any future framework for the area in delivering urban growth and regeneration for the County and the wider Region, recognising its significant potential as the largest regeneration area in the country.



5.5 Climate Action Audit

Climate Action Audit – Quality Design and Healthy Placemaking	
Source of Green House Gases (GHGs)	Measures to Address Climate Impacts
<p>The potential sources of GHGs that may arise from not promoting the principles of Quality Design and Healthy Placemaking are:</p> <ul style="list-style-type: none"> • Less compact urban growth and urban sprawl can lead to more car-based journeys and create less opportunities to use more sustainable and renewable energy sources. • Poorly connected Neighbourhoods can lead to more car-based journeys. • Unattractive public realm, unwelcoming and poorly designed streets/spaces can deter people from using active modes of transport to access services and recreational amenities. • Use of unsustainable structural materials in buildings and the public realm. • Urban generated growth in the rural hinterland areas. 	<p>This chapter contains policies and objectives which promote measures that have the potential to reduce the climate impact of providing for Quality Design and Healthy Placemaking as follows:</p> <ul style="list-style-type: none"> • Support the delivery of the NPF ‘National Strategic Outcomes’ and the RSES ‘Regional Specific Outcomes’ specifically relevant to the delivery of sustainable Neighbourhoods within South Dublin relating to Compact Growth, Sustainable Mobility, Enhanced Accessibility, Enhanced Amenities and Heritage, Sustainable Management of Infrastructure, Access to Childcare, Education and Health Services and a Transition to a Low Carbon and Climate Resilient Society. • Support the efficient use of land with a focus on key urban centres, and to achieve development densities that can support vibrant, compact, walkable places that prioritise pedestrian movement can play a significant role in climate action, reducing the need for car-based travel and carbon emissions while also facilitating opportunities for the use of more sustainable and renewable energy sources. • Promoting and facilitating a mix of uses and the efficient use of land and infrastructure in line with the provisions of NPO 4 and 26 of the NPF and RPO’s 6.12, 9.10 and 9.11 of the RSES. • Creating inclusive and safe environments in which people can move through, encouraging active modes of transport and striving towards the delivery of connected neighbourhoods and the 10-minute settlement concept in line with the RSES. • Supporting the delivery of the Cycle South Dublin programme of work to improve cycle infrastructure in County, attracting more users and reducing car-based journeys. • Creating a strong sense of place and enabling connections across the County through a robust and resilient Green Infrastructure network which employs nature-based solutions is key to the successful delivery of such areas while also contributing directly to climate action measures through carbon sequestration and other measures. • Seek more Inclusive Development so that people can access services an appropriate housing locally, reducing car-based travel. • Promote the use of sustainably sourced building materials and the reuse of demolition and excavated materials.





- Promote the use of structural materials that have low to zero embodied energy and CO2 emissions.

Chapter 6:



Housing





Vision

To ensure the delivery of high quality and well-designed homes in sustainable communities to meet a diversity of housing needs within the County.

6.0 Introduction

Homes are places where we live form a cornerstone to influencing the quality of people's day to day lives from which strong communities can form. Ensuring that appropriate policy supports and design standards are in place contributes towards creating a good quality of life for citizens in the right locations.

South Dublin's population is to grow by an additional 46,518 persons up to a total population of 325,285 persons by 2028. Ensuring the diverse range of needs is met, not only for this population growth but also for the existing population forms a key overarching consideration of this Development Plan.

In the context of this population growth, South Dublin will need almost 18,000 new homes by the end of 2028, over 2,000 per year. Ensuring this level of additional homes are of the highest quality and are in the right location while making sure services which provide support, like education, transport, retail and other services are within easy walking distance (10-minutes) and promote sustainable travel movements is a central challenge for growth going forward.

The spatial approach to the Development Plan is to make the most efficient use of land and existing infrastructure by focusing development on urban infill and brownfield lands thereby reducing urban sprawl.

In anticipation of this population growth, the Development Plan is supported by a Housing Strategy and Interim HNDA. Future housing provision will take account of the housing needs of the County's population and in particular changing demographic factors such as: the countywide decline in average household size as the population of people aged over 65 is projected to increase by 51% from 2016 – 2031, an increase of 30% of the 15-24 age group, the rising affordability issues in the County over the plan period and a trend showing that pre-family groups are locating in newly constructed homes at the edges of the County since 2016.

It is important that the County has housing that is affordable and attractive to all who want to live in South Dublin which provides for a variety of housing typologies and tenures which are adaptable, flexible, and meet family needs and the changing needs of people throughout their lives.

This will be delivered in the context of ensuring that high quality homes are designed and delivered which are energy efficient and serve the needs of a diverse population.

6.0.1 Planning Policy Context

Development Plan policies and objectives must be consistent with national and regional policy as set out in the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES).

National Strategic Outcome 1 of the NPF seeks to carefully manage the sustainable growth of compact cities, towns and village rather than continuing the sprawl of urban development as a top national priority. It





recognises that all urban settlements contain opportunities which need a streamlined and co-ordinated approach in investment, enabling infrastructure and supporting amenities. The development of these areas can add value to existing places and create more attractive environment to live and work which are centrally located, suitable to the required needs and capable of re-use to provide housing. A number of objectives in these documents are particularly relevant to the area of Housing:

NPO 28 - Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.

NPO 32 - To target the delivery of 550,000 additional households to 2040 (Nationally).

NPO 33 - Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.

NPO 34 - Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time

RPO 9.1 - Local authorities shall ensure the integration of age friendly and family friendly strategies in development plans and other relevant local policy and decision making, including provision for flexible housing typologies, buildings and public spaces that are designed so that everyone, including older people, disabled people and people with young children can move around with ease, avoiding separation or segregation.

RPO 9.2 - Support local authority and sectoral initiatives to increase active participation and social integration of minority groups, including non-Irish nationals and Travellers.

RPO 9.4 - Design standards for new apartment developments should encourage a wider demographic profile which actively includes families and an ageing population.

RPO 9.12 - Support local authority and sectoral initiatives to increase active participation and social integration of minority groups, including non-Irish nationals and Travellers.

There are many other relevant national and regional policy objectives. These are referenced by number within individual Development Plan policies and objectives in this Chapter and are set out in full at Appendix 7.

6.0.2 Housing, Healthy Placemaking and Climate Action

Housing should be delivered in a manner which facilitates the needs of a diverse range of people, providing a balance in term of unit mix and tenure types. The design, function and layout of housing schemes, when done well, contributes significantly towards the delivery of healthy placemaking.

Locating new housing in the right location ensures ease of movement by active modes to existing amenities, services and places of work. This facilitates a move away from car-based and unsustainable travel patterns thereby reducing emissions.

Housing layout and design considerations can also contribute positively towards climate adaptation by ensuring new development is sited away from areas at risk of flooding, while the design, orientation and building materials used can ensure energy efficient homes are delivered.



Policies and objective which will have a climate-positive impact have reference numbers indicated in green text.

6.1 Housing Strategy and Interim Housing Needs Demand Assessment

A Housing Strategy and Interim Housing Needs Demand Assessment (HNDA) for South Dublin has been prepared and is contained within Appendix 11. The preparation of a Housing Strategy is a mandatory requirement of the Planning and Development Act 2000 (as amended) and should be supported by a Housing Needs Demand Assessment (HNDA) in the context of objective 20 and 37 of the NPF and objective 9.5 of the RSES.

Guidance in relation to the preparation of the HNDA was published by the Department of Housing in April 2020. As per Circular 14/2021 the guidance was not available in time for the integration into this Development Plan. Therefore, this Housing Strategy is supported by an Interim HNDA.

Based on the population and housing projections over the lifetime of the Development Plan, the Housing Strategy and Interim HNDA forecasts that 8,415 households will require support from South Dublin County Council up to 2028 which includes households currently on the housing list.

It is anticipated that these households will be accommodated through the various Social Housing Supports (e.g. New Build programme, Part 5, Leasing, HAP/RAS) during the plan period.

Policies and objectives relating to the output from the Housing Strategy and HNDA are set out below:

Housing (H) Policy 1: Housing Strategy and Interim Housing Needs and Demand Assessment
Implement South Dublin County Council Housing Strategy and Interim Housing Needs and Demand Assessment 2022-2028 (and any superseding Housing Strategy agreed by the Council) and to carry out a review of the Housing Strategy as part of the mandatory Two-Year Development Plan review.
H1 Objective 1: To ensure adequate and appropriate land is zoned to facilitate and implement the aims of the Core Strategy, to deliver sustainable development, and to meet likely future housing need in the County as identified by the Housing Strategy and Interim HNDA.
H1 Objective 2: To require that 10% of lands zoned for residential use, or for a mixture of residential and other uses for development of 9 or fewer houses or development of houses on land less than 0.1 hectares (or relevant figures as may be revised by legislation) be reserved for social and affordable housing in accordance with the Urban Regeneration and Housing Act 2015 and the Planning and Development Act 2000 (as amended).
H1 Objective 3: To ensure that housing is available to meet the needs of people of all incomes and needs including older persons, people with disabilities, and the homeless, through an appropriate mix of unit types and tenures provided in appropriate locations and in a manner appropriate to their specific needs.
H1 Objective 4: To provide for social and affordable housing accommodation through a range of delivery mechanisms including new builds, acquisitions, renovations and acquisitions of vacant homes, leasing, and housing supports including RAS and HAP or any other mechanism promoted under Government Housing Policy.



H1 Objective 5: To encourage the development of elderly persons/assisted living accommodation, where it is proposed that a site or a portion of a site is to be developed for elderly/assisted living accommodation a reduced percentage requirement in respect of social housing may be considered.

H1 Objective 6: To ensure the selection of land or housing units to purchase or lease by the Council, including Part V, counteracts undue segregation by persons of different social backgrounds

H1 Objective 7: To provide social and affordable housing over the Plan period to meet forecast future housing need as identified in the Housing Strategy and interim HNDA.

H1 Objective 8: To ensure population growth and increased housing densities take place within and contiguous to Dublin City and Suburbs and the County's town boundaries suited to their strategic regional role, subject to good design and development management standards being met.

H1 Objective 9: To promote the re-use of and reactivation of vacant units within our Urban Areas and pursue through the application of the vacant site levy in accordance with the Urban Regeneration and Housing Act 2015, and through the implementation of the South Dublin Vacant Homes Strategy and Action Plan 2018-2021. The Council shall review and update this programme as deemed necessary.

H1 Objective 10: To implement the policies, objectives and unit target set out under the South Dublin Traveller Accommodation Programme (TAP) 2019-2024 and review the programme as required.

H1 Objective 11: To work with Central Government and relevant State Agencies Office in responding to requirements to support those in need of refuge.

H1 Objective 12: To examine the need to vary the Development Plan, following the publication of the guidance on HNDA methodology issued by the Department of Housing, Local Government and Heritage in April 2020.

H1 Objective 13: Proposals for residential development shall provide a minimum of 30% 3-bedroom units unless it can be demonstrated that:

- there are unique site constraints that would mitigate against such provision or
- that the proposed housing mix meets the specific demand required in an area, having regard to the prevailing housing type within a 10-minute walk of the site and to the socio-economic, population and housing data set out in the Housing Strategy and Interim HNDA.

H1 Objective 14: Support the provision of a mix of tenure types across the County in creating suitable accommodation for all and discourage undue segregation and over proliferation of a single tenure within any local area (within a 10-minute walking distance) in line with the Apartment Guidelines and the provision of the Housing Strategy and Interim HNDA or any subsequent future Regional based HNDA

H1 Objective 15: To ensure that a balanced mix of tenure is provided for in the areas zoned for Regeneration in the Tallaght LAP lands and the Naas Road Framework Plan area. Such a mix shall take account of the existing or permitted tenure within a ten-minute walking distance of any proposed



development and applicants for planning permission shall demonstrate, to the satisfaction of the planning authority, that there is no saturation of a single tenure within the defined area.

H1 Objective 16: To support the provision of homeless accommodation and/or support services in a balanced way located throughout the County and not concentrated in any particular areas.

H1 Objective 17: To review the South Dublin County Council Housing Strategy 2022 – 2028 as part of the mandatory Two-year Development Plan Review.

6.2 Supply of Housing

The Core Strategy in Chapter 2 identifies capacity for approximately 23,370 units which are serviced and/or serviceable within the lifetime of the Plan period. The Housing Need for the County is 17,817 new homes up to 2028. When the homes on the sites already under construction are taken account of there is land required to provide for 13,260 new homes over the Plan period.

In recognising that the County has a surplus of service and serviceable zoned land required to deliver the supply targets but acknowledging that not all of this land may come forward, the Core Strategy incorporates a flexible approach to development where progress and delivery of units within each Neighbourhood will be monitored to ensure consistency with the overall settlement figures to align with the National and Regional Plans and targets.

Planned growth for the Development Plan period comprises 93% of new homes within the Dublin City and Suburbs settlement through the re-use, infill and consolidation of existing urban areas with sustainable intensification along public transport networks at the ‘REGEN’ zoned lands, Adamstown and Clonburris SDZs and the new district at Fortunestown.

7% of new homes are planned within the three settlements: Saggart, Newcastle and Rathcoole which will develop at an incremental pace based on the delivery of social, physical and transport infrastructure and services.

Housing (H) Policy 2: Supply of Housing

Ensure that sufficient zoned land continues to be available at appropriate locations to satisfy the housing requirements of the County.

H2 Objective 1: To maximise the use of existing housing stock, facilitating and promoting upgrade/retrofit of existing stock reducing energy demand and addressing Climate Change.

H2 Objective 2: To ensure that sufficient zoned land, integrating land use and transport and which can be serviced is available at appropriate locations to satisfy the housing requirements of the County and to support and facilitate the development of housing lands based on the Settlement Strategy outlined in Chapter 2: Core Strategy and Settlement Strategy.



H2 Objective 3: To promote and facilitate the development of infill schemes throughout the County where it has been identified that such schemes will contribute towards the enhancement of disadvantaged communities within the County.

H2 Objective 4: Promote lifetime housing standards in new homes built in the County in accordance with best practice.

H2 Objective 5: To ensure the provisions of the Planning and Development Act 2000, as amended are utilised in the control and authorisation of short-term lettings and to prevent an overconcentration of such a use to facilitate the supply of housing.

H2 Objective 6: To ensure an adequate provision of social housing across the County through the facilitation of the transfer of lands and other appropriate mechanisms with third parties to ensure an appropriate distribution of new social housing, and to avoid additional concentration of social housing above that already in existence.

6.3 Housing for Older People

The projected growth in the 65 and over age group forms the largest change up to 2031 with a projected increase of 56.4% (17,447 persons) by 2031. This is a continuation of the trend from previous years where the cohort increased by 33% between 2011 and 2016 which is an increased rate from the 29% between 2006 and 2011 Census. This represented a 73% growth of this age group over the 10-year period of 2006 – 2016.

Planning for the housing needs of older people is, more than ever, an important factor and by bringing forward housing solutions which suit their specific physical and social needs sustainable and mixed neighbourhoods can be provided.

The Government’s Policy Statement on Housing Options for Our Ageing Population (published in 2018) supports the development of housing and services on centrally located sites within urban areas as research shows that good quality, well connected, urban centres with a range and choice of housing tenures and types actively supports ageing in place.

The Development Plan will seek to address the housing needs of older people within their communities, with the aim of providing a range of attractive accommodation choices for people wishing to rightsize and in turn addressing the underutilisation of larger houses, particularly within more established areas.

Rightsizing is an older person's active, positive choice to move home as a way of improving their quality of life. The ability to rightsize depends on both the availability and accessibility of housing options that people feel would improve their quality of life. This often involves moving to smaller housing units.

As set out under the Programme for Government (2020), it is recognised that a choice of living in appropriate housing, where possible, enables elderly people to remain in close proximity to their families and community while accessing health and age-related services. This approach has been incorporated into the various South Dublin County Council policy documents.

South Dublin’s analysis showed that approximately 12% of current Council housing tenancies are comprised solely of households of one or two persons, all aged 55 or older, and with no other declared occupants, living





in three or four-bedroom homes. This breaks down into approximately 700 homes with single occupancy by an older person and almost 500 additional homes occupied by two older persons.

South Dublin’s Housing Department has set out policy in this context and is currently proactively promoting rightsizing where appropriate, also referred to as ‘Rightsizing at the Right Time’ as part of its ongoing efforts to ensure the best use of the Council’s social housing stock.

Housing (H) Policy 3: Housing for Older People

Support the provision of accommodation for older people in established residential and mixed use areas offering a choice and mix of accommodation types to older people (independent and semi-independent living) within their communities and at locations that are proximate to services and amenities.

H3 Objective 1: To support housing that is designed for older people (including independent, semi-independent or nursing home accommodation) in residential and mixed-use areas, at locations that are proximate to existing services and amenities including pedestrian paths, local shops, parks and public transport.

H3 Objective 2: To Support housing options for older people and persons with disabilities and/or mental health issues – consistent with NPO 30 in the NPF, RPO 9.1 and 9.12 of the RSES.

H3 Objective 3: To provide for the subdivision of large houses or an amalgamation of smaller houses within established areas for the purpose of providing independent, semi-independent or nursing home accommodation. Such development should be subject to the car parking standards and the standards on dwelling subdivision as set out under Chapter 11 Implementation. A Traffic Impact Statement will be required in the case of major traffic generating developments or where it is considered that there would be a significant impact on the County’s road network.

H3 Objective 4: To support community led housing developments for older people in established areas on lands designated with Zoning Objective “OS” (To preserve and provide for open space and recreational amenities), where the quality and quantum of remaining public open space is deemed to be adequate and the amenities of the area are preserved.

H3 Objective 5: Support the provision of specific purpose-built accommodation, including assisted living units and lifetime housing and adaptation of existing properties.

H3 Objective 6: Promote ‘aging in place’ and opportunities for right sizing within communities.

H3 Objective 7: To ensure that those with specific housing needs, such as older persons, persons with disabilities, homeless persons and Travellers, are accommodated in a manner appropriate to their specific needs.

H3 Objective 8: To support and facilitate the implementation of the South Dublin Age Friendly Strategy 2020 – 2024, the National Age Friendly Programme, and Housing Options for Our Ageing Population 2019 and having regard to Age Friendly Ireland’s guidelines for planning authorities (2021).





6.4 Traveller Accommodation

The County’s Traveller Accommodation Programme 2019 – 2024 sets out Council policy regarding the provision of Traveller Accommodation. The Council will, as necessary, continue to update its accommodation programme for the Travelling Community.

Housing (H) Policy 4: Traveller Accommodation
Implement the South Dublin County Council Traveller Accommodation Programme 2019 – 2024 (and any superseding programmes agreed by the Council) in accordance with the principles of proper planning and sustainable development.
H4 Objective 1: To Implement the South Dublin County Council Traveller Accommodation Programme 2019 - 2024 (and any superseding programme).
H4 Objective 2: To ensure that Traveller Accommodation is located in proximity to services, including public transport.
H4 Objective 3: To provide long term sustainable Traveller Accommodation developments, while ensuring proper provision of infrastructure.
H4 Objective 4: To ensure that all Traveller Accommodation is provided to the highest standard following detailed consultation with local communities and Traveller advocacy groups.
H4 Objective 5: To ensure that every halting site has basic amenities such as water and ESB and are situated to enable as much integration with local communities as possible, i.e. access to schools, GPs, shops, playgrounds and sports clubs.

6.5 Other Housing Provision

South Dublin seeks to promote equality and progressively reduce all forms of social exclusion and facilitate the needs of all that can experience a sudden need for housing provision. In addition to the range of policies outlined above, the Council will work with other statutory agencies to facilitate and support appropriate accommodation and to improve the range and quality of services available.

Housing (H) Policy 5: Other Housing Provision
Support and facilitate relevant agencies in the provision of specific emergency or other forms of housing need as such demand arises.
H5 Objective 1: To facilitate and support relevant agencies in the development of emergency accommodation, including hostels for homeless individuals and families, in a balanced way located throughout the County so as to avoid an over- concentration in any particular area.
H5 Objective 2: To facilitate and support Túsla, the Child and Family Agency, and other relevant agencies in the development of women’s refuge within the County to include emergency accommodation and transitional units.





6.6 Student Accommodation

TU Dublin, Tallaght is the most significant Third Level Institution in the County and Tallaght Hospital is a teaching hospital of national importance. Other major Third Level Institutions within adjoining counties are also proximate to existing settlements within South Dublin County.

In line with the National Student Accommodation Strategy 2017, purpose-built student accommodation should be provided on campus or in suitable locations which have convenient access to Third level college, especially by foot, bicycle and high quality and convenient public transport.

Housing (H) Policy 6: Student Accommodation

To support the provision of professionally managed student accommodation for third level students on campus or in suitably accessible locations to third level education.

H6 Objective 1: To support the development of student accommodation in the campus of a recognised Third Level Institution or at other suitable locations throughout the County proximate to public transport links.





6.7 Quality of Residential Development

Good quality housing is key to the delivery of successful and sustainable neighbourhoods as envisaged under the NPF, and the RSES which align with Goal 11 of the UN Sustainable Development Goals to make cities and human settlements inclusive, safe, resilient and sustainable.

Chapter 5 of the Development Plan provides a holistic approach to Quality Design and Healthy Placemaking for all land-uses through the use of ‘The plan approach’ developed around eight principles which aim to drive and support the vision for South Dublin. In line with these principles this section focuses on creating attractive, connected and functional places to live setting out policies and objectives specific to the quality of housing.

6.7.1 Residential Design and Layout

The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DHPLG (2009) advise that residents are entitled to expect that new homes offer a high level of amenity, privacy, security and energy efficiency.

Standards in relation to the quality of residential development including private open space, dwelling unit sizes, privacy and aspect are set out under Chapter 13: Implementation and Monitoring of this Plan. Public open space is dealt with in Chapter 8 Community Infrastructure and Public Open Space and Chapter 13. The standards are framed by the policies and objectives set out below.

Housing (H) Policy 7: Residential Design and Layout
Promote high quality design and layout in new residential developments to ensure a high-quality living environment for residents, in terms of the standard of individual dwelling units and the overall layout and appearance of the development
H7 Objective 1: To promote a high quality of design and layout in new residential development and to ensure a high-quality living environment for residents, in terms of the standard of individual dwelling units and the overall layout and appearance of the development in accordance with the standards set out in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) and the accompanying Urban Design Manual – A Best Practice Guide and the Design Standards for New Apartments (DHLGH as updated 2020) and Chapter 13: Implementation and Monitoring.
H7 Objective 2: To ensure that new residential developments incorporate energy efficiency measures and promote innovation in renewable energy opportunities
H7 Objective 3: To promote a permeable, connected County and discourage gated residential development as they exclude, and divide established communities.
H7 Objective 4: To ensure that residential development provides an integrated and balanced approach to movement, placemaking and streetscape design in accordance with the requirements of the Design Manual for Urban Roads and Streets, DTTAS and DEHLG (2013).



6.7.2 Private and Communal/Semi-Private and Public Open Space

The provision of open space that is appropriately designed and located is a key element of high-quality residential environments. Public open space should have active and passive recreational value and should enhance the identity and amenity of an area. Section 8.7, Chapter 8: Community Infrastructure and Public Open Space sets specific policy and objectives in relation to sustainable public open spaces. This section sets out specific policies and objectives relating to private and semi-private or communal open space.

Housing (H) Policy 8: Public Open Space

Ensure that all residential development is served by a clear hierarchy and network of high quality public open spaces that provide for active and passive recreation and enhances the visual character, identity and amenity of the area.

H8 Objective 1: To ensure that public open space in new residential developments complies with the quantitative and qualitative standards set out in Section 8.7 of Chapter 8: Community Infrastructure and Public Open Space and Chapter 13: Implementation and Monitoring.

H8 Objective 2: To ensure that there is a clear definition between public, semi-private and private open space at a local and district level and that all such open spaces benefit from passive surveillance from nearby residential development.

H8 Objective 3: To enhance the recreational value of open spaces that serve existing residential areas as part of any future infill developments, as appropriate.

6.7.3 Private and Semi-Private Open Space

The provision of adequate and well-designed private and semi-private open space is crucial in meeting the amenity needs of residents. In schemes that include apartments and duplexes the more limited private open space provision for these units can be successfully augmented by high quality semi-private open spaces that are landscaped to a high quality and offer a range of active and passive uses for residents.

Housing (H) Policy 9: Private and Semi-Private Open Space

Ensure that all dwellings have access to high quality private open space and semi-private open space (where appropriate) and that such space is carefully integrated into the design of new residential developments.

H9 Objective 1: To ensure that all private open spaces for houses and apartments/duplexes including balconies, patios, roof gardens and rear gardens are designed in accordance with the qualitative and quantitative standards set out set out in Chapter 13: Implementation and Monitoring.

H9 Objective 2: To ensure that the design and layout of new apartments, or other schemes as appropriate, ensures access to high quality and integrated semi-private or communal open space that supports a range of active and passive uses.





6.7.4 Internal Residential Accommodation

Dwellings should be of sufficient size and sufficiently adaptable to enable people to live comfortably through different stages of their lives and changing household needs.

Housing (H) Policy 10: Internal Residential Accommodation

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

H10 Objective 1: To promote the provision of high-quality houses and apartments/duplexes within sustainable neighbourhoods by achieving the appropriate quantitative and qualitative standards, in accordance with Ministerial Guidelines and as set out in Chapter 13: Implementation and Monitoring.

H10 Objective 2: To support the design of adaptable residential unit layouts that can accommodate the changing needs of occupants, through extension or remodelling subject to the protection of residential amenity.

6.7.5 Privacy and Security

Privacy and security is an important element of the design in protecting residential amenity, particularly in higher density schemes. Security and privacy can be improved by providing a clear definition between public, semi-private and private spaces. Security can be aided by maximising passive and active surveillance of streets and spaces.

Housing (H) Policy 11: Privacy and Security

Promote a high standard of privacy and security for existing and proposed dwellings through the design and layout of housing.

H11 Objective 1: To ensure there is a clear definition and delineation between private, semi-private (communal) and the public open spaces that serve residential development.

H11 Objective 2: To ensure that all developments are designed to provide street frontage and to maximise surveillance of streets and the public realm.

H11 Objective 3: To ensure that private open spaces are enclosed within perimeter blocks behind the building line and that they are subdivided by suitably robust boundary treatments of a sufficient height and composition to provide adequate privacy and security.

H11 Objective 4: To ensure that opposing balconies and windows at above ground floor level have an adequate separation distance, design or positioning to safeguard privacy without compromising internal residential amenity.





6.7.6 Steep or Varying Topography Sites

The design and siting of new residential development should respond appropriately to the natural topography of its site and improve upon and enhance natural characteristics. This should be based on a thorough site analysis and context review. To minimise ecological and visual impacts, residential development on sites with a steep or varying topography should utilise the natural slope of the landscape and avoid intrusive engineering features.

Housing (H) Policy 12: Steep or Varying Topography Sites

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

H12 Objective 1: To ensure that all developments including buildings, streets and spaces are designed and arranged to respond to and complement the site’s natural contours and natural drainage features in accordance with the recommendations of the Urban Design Manual – A Best Practice Guide (2009).

H12 Objective 2: To avoid the use of intrusive engineered solutions, such as cut and filled platforms, embankments or retaining walls on sites with steep or varying topography.

6.8 Residential Consolidation in Urban Areas

6.8.1 Infill, Backland, Subdivision and Corner Sites

In established residential areas sustainable intensification can be achieved through infill development, the subdivision of larger houses, backland development and the development of large corner sites. Sensitive intensification will be important to revitalise areas that have stagnant or falling populations, to secure the ongoing viability of facilities, services and amenities and to meet the future housing needs of the County.

The sensitive intensification of housing development in established areas is supported by the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009), which recognises that the provision of additional dwellings in the suburban areas of towns and cities can revitalise such areas. Standards in relation to residential consolidation are set out under Chapter 13: Implementation and Monitoring of this Plan and have been framed by the policies and objectives set out below.

Housing (H) Policy 13: Residential Consolidation

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

H13 Objective 1: To promote and support residential consolidation and sustainable intensification at appropriate locations and to encourage consultation with existing communities and other stakeholders.

H13 Objective 2: To maintain and consolidate the County’s existing housing stock through the consideration of applications for housing subdivision, backland development and infill development on



large sites in established areas, subject to appropriate safeguards and standards identified in Chapter 13: Implementation and Monitoring.

H13 Objective 3: To favourably consider proposals for the development of corner or wide garden sites within the curtilage of existing houses in established residential areas, subject to appropriate safeguards and standards identified in Chapter 13: Implementation and Monitoring.

H13 Objective 4: To promote and encourage ‘Living-Over-The-Shop’ residential uses on the upper floors of appropriate buildings located in Town, District, Local and Village Centres within the County save for public houses and nightclubs and other inappropriate places where similar business is conducted.

H13 Objective 5: To ensure that new development in established areas does not unduly impact on the amenities or character of an area.

H13 Objective 6: To support the subdivision of houses in suburban areas that are characterised by exceptionally large houses on relatively extensive sites where population levels are generally falling and which are well served by public transport, subject to the protection of existing residential amenity.

H13 Objective 7: To support and facilitate the replacement of existing dwellings with one or more replacement dwellings, subject to the protection of existing residential amenities and the preservation of the established character (including historic character and visual setting) of the area (see Policy NCBH 22: Adapting and Reusing Historic Buildings and Chapter 13: Implementation and Monitoring).

6.8.2 Residential Extensions

Domestic extensions allow for the sustainable adaptation of the County’s existing housing stock. The South Dublin County Council House Extension Design Guide (2010) supplements the policies and guidance of the development plan.

Housing (H) Policy 14: Residential Extensions

Support the extension of existing dwellings subject to the protection of residential and visual amenities.

H14 Objective 1: To favourably consider proposals to extend existing dwellings subject to the protection of residential and visual amenities and compliance with the standards set out in Chapter 13: Implementation and Monitoring and the guidance set out in the South Dublin County Council House Extension Design Guide, 2010 (or any superseding guidelines).

H14 Objective 2: To review and update the South Dublin County Council House Extension Design Guide, 2010 during the lifetime of this Development Plan. .





6.8.3 Family Flats

A family flat refers to a temporary subdivision or extension of an existing single dwelling unit to provide semi-independent accommodation for an immediate family member (older parent or other dependent). The Council will consider family flat developments where an established need has been satisfactorily demonstrated.

Housing (H) Policy 15: Family Flats

Support family flat development subject to the protection of residential and visual amenities.

H15 Objective 1: To favourably consider family flat development where the Council is satisfied that there is a valid need for semi-independent accommodation for an immediate family member (such as an older parent or other dependent), subject to the design criteria outlined in Chapter 13: Implementation and Monitoring.

6.9 Rural Housing Strategy

South Dublin County’s rural hinterland is an important resource for the County and the Dublin Region. The rural landscape incorporates places of scenic and natural beauty together with popular recreational amenities. The rural green space also provides an important buffer between the built-up area of Dublin, rural settlements and urban centres in adjoining counties.

The Landscape Character Assessment of South Dublin County (2021) under Appendix 9 highlights the high landscape value and sensitivity of the rural hinterland areas of the County, given the proximity to Dublin. The protection of rural landscapes and of high amenity and environmentally sensitive areas is a top priority of the Development Plan.

NPO 19 of the National Planning Framework requires a distinction to be made between rural areas under urban influence, i.e. within the commuter catchment of cities and large towns and centres of employment, and elsewhere. Based on the definition under the MASP, the entire rural area of South Dublin is under strong urban influence.

Accordingly, the NPO outlines that for rural areas like South Dublin, the Development Plan should facilitate the provision of single housing in the countryside based on the core consideration of demonstrable economic or social need to live in a rural area and siting and design criteria for rural housing in statutory guidelines and plans, having regard to the viability of smaller towns and rural settlements. This approach follows on from the Rural Housing Guidelines 2005 and Circular SP 5/08.

The County Development Plan seeks to strike a balance between facilitating housing for people who have a genuine need to live in rural areas of the County and that will contribute to the rural community and economy, while protecting such areas from urban generated housing and housing that would adversely impact on landscape character, environmental quality and visual amenity.

The Council acknowledges the distinctive characteristics of the rural communities of the County, supports their way of life, and through the policies of this Development Plan, will endeavour to ensure their continued existence as viable communities. This includes cognisance of the demand to provide support for dependents including family members and older parents in rural areas through dwelling subdivision.



The policy of the Council, therefore, is to restrict the spread of urban generated dwellings into rural and high amenity areas. The rural housing policies contained in this Development Plan apply to lands that are designated with the following zoning objectives:

- RU: To protect and improve rural amenity and to provide for the development of agriculture.
- HA-DM: To protect and enhance the outstanding natural character of the Dublin Mountains Area.
- HA-LV: To protect and enhance the outstanding character and amenity of the Liffey Valley.
- HA-DV: To protect and enhance the outstanding character and amenity of the Dodder Valley.

Applications for housing in these zones will also be assessed against other relevant policy considerations and standards, as set out below and in more detail under Chapter 13: Implementation and Monitoring.

Housing (H) Policy 16: Management of Single Dwellings in Rural Areas

Restrict the spread of urban generated dwellings in the Rural “RU”, Dublin Mountain ‘HA-DM’, Liffey Valley ‘HA-LV’ and Dodder Valley ‘HA-DV’ zones and to focus such housing into existing settlements in line with the Settlement Hierarchy.

6.9.1 Rural Housing Policies and Local Need Criteria

Rural generated housing arises where the applicant has close family links to the rural community and/or the applicant works in a type of employment intrinsic to the rural economy, which requires the applicant to live in the rural area to be close to their rural-based employment. In line with the Sustainable Rural Housing Guidelines, the Council will consider rural housing for persons with demonstrated exceptional health circumstances – supported by relevant documentation from a registered medical practitioner and a disability organisation – where a person is required to live close to family support or in a particular environment.

Urban generated housing arises where the applicant has no indigenous links with the rural area, currently lives and works in the urban area and wishes to live in the rural area.

Housing (H) Policy 17: Rural Housing Policy and Local Need Criteria

Consider rural housing for persons who are “an intrinsic part of the rural community” or “working full-time or part-time in rural areas” as described under Section 3.2.3 (Rural generated housing) of the Sustainable Rural Housing Guidelines DEHLG (2005), Circular SP 5/08 Rural Housing Policies and PL 2/2017 Local Need Criteria in Development Plans: Conformity with Articles 43 and 56 (Freedom of Establishment and Free Movement of Capital) of the European Community Treaty.





6.9.2 Rural Housing in RU zone

HOUSING (H) Policy 18: Rural Housing in RU Zone

New or replacement dwellings within areas designated with Zoning Objective ‘RU’ (to protect and improve rural amenity and to provide for the development of agriculture) will only be permitted in exceptional circumstances.

H18 Objective 1: New or replacement dwellings within areas designated with Zoning Objective “RU” (to protect and improve rural amenity and to provide for the development of agriculture) will only be permitted in the following exceptional circumstances:

- The applicant can establish a genuine need to reside in proximity to their employment (such employment being related to the rural community) OR
- The applicant has close family ties with the rural community.

The above shall also be considered in line with criteria set out under Chapter 13: Implementation and Monitoring.

H18 Objective 2: To recognise that a person may have exceptional health circumstances where it is required that they live close to family support or in a particular environment. Such circumstances must be clearly supported by relevant documentation from a registered medical practitioner and a disability organisation and will be subject to criteria set out under Chapter 13: Implementation and Monitoring.



6.9.3 Rural Housing in HA – Dublin Mountains Zone

HOUSING (H) Policy 19: Rural Housing in HA – Dublin Mountains Zone

New or replacement dwellings within areas designated Zoning Objective ‘HA-DM’ (to protect and enhance the outstanding natural character of the Dublin Mountains Area) will only be considered in exceptional circumstances.

H19 Objective 1: To consider new or replacement dwellings within areas designated with Zoning Objective ‘HA-Dublin Mountains’ (to protect and enhance the outstanding natural character of the Dublin Mountains Area) in the following exceptional circumstances where **all** of the criteria below are met:

- The applicant is a native of the area; and
- The applicant can demonstrate a genuine need for housing in that particular area; and
- The development is related directly to the area’s amenity potential or to its use for agriculture, mountain or hill farming; and
- The development would not prejudice the environmental capacity of the area, and that it would be in keeping with the character of the mountain area.

These criteria are in accordance with the Sustainable Rural Housing Guidelines (2005), having regard to the outstanding character of the area and the need to preserve the environmental and landscape quality of this area.

H19 Objective 2: To generally prohibit development within restricted areas identified on the Bohernabreena/Glenasmole Reservoir Restricted Areas Map contained in Appendix 5.



6.9.4 Rural Housing in HA – Liffey Valley and HA – Dodder Valley

HOUSING (H) Policy 20: Rural Housing in HA – Liffey Valley and Dodder Valley

That within areas designated with Zoning Objective ‘HA-LV’ (to protect and enhance the outstanding character and amenity of the Liffey Valley) and ‘HA-DV’ (to protect and enhance the outstanding character and amenity of the Dodder Valley) residential development will only be permitted in exceptional circumstances.

H20 Objective 1: Within areas designated with the Zoning Objective ‘HA-LV’ (to protect and enhance the outstanding character and amenity of the Liffey Valley) and ‘HA-DV’ (to protect and enhance the outstanding character and amenity of the Dodder Valley) residential development will be restricted to:

- The replacement of an existing structure by a structure of a similar size – see H25 Objective 1;
- The extension or alteration of an existing habitable structure – not to exceed 50% of the original structure;
- The provision of a domestic garage, greenhouse, shed or similar non-residential structures where its use is incidental to the enjoyment of an existing dwelling house; and
- The preservation of the high amenity landscape, views or vistas of the valley, biodiversity and amenity.



6.9.5 Replacement Rural Dwellings

HOUSING (H) Policy 21: Replacement Dwellings in Rural and High Amenity Areas

Consider applications for replacement dwellings in rural and high amenity areas where there is a genuine need for refurbishment and/or replacement.

H21 Objective 1: To favourably consider applications for replacement dwellings within areas designated with Zoning Objective 'RU' (to protect and improve Rural Amenity and to provide for the development of Agriculture), Zoning Objective 'HA – Dublin Mountains' (to protect and enhance the outstanding natural character of the Dublin Mountains Area), Zoning Objective 'HA – Liffey Valley' (to protect and enhance the outstanding character and amenity of the Liffey Valley) and Zoning Objective 'HA – Dodder Valley' (to protect and enhance the outstanding character and amenity of the Dodder Valley) where the Planning Authority is satisfied that all of the following are met:

- There is a genuine need for replacement or refurbishment of the structure; and
- The roof, internal walls and external walls of the structure on site are substantially intact; and
- The structure on site is a habitable dwelling and its use as a habitable dwelling has not been abandoned (for a period that exceeds 5 years); and
- The structure on site is of limited value in terms of built heritage, character and visual amenity; and
- The replacement dwelling would largely occupy the same footprint, scale and location of the dwelling to be replaced, save in exceptional circumstances where the Planning Authority agrees a more favourable position in the context of the development management criteria outlined under Chapter 13: Implementation and Monitoring.

6.9.6 Rural Dwelling Occupancy

HOUSING (H) HOUSING (H) Policy 22: Occupancy Condition

Conditions attached to the grants of permission for housing in Rural (RU), Dublin Mountain (HA-DM), Liffey Valley (HA-LV) and Dodder Valley (HA-DV) areas will include the stipulation that the house must be first occupied as a place of permanent residence by the applicant and/or by members of his/her immediate family, for a minimum period of seven years or such other longer period of time as is considered appropriate.





6.9.7 Rural Housing and Extension Design

The design of all new dwellings and extensions (including family flat extensions) in rural areas should respond appropriately and sensitively to its surrounding rural, mountain and/or river valley context. Dwellings should be designed to be inconspicuous and compact in design particularly in areas of high visual amenity and with a steep topography. In designing individual proposals within a rural area, regard should also be had in relation to the combined and accumulated visual impact of a proposed development when taken together with existing nearby structures.

Further to the policy and objectives set out below, standards in relation to the design and siting of residential development are detailed under Chapter 13: Implementation and Monitoring.

HOUSING (H) Policy 23: Rural House and Extension Design

Ensure that any new residential development in rural and high amenity areas, including houses and extensions are designed and sited to minimise visual impact on the character and visual setting of the surrounding landscape.

H23 Objective 1: Ensure that all new rural housing and extensions within areas designated within Zoning Objectives Rural (RU), Dublin Mountain (HA-DM), Liffey Valley (HA-LV) and Dodder Valley (HA-DV);

- Is designed and sited to minimise impact on the landscape including views and prospects of natural beauty or interest or on the amenities of places and features of natural beauty or interest including natural and built heritage features; and
- Will not have a negative impact on the environment including flora, fauna, soil, water (including ground water) and human beings; and
- Is designed and sited to minimise impact on the site's natural contours and natural drainage features; and
- Retains and reinstates (where in exceptional circumstance retention cannot be achieved) traditional roadside and field boundaries; and
- Is designed and sited to circumvent the need for intrusive engineered solutions such as cut and filled platforms, embankments or retaining walls; and
- Would comply with the EPA's Code of Practice for Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) 2021 except where planning permission was granted prior to 7th June 2021 in which case the EPA's Code of Practice Wastewater Treatment Systems Serving Single Houses 2009 applies; and
- Would not create or exacerbate ribbon or haphazard forms of development.



6.10 Climate Change Audit

Policies and objective which will have a climate-positive impact have reference numbers indicated in green text.

Climate Action Audit - Housing	
Source of Green House Gases (GHGs)	Measure to Address Climate Impacts
<p>The source of GHGs from Housing principally arises from:</p> <ul style="list-style-type: none"> – Heating and cooling of buildings using fossil fuels; – Car journeys to and from homes 	<p>The Development Plan contains policies and objectives which promote measures that have the potential to reduce the climate impact of providing for Housing, as follows:</p> <ul style="list-style-type: none"> – The promotion of compact urban growth consistent with the Core Strategy and Settlement Strategy; – Promoting efficient use of lands within established residential areas by facilitating infill development. – Promotion of right-sizing and ageing in place keeping families close , reducing unsustainable travel within communities; – Promote high quality design in housing delivery which makes urban living attractive and is in accordance with National design standards. – Promotion of adaptable/lifetime housing standards to cater for the life cycle of people’s needs; – Policies regarding utilisation of existing private and social housing stock to maximum efficiency. – Promote location, siting and design of houses and apartments to take advantage of solar gain; – Promotion of efficient Building Design and Standards in line with the Building Regulations. – Promote the use of sustainably sourced building materials and the reuse of demolition and excavated materials through building design. – Promote the use of structural materials that have low to zero embodied energy and CO2 emissions.

Chapter 7:



Sustainable Movement





Vision

To increase the number of people walking, cycling and using public transport and to reduce the need for car journeys, resulting in a more active and healthy community, a more attractive public realm, safer streets, less congestion, reduced carbon emissions, better air quality, and a positive climate impact.

7.0 INTRODUCTION

Movement is essential to how we live our lives and for society to function both socially and economically – for commuting to work, travel to school, social and leisure trips, and for the supply of goods and services. The role of the private vehicle will always have an important role to play in how people move around South Dublin. However, in recent decades traditional layouts with low density housing, distributor roads and cul-de-sacs have resulted in people having to choose to drive for the majority of their trips. This has created environments which are dominated by the car and where distances to shops, bus stops, schools and workplaces are excessively long. This, coupled with the lack of adequate provision for walking and cycling has resulted in an urban environment dominated by motorised traffic and often hostile to cyclists and pedestrians. The dominance of car-based transport also has many adverse environmental and social impacts including traffic accidents, congestion, noise, and emissions with negative implications for air quality, health and climate change.

Recent thinking in relation to development of sustainable towns and cities involves the ‘10-minute neighbourhood’ or the ‘connected neighbourhood’ concept, whereby the services people need in their daily lives are located a short distance from their home by walking or cycling. This concept facilitates active travel modes (walking and cycling) and the use of public transport resulting in more compact, vibrant and walkable urban areas. This approach is echoed in national planning policy (the *National Planning Framework*) which has Compact Growth and Sustainable Mobility as key National Strategic Outcomes and regional planning policy (the *Regional Spatial and Economic Strategy*) which promotes more compact, higher density neighbourhoods focussed on public transport nodes. In areas designed in this manner, people of all ages and abilities can choose to make short and medium length trips by walking and cycling and it is easier and more economical for public transport to operate to cater for medium and longer trips. More pleasant urban environments are created where social and economic activity can thrive. The County Development Plan reflects national and regional policy and incorporates compact growth, sustainable movement and the connected neighbourhood concept at the core of its approach to placemaking.

Travel data for the County indicates that one quarter of trips under 3km and almost half of trips under 6km are taken by car. There is significant scope for a shift to walking and cycling for these shorter trips. However, to make this shift attractive to people, changes to the environment are required to make walking and cycling easier – these changes include designing new development areas around active travel modes and public transport and building at higher densities. In existing areas, measures to promote active modes and public transport include improving pedestrian facilities by implementing measures such as widening footpaths and enhancing surfaces, removing obstacles such as walls and railings in order to create better permeability, and providing a network of safer cycle lanes. This County Development Plan contains policies





and objectives for healthy placemaking and sustainable movement that over time, will achieve an increase in walking, cycling and use of public transport and a decrease in use of the private car.

7.1 Sustainable Movement and Climate Action

The national *Climate Action Plan* (2019) indicates that transport accounts for almost one fifth of Ireland's greenhouse gas emissions (figure from 2017). In the South Dublin County area, data from the 2016 census indicates that 62% of journeys are by private transport, which are mainly car-based trips. It is therefore clear that changing the way in which we move around to more sustainable modes including walking, cycling and public transport has significant potential to help us tackle climate change by reducing emissions from transport. This chapter contains policies and objectives that seek to achieve this goal, and which will assist South Dublin County in achieving its climate action targets. There is also significant scope for movement and transport corridors to form important links in the Council's green infrastructure network as they provide opportunities for additional and replacement planting of native species and pollinators, which will in turn contribute to biodiversity and carbon sequestration. Policies contained in this chapter for an increase in EV charging facilities to encourage the transition from petrol and diesel cars to electric vehicles will also make a big impact on emissions and greatly reduce greenhouse gas emissions.

Policies and objectives which will have a climate-positive impact have reference numbers indicated in green text.

7.2 Planning Policy Context

Development Plan policies and objectives must be consistent with national and regional planning policy as set out in the *National Planning Framework* (NPF) and *Regional Spatial and Economic Strategy* (RSES). A number of objectives in these documents are particularly relevant to the area of sustainable movement:

- National Strategic Outcome 4 of the NPF is Sustainable Mobility.
- National Policy Objective 64 of the NPF states *'Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car.....'*
- Chapter 5 of the RSES contains the *Dublin Metropolitan Area Strategic Plan* (MASP). Regional Policy Objective 5.2 of the MASP is to *'Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, Bus Connects and the Greater Dublin Metropolitan Cycle Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned'*.
- Regional Policy Objective 5.3 of the RSES/MASP requires that *'Future development in the Dublin Metropolitan area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists'*.

There are many other national and regional policy objectives relevant to transport and sustainable movement, some of which are referred to within individual policies and objectives in this chapter. A full list





of national and regional policy objectives is set out within Appendix 7. The NTAs Strategy for the Greater Dublin Area is a key policy document referenced below.

7.3 Overarching Policies and Objectives

The social, economic and environmental wellbeing of South Dublin County and the Dublin Region is dependent on the efficient and sustainable movement of people and goods within and through the County. An overarching policy is to rebalance transport and mobility within the County by promoting ease of movement by sustainable modes (including walking, cycling and public transport). This will provide for the freeing up of road space for essential functions such as, public transport and emergency vehicles. It will also allow for commercial transport which is essential to economic growth. In doing so, the Council will continue to provide for all elements of the transportation network that are within its remit and will engage with external agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) to assist the delivery of sustainable transport projects that are provided at a regional or national level.

In preparing this County Development Plan, in addition to the policy documents outlined above, the Council has had regard to a number of strategic documents with relevance to transport and movement including:

- **Transport Strategy for the Greater Dublin Area** (2016-2035), National Transport Authority: This document provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA) over the strategy period. The strategy is currently being reviewed and South Dublin County Council is participating in this process. An updated strategy will be prepared for the period up to 2042.
- **Climate Action Plan** (2019), Department of the Environment, Climate and Communications: This document charts a course towards meeting EU emissions reduction targets for Ireland to 2030, with a view to reaching the longer term target of net zero emissions by 2050. Modal shift to walking, cycling and public transport is one of the main measures being promoted by the Action Plan to achieve its targets for transport as well as building the EV charging network, conversion of the public fleet to EVs, and use of biofuels.
- **Design Manual for Urban Roads and Streets** (2013; updated 2019), Department of Transport, Tourism and Sport and Department of Environment, Community and Local Government. This document provides guidance relating to the design of urban roads and streets. The focus of the manual is on the fact that well-designed streets can create connected physical, social and transport networks that promote walking, cycling and public transport as real alternatives to car journeys.
- **National Cycle Manual** (2011), National Transport Authority: This document offers guidance on integrating cycling in the design of urban areas in order to create a safe traffic environment for all road users and to encourage more people of all ages and abilities to cycle.

The Council recognises that new development, both residential and commercial, permitted in line with this Plan will lead to additional trips being generated. The Council will work with the relevant agencies to seek to ensure that as high a proportion as possible will be conducted by sustainable means. However, it is





accepted that a residual proportion of the trips generated will be taken by private vehicle. The challenge is to ensure that this does not add to existing levels of congestion or saturation of the road network.

SUSTAINABLE MOVEMENT (SM) Policy 1: Overarching - Transport and Movement	
Promote ease of movement within, and access to South Dublin County, by integrating sustainable land-use planning with a high-quality sustainable transport and movement network for people and goods.	
SM1 Objective 1:	To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets of 15% Walk; 10% Cycle; 20% Bus; 5% Rail; and 50% Private (Car/Van/HGV/Motorcycle).
SM1 Objective 2:	To ensure consistency with the NTA’s <i>Transport Strategy for the Greater Dublin Area (2016-2035)</i> and any superseding document, as required by RPO 8.4 of the RSES.
SM 1 Objective 3:	To support the delivery of key sustainable transport projects including DART and Luas expansion programmes, Bus Connects and the Greater Dublin Metropolitan Cycle Network in accordance with RPO 5.2 of the RSES/MASP.
SM 1 Objective 4:	To ensure that future development is planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe and attractive street environment for pedestrians and cyclists, in accordance with RPO 5.3 of the RSES/MASP.
SM1 Objective 5:	To ensure that future development is planned and designed in a manner that maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, both existing and planned and to protect and maintain regional accessibility, in accordance with RPO 8.3 of the RSES.
SM1 Objective 6:	To safeguard the County’s strategic road network and to improve the local road and street network in a manner that will better utilise existing road space and encourage a transition towards more sustainable modes of transport.
SM1 Objective 7:	To engage with relevant agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in relation to strategic and local transportation issues including delivery of transport projects.
SM1 Objective 8:	To prepare Integrated Transport Studies for urban areas within the County, as need arises, to provide a long-term plan for the movement of pedestrians, cyclists, public transport and private vehicles and to have regard to the European Commission’s <i>Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan</i> (2 nd Edition, 2019) in the preparation of such studies.

7.4 Travel Mode Share

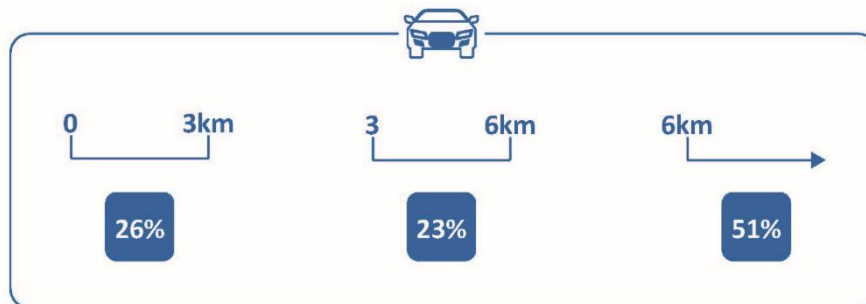
Data indicates that a significant majority of trips (62%) originating in South Dublin County are by private transport and are mainly car-based. Cycling accounts for a very small proportion of journeys at 5% while walking comprises 13% of trips. Approximately one fifth (20%) of trips are taken by public transport which breaks down as 17% bus and 3% rail.



Source: Census 2016 POWSCAR data (Place of Work, School or College Census of Anonymised Records)
Car symbol refers to all motorised private transport (car, van, HGV, motorbike, etc.)
Figures have been rounded for presentation purposes.

When length of trip is factored in, just over one quarter of car-based trips are for journeys of under 3km. There is scope for many of these short trips to be made on foot or by bicycle, given the right conditions including wider paths, cycle lanes with better surfaces, and the creation of more direct routes, resulting in a more permeable and connected environment. Just under a quarter of trips of between 3km and 6km are by car – some of these medium-length trips could be undertaken by cycling, with the improvement and provision of facilities such as safe cycle lanes and secure bike parking at key destinations. Just over half of car-based trips are for distances of more than 6km. Similarly, many of these trips could be undertaken by public transport.

Lengths of Car Journeys Originating in South Dublin County



Transition to public transport will be aided by improvements in the pipeline including the roll-out of BusConnects which will include proposals for six new bus dedicated bus routes through the County. BusConnects will provide a redesigned more efficient bus network with high frequency spines, new orbital routes and increased bus services. Similarly, heavy rail services within the County are scheduled for significant upgrade and improvement including proposals for DART+ that will see increased train frequency on the Heuston to Hazelhatch line with capacity for up to 11 trains per hour in each direction with stops at Adamstown, Clonburris and Park West in the Naas Road area, along with the opening of the rail station at Kishogue in Clonburris. In addition, there is scope for increased capacity on the existing Luas lines to Tallaght and Saggart, as well the potential benefits that new Luas lines to both Lucan and the southern part of the County would bring.

Considering the urgent need to transition to more sustainable modes of transport, the Council has set mode share targets for the County which aim to increase the amount of people walking, cycling and using public



transport and decrease the number of journeys in private vehicles over the lifetime of the County Development Plan and beyond. These targets are set against a backdrop of planned improvements to public transport and cycling infrastructure. In particular, the roll-out of the Cycle South Dublin network which will encourage safer cycling within the County. Several strategic development areas within the County where higher density more compact development is planned which will facilitate sustainable travel in growth areas. These areas include the Tallaght and Naas Road regeneration areas and Clonburris and Adamstown SDZs. South Dublin’s targets will see walking increase from 13% to 15% and cycling double from a low base of 5% to 10%. Bus mode share would increase from 17% to 20% while rail mode share would increase from the current very low level of 3% to 5%. These incremental increases in mode share would result in decrease in private car use from the current high level of 62% down to 50% during the County Development Plan period.

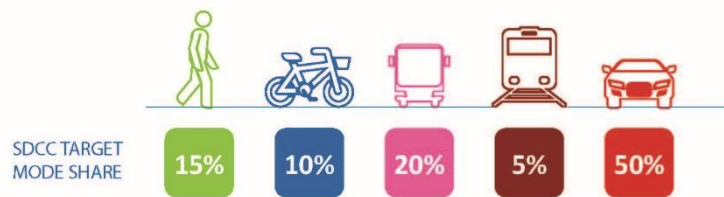


Table 7.0 Existing and Target Mode Share (percentage)

Mode	SDCC Existing Mode Share (%)	SDCC Target Mode Share (%)
Walk	13	15
Cycle	5	10
Bus	17	20
Train	3	5
Private (Car, Van, HGV, Motorcycle)	62	50

7.5 Walking and Cycling

To make active travel a credible alternative choice to car-based transport, and to facilitate the 10 minute neighbourhood, certain critical factors need to be in place:

- A permeable pedestrian and cycling network that allows for multiple direct connections between key destinations such as residential areas, shops, schools, employment centres and public transport links; and
- An attractive and safe pedestrian and cycling environment where high quality facilities are provided supporting their use by all ages and abilities.

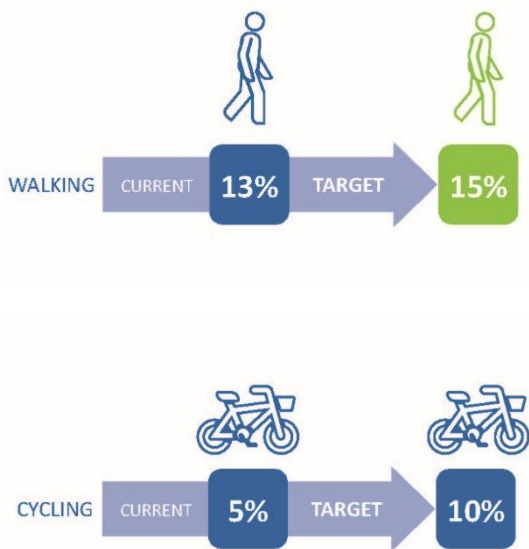
To achieve these objectives, the Council is actively engaged in initiatives which will have a direct positive impact on walking and cycling:

- **Cycle South Dublin** – This is a programme of works to provide a safe cycle network within the County over the next decade;



- **Sustainable Movement Studies** – These studies, carried out as part of the preparation of the Development Plan, involved close examination of movement within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport;
- **Greenway projects** including the extension of the Grand Canal Greenway and the continuing rollout of the Dodder Greenway.

A target mode share of 15% for walking and 10% for cycling has been set by the Council increasing the mode share from 13% and 5% respectively.



7.5.1 Sustainable Movement Studies

Sustainable Movements Studies were undertaken for each of the seven Neighbourhood Areas with the support of the NTA. The purpose of the studies was to:

- Paint a picture of movement issues within each area; and
- Identify measures to increase active transport modes (walking and cycling) and public transport to help achieve their target mode share and reduce dependency on the car.

The outcomes of these studies have informed the policies and objectives on sustainable movement within this chapter of the Development Plan. Summaries of the issues identified within each Neighbourhood Area are set out in Chapter 12 *Our Neighbourhoods*.

Travel data for the County indicates that one quarter of trips under 3km and half of trips under 6km are car-based. Many of these short trips could be done by walking or cycling.

1/4 of trips under 3km and 1/2 of trips under 6km are car based

The Studies identify various measures to trigger a shift towards active travel and public transport including:

- Improvements to public transport waiting facilities
- Traffic calming measures



- Footpath widening and surface enhancement
- Creating more permeable connections for walking and cycling and access to public transport routes
- Improvements to cycle lane and cycle parking provision.

To achieve the above, the studies identify a list of potential projects within the County, some of which are reflected in Chapter 12 Our Neighbourhoods and which are also set out in a report to accompany this Development Plan entitled ‘*Sustainable Movement Studies*’. Funding is available from the NTA for these types of project, and this will be investigated as a resource to facilitate the achievement of the recommended improvements.

Over time the implementation of these measures will result in more people walking, cycling and using public transport and less people using the private car. This will result in many widespread and transformative benefits including:



A more active and healthy population



An increase in road safety



A reduction in greenhouse gas emissions and consequent positive climate impact.



A reduction in traffic congestion



Improved air quality

7.5.2 Cycle South Dublin

Cycle South Dublin is a Council programme of works that aims to provide a well-connected, well designed, and safe walking and cycling network that offers people of all ages and abilities an attractive and credible alternative to using the car. It proposes a set of projects that would deliver nearly 260km of new and improved cycle lanes over the next ten years. Since 2016, traffic congestion in South Dublin County has grown by 11% on main roads and this will become ever more challenging as the County’s population continues to grow over the coming years. The objectives of Cycle South Dublin are to:

- Provide a comprehensive and connected cycle network across South Dublin County;
- Increase participation and make cycling a more achievable mode of transport for people of all ages and abilities; and
- Improve the cycling identity of the County.

The projects, which will be mainly funded by the NTA, will include improvements to the existing network and new ‘Now’, ‘Soon’ and ‘Later’ schemes to be progressed over the next 2, 5 and 8 years, respectively (see Tables 7.1 below). A further separate phase of works to facilitate cycling will be delivered by the NTA associated with the BusConnects project.



Table 7.1 Cycle South Dublin Routes and Projects

Cycle South Dublin Routes and Projects (Cycle South Dublin routes are indicated on Development Plan Maps)					
'NOW' Schemes		'SOON' Schemes		'LATER' Schemes	
Route No.	Route/Project	Route No.	Route/Project	Route No.	Route/Project
1	Lucan Canal Loop	3	Corkagh Park to Grand Canal (A) Clondalkin Village to Grand Canal (B) Corkagh Park	20	Newcastle to Rathcoole
2	Grand Canal extension	4	Tallaght to Clondalkin Village	21	Fortunestown Lane (A) Citywest Avenue to junction with Citywest Road (B) Ardmore Drive to its junction with Cookstown Road
5	N81 (B) Jobstown Junction	5	N81 (A) Jobstown Junction to N82 junction	22	Citywest Road - Citywest Avenue to N81
6	Tallaght Village to Dodder Valley	7	Greenhills Road to Dodder Valley	23	Tymon to Greenhills Park From the Greenhills Road to Kippure Avenue, St, Finbars Close, St James Road to Greenhills Park
8	Dodder Greenway (A) Dodder Greenway bridges (B) to (F) Dodder Greenway Links	14	Liffey Valley to Lucan Arc roundabout to Lucan	24	M50 Greenway (A) Clondalkin Grand Canal to Ibis Roundabout (B) Red Cow roundabout to Kingswood (C) Kilnamanagh to Tymon Lane (D) Balrothery, M50 footbridge, Firhouse Weir, Jct of Ballycullen Road and Firhouse Road
9	Firhouse to Knocklyon	15	Clondalkin Boot Road to N4	25	Rathcoole to Saggart



			(A) Clondalkin Boot Road to Coldcut Road		
10	Wellington Road	16	Ninth Lock Road	32	Butterfield Avenue
11	Grange Road Nutgrove Ave. to St. Enda's Drive	17	Citywest Avenue, City West Road to R136 Citywest Avenue, N82 to Outer Ring Road	33	Ballyroan Road
12	Tallaght Streets (A) Belgard North Link Road (B) Airton Road Extension (C) Public realm and Plaza	18	Bothar Katharine Tynan to Ballymount, Calmount Ave	34	Ballycullen Road
13	Celbridge Link Road	19	City West to Rathfarnham (A) N82 to N81 (B) N81 to Whitestown Way (C) Killinenny Road to its junction with Ballycullen Road (D) St Colmcille Way to Ballyboden Road (E) Ballyboden to Rathfarnham	35	Cromwellsfort Road and Kimmage Road West
15	N4 to Liffey Valley Shopping Centre and Coldcut Road (B) N4 to Liffey Valley SC and Coldcut Road	26	Canal Loop to Celbridge Road (A) Griffeen Valley Park to Celbridge Link Road (B) Celbridge Road to South Dublin County boundary.		
21	Fortunestown Lane (C) Citywest Avenue to junction with Garter Lane (one side)	27	Bancroft Park (B) Bancroft Park		
27	Castletymon Road (A) Castletymon Road	28	Killinarden Park to Oldbawn Road (A) Killinarden Park to Whitestown Way (B) Whitestown Way to Oldbawn Road		
29	Limekiln and Whitehall Road West	31	Kennelsfort Road		



7.5.3 Design of Cycle Facilities

The design of cycle facilities in Ireland is guided by the *National Cycle Manual*, NTA (2011) and any on-going revisions to this document. The cycle manual seeks to encourage cycling by promoting a safe environment for all road users with a specific focus on cyclists. It offers guidance on integrating the bike in the design of urban areas through five basic principles:

- **Safety:** Designers of transport infrastructure must seek to maximise road safety for all road users, including cyclists.
- **Coherence:** Cycling routes within the network should be logical and continuous.
- **Directness:** Cycling infrastructure should be as direct as possible, minimising any delays or detours.
- **Attractiveness:** The cycling environment along a route should be pleasant and interesting. This is particularly important for beginners, tourists and recreational cyclists.
- **Comfort:** Cycling infrastructure should be designed, built and maintained for ease of use and for comfort.

The Planning Authority will generally apply the standards contained in the *National Cycle Manual* when designing new cycle facilities (including tracks, lanes, paths and storage facilities), and in the assessment of any new development proposals, subject to certain constraints and environmental sensitivities.

The quantum of cycle parking required to service new developments is contained within Chapter 13, Implementation and Monitoring, Bicycle Parking Standards.

7.5.4 Active Travel and Schools

Travel data indicates that almost half of children walk to school where the school is located within the same neighbourhood area. However, the analogous figure for cycling is very low at just over 4% while car journeys at almost 40% are excessively high for these short trips. With the provision of better cycle infrastructure and the prioritisation of active travel routes around schools, there is significant scope to greatly improve active modes, particularly cycling.

Several measures can be implemented to encourage a modal shift to walking and cycling for school journeys:

- At planning and design stage, school sites should be chosen that are as close to the communities they serve as possible;
- Permeability and connectivity with the surrounding area should be ensured by provision of multiple pedestrian and cyclist access points to school sites;
- Mobility management plans should be required in order to establish measures to reduce car-based travel and increase active travel modes and public transport use;
- Adequate and secure bicycle storage should be provided within school sites;
- Positive interventions should be implemented such as participation in the ‘Green Schools’ and ‘School Streets’ projects (see below);
- Priority should be given to provision of infrastructure including safe cycle ways, footpaths and improved permeability schemes through the Cycle South Dublin programme and other such initiatives.



The Council will continue to work with local schools and the Department of Education and Skills at planning, design and operational stages in order to implement the measures set out above with the aim of ultimately leading to a significant modal shift towards active travel to school.

(Refer also to Section 8.10.2 in Chapter 8, *Community Infrastructure and Public Open Space*).

School Streets Initiative

The aim of the *School Streets* initiative is to restrict motorised traffic within an agreed street, or zone, outside the school gate to create a safer environment in which children can feel encouraged to cycle, walk or scoot to school. South Dublin County Council and the National Transport Authority are partners in the initiative.

Objectives of the initiative include:

- Improved road safety and reduced traffic congestion by encouraging walking and cycling;
- Improving the local environment and air quality by reducing dependence on motorised vehicles; and
- Promoting better health through more active travel.

The Council has identified eight schools across the County for a School Street pilot project which will be funded by the NTA.

The Council will take the lead in working with schools within the County to identify further suitable projects in order to achieve the objectives of the initiative.

Green Schools Initiative

Green Schools is an environmental management and education programme for schools, operated and coordinated by the Environmental Education Unit of An Taisce. The aim is to promote long-term, whole-school action for the environment that is student-led, with involvement from the wider community. There are several themes in the programme including transport, which aims to increase the number of students walking, cycling, scooting, using public transport or carpooling to school. The transport theme is funded by the Department of Transport, Tourism and Sport and is supported by the NTA. Many schools in the South Dublin County area participate in the Green Schools initiative. The Council works closely with An Taisce, supported by various government departments and sponsors, in the implementation of the Green Schools Programme.

SUSTAINABLE MOVEMENT (SM) Policy 2: Walking and Cycling
Re-balance movement priorities towards sustainable modes of travel by prioritising the development of walking and cycling facilities and encouraging a shift to active travel for people of all ages and abilities, in line with the County targets.
SM2 Objective 1: To achieve and monitor a transition to the County mode share targets of 15% Walk and 10% Cycle
SM2 Objective 2: To create a comprehensive and legible County-wide network of safe cycling and walking routes that link communities to key destinations, amenities and leisure activities through implementation of the Cycle South Dublin project, the recommendations of the Sustainable Movement Studies and other permeability measures.
SM2 Objective 3:



To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced by promoting compact growth and permeability in the design and layout of new development areas.

SM2 Objective 4:

To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities.

SM2 Objective 5:

To ensure that all streets and street networks are designed in accordance with the principles, approaches and standards contained in the *Design Manual for Urban Roads and Streets* so that the movement of pedestrians and cyclists is prioritised within a safe and comfortable environment for a wide range of ages, abilities and journey types.

SM2 Objective 6:

To ensure that facilities for pedestrians and cyclists are designed in accordance with the principles, approaches and standards contained in the *National Cycle Manual* or any updated guidance, subject to any design having regard to environmental sensitivities.

SM2 Objective 7:

To promote walking and cycling for school trips by implementing the following measures:

- Identifying school sites that are as close as possible to the communities they serve;
- Ensuring that multiple access points are provided to school sites for pedestrians and cyclists;
- Ensuring that adequate and secure bicycle storage is provided within schools;
- Promoting initiatives such as the ‘Green Schools’ and ‘Schools Streets’ projects; and
- Prioritising school routes for permeability projects and provision and enhancement of pedestrian and cycle ways.

SM2 Objective 8:

To work with the NTA to acquire funding and secure full implementation of the Cycle South Dublin programme and the Sustainable Movement Studies recommendations.

SM2 Objective 9:

To work with the NTA to review the feasibility of implementing additional cycling facilities within the major urban and recreational areas of the County.

SM2 Objective 10:

To further develop a footpath and cycle path repair and assessment system where members of the public can report maintenance issues and instigate repairs, and to implement a public lighting renewal, improvement and maintenance strategy.

SM2 Objective 11:

To provide additional directional signs for major destinations, civic amenities and tourist attractions on major pedestrian and cycle routes, including references to distances, estimated times and/or number of steps to be taken.

SM2 Objective 12:

To support the implementation of the Council’s adopted County-wide signage strategy (2020) that accords with the National Traffic Signs Manual and the Failte Ireland ‘Dublin Visitor Orientation Strategy’ (2020).

SM2 Objective 13:

To ensure that new walking and cycling routes are designed, insofar as possible, to function as links in the County’s green infrastructure network and that adequate replacement and additional planting of native species and pollinators is provided, and that SuDS approaches are used to deal with surface water run-off.

SM2 Objective 14:

To ensure that all walking and cycling routes have regard to environmental conditions and sensitivities including biodiversity, protected species and designated sites and to incorporate appropriate avoidance and mitigation measures as part of any environmental assessments.





SM2 SLO 1:

To provide for a pedestrian bridge over the N7 at the Barney’s Lane junction to improve access to the Saggart Luas terminus.

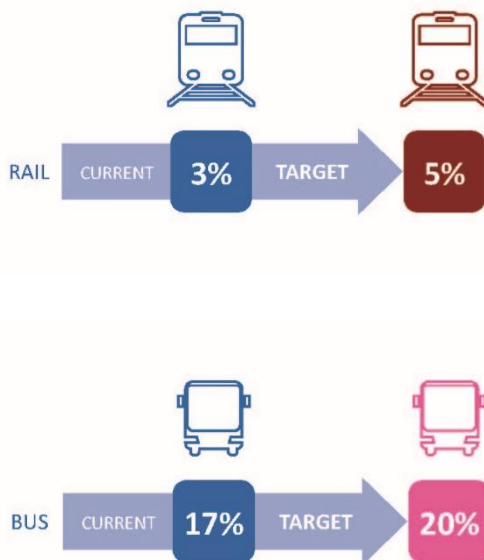
7.6 Public Transport

Approximately one fifth (20%) of trips originating in South Dublin County are by public transport. This figure is quite low considering the built-up character of much of the County, its proximity to Dublin City and the public transport services available in the developed parts of the County.

To encourage a significant shift to public transport, the Council will continue to work with the National Transport Authority, the statutory authority responsible for long term strategic transport planning in the Greater Dublin Area, to focus on the delivery of:

- Orbital public transport services linking major centres and areas of employment such as Tallaght, Clondalkin and Liffey Valley and further linking to other parts of the Greater Dublin Area;
- Additional and extended public transport routes to service newly developed and developing areas, and existing areas where gaps in services exist;
- Transport hubs, to connect services (such as between orbital and radial routes and/or core and feeder routes) and form a ‘web’ like network;
- Improved access to public transport stops and services;
- Improved integration between higher density forms of development and public transport nodes.

The Council’s target is to increase public transport use for trips originating within South Dublin County from the current low base of 17% bus and 3% rail, to 20% bus and 5% rail, respectively, over the lifetime of this Development Plan. This target also sees private motorised travel (mainly car-based) reduce from the current high level of 62% to 50%.





There are a number of strategic projects in the GDA Strategy 2016-2035 proposed for South Dublin County that have the potential over the coming years to have a transformative impact on travel by shifting the dominance of car-based transport towards public transport. These include:

- BusConnects
- DART+ along the Kildare Line from Heuston to Hazelhatch
- Luas to Lucan
- Transport interchanges at Tallaght and Liffey Valley.

The GDA Strategy is under review and the feasibility of a further light rail to the south-west of the County is being examined as part of this work. If proven to be feasible and included in the GDA Transport Strategy, the Council would support the improved public transport benefits it would bring.

SUSTAINABLE MOVEMENT (SM) Policy 3: Public Transport - General

Promote a significant shift from car-based travel to public transport in line with County targets and facilitate the sustainable development of the County by supporting and guiding national agencies in delivering major improvements to the public transport network.

SM3 Objective 1:

To achieve and monitor a transition to the County mode share targets of 20% Bus and 5% Rail.

SM3 Objective 2:

To facilitate and secure the implementation of major public transport projects as identified within the NTA *Transport Strategy for the Greater Dublin Area (2016-2015)*, or any superseding document, including BusConnects, the DART expansion programme along the Kildare route, the opening of the new rail station at Kishogue and the Luas to Lucan.

SM3 Objective 3:

To ensure that future development is planned in such a manner as to facilitate a significant shift to public transport use through pursuing compact growth policies, consolidating development around existing and planned public transport routes and interchanges, and maximising access to existing and planned public transport services throughout the network.

SM3 Objective 4:

To optimise accessibility to public transport, increase catchment and maximise permeability through the creation of new and upgrading of existing walking and cycling routes linking to public transport stops.

SM3 Objective 5:

To facilitate an interlinked network that maximises the efficiency of existing services, reduces overall journey times and facilitates easy exchanges between modes and routes.

SM3 Objective 6:

To establish future public transport routes that will support the County’s medium to long term development, including orbital routes to provide connectivity between outer suburban areas.

SM3 Objective 7:





To support and encourage the NTA in investigating high-capacity public transport solutions for Dublin south-west, serving areas including Kimmage Terenure, Rathfarnham, Knocklyon, Firhouse, Ballycullen/Oldcourt and South Tallaght.

SM3 Objective 8:

To support and collaborate with the NTA and Dublin City Council in carrying out an Area Based Study on future transportation for the Naas Road/Ballymount strategic regeneration lands.

SM3 Objective 9:

To ensure that all new public transport corridors are designed to enhance the County's green infrastructure network by ensuring adequate replacement and additional planting of native species and pollinators and to ensure that SuDS approaches are used to deal with surface water run-off.

SM3 Objective 10:

To work with the relevant transport agencies to ensure that all public transport proposals have regard to pertaining environmental conditions and sensitivities including biodiversity, protected species and designated sites and incorporate appropriate avoidance and mitigation measures as part of any environmental assessments.

7.6.1 BusConnects

BusConnects is the NTA programme for improvement of bus services in Dublin and other cities across Ireland and is a key part of Government policy to improve public transport and address climate change. The key elements of the strategy as it applies to Dublin are:

- A network of continuous bus priority and safe cycling facilities along 16 corridors;
- A redesigned more efficient bus network with high frequency spines, new orbital routes and increased bus services;
- More user-friendly and convenient ticketing and payment systems;
- Improved bus waiting facilities;
- A transition to a low emissions bus fleet.

It is anticipated that a planning application for the radial core bus corridor infrastructure will be submitted by the NTA to An Bord Pleanála in late 2021. Construction is expected to take place between 2022 and 2027.

Table 7.2 BusConnects Proposed Radial Core Bus Corridor Routes Serving South Dublin County

Route Number	Origin/Destination
Route 6	Lucan to City Centre
Route 7	Liffey Valley to City Centre
Route 8	Clondalkin to Drimnagh
Route 9	Greenhills to City Centre
Route 10	Tallaght to Terenure
Route 11	Kimmage to City Centre
Route 12	Rathfarnham to City Centre

A number of orbital routes are also proposed which will greatly improve ease of movement within the County and to destinations beyond. These are set out in Table 7.3.



Table 7.3 BusConnects Proposed Orbital Routes Serving South Dublin County

Route Number	Destinations
S4	Liffey Valley – Ballyfermot – Crumlin – Milltown – UCD
S6	Tallaght – Dundrum – UCD – Blackrock
S8	Tallaght – Sandyford – Dun Laoghaire
W2	Liffey Valley – Clondalkin – Tallaght
W4	Tallaght – Grange Castle – Liffey Valley – Blanchardstown
W6	Maynooth – Celbridge – Citywest – Tallaght

Policy SM 3 Public Transport - Bus

SM3 Objective 11:

To facilitate the delivery of the BusConnects Core Bus Corridors seek additional bus corridor and orbital routes to serve the county and Orbital Routes by securing and maintaining any required route reservations.

SM3 Objective 12:

To work with the NTA to secure the expansion of the bus network to serve new development and regeneration areas within the South Dublin County area including Tallaght, Naas Road, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle.

SM3 Objective 13:

To support new Bus Rapid Transit (BRT) lines as a means of providing new public transport links, where rail options are demonstrated by the NTA not to be achievable, including for the planned Metro (Metrowest) and along the Outer Ring Road and Adamstown-Citywest corridors.

SM3 Objective 14:

To support a review of bus services in the Naas Road environs including investment in orbital services with a view to meeting future demand and enhancing development potential of the Naas Road regeneration area.

SM3 Objective 15:

To support the enhancement of the Local Link Rural Transport Programme in order to provide the rural communities of the County with access to improved bus services.

7.6.2 Rail

DART Expansion Programme

The implementation of the DART expansion programme will provide DART+ services as far as Hazelhatch on the Kildare Line, serving the developing Adamstown SDZ lands, the Grange Castle Business Park, the established areas of Clondalkin and the Strategic Development Zone (SDZ) lands at Clonburris where a community of 23,000 population is planned. The newly-built station at Kishogue will open during Phase 1B of the Clonburris SDZ Planning Scheme (1,001 – 2,000 residential units). The expansion programme will also provide an increased train frequency at Park West in the Naas Road area.





Existing Luas Lines

The existing Luas lines to Tallaght and Saggart provide excellent access to a high-quality public transport link for people living in and working in South Dublin. As new development in South Dublin and in Dublin City continues over the coming years, the Council will work with the NTA to assess the need and opportunity to increase the capacity on these existing lines to provide an increased service in line with need.

Luas to Lucan

The NTA strategy provides for the extension of the Luas to Lucan, which will deliver a high-capacity radial service from this area to the City Centre, sufficient to cater for the high transport demand along this corridor. The Luas will extend, subject to a preferred route, into the centre of Lucan’s large residential areas to the south of the N4 and will connect to the city centre serving Liffey Valley and Ballyfermot along its route.

7.6.3 Transport Interchanges

Multi-modal transport interchanges increase the efficiency and flow of public transport services. A public square and transport interchange is proposed for Tallaght Town Centre, that would provide a first class interchange between the Luas, Bus Connects, taxi, cycling and walking.

In the 6-year period to 2026, the Tallaght LAP provides for between 3,500-5,000 new housing units, the potential for significant additional non-residential floorspace through more intensive employment, commercial and industrial uses, new schools and public services. Key to the realisation of the short-term development potential of these lands are the implementation of the Transport Interchange which will be located adjacent to the Tallaght Luas Stop, along with BusConnects, enhanced orbital and local bus services and improved pedestrian and walking networks, including permeability measures within the LAP area and to neighbouring areas.

A transport interchange is also being progressed at the Liffey Valley Shopping Centre campus. Liffey Valley Shopping Centre is a Major Retail Centre and Level 2 Major Town Centre in the retail hierarchy of the RSES which is continuing to expand, and the interchange will serve an essential function in the wider bus network and the NTA’s Bus Connects project.

Park and Ride Facilities

Park and Ride provides the opportunity for modal transfer from the private car to the public transport network, for trips where car use is necessitated at the point of origin. They should be located in areas where the road network has the capacity to absorb the impact of car traffic and should not be located to encourage people who would otherwise access public transport locally, to drive further to access a site, adding to congestion. A number of park and ride facilities are located in the County with further proposed. The Planning Authority will consult with the NTA and other stakeholders to secure their implementation, as appropriate. Park and Ride policy is a component of the GDA Strategy.

Table 7.4 Park and Ride Proposals

Park and Ride Proposals	
Locations	Status
Adamstown Station (Dublin-Kildare Railway)	Temporary facility operating with a permanent facility to be completed as part of the Adamstown





	District centre development (as identified within the Adamstown SDZ Planning Scheme)
Kishogue Station (Dublin-Kildare Railway)	Park and Ride will come on-stream with the opening of Kishogue Station
Lucan (N4 Bus Corridor)	Availability of site for the provision of park and ride to be investigated

Policy SM 3 Public Transport - Rail, Transport Interchange and Park and Ride

SM3 Objective 16:

To promote the delivery of the Luas to Lucan and facilitate the reservation of any identified or emerging route.

SM3 Objective 17:

To support additional capacity on the Luas Red Line, to service the intensification of development in Tallaght and Fortunestown and the future development of the Naas Road lands.

SM3 Objective 18:

To support the opening of the Kishogue rail station to align with the delivery of homes within the Clonburris SDZ area, in accordance with SDZ Planning Scheme phasing.

SM3 Objective 19:

To investigate the option of an inter county rail service stopping at Kishogue station which would provide access to new employment space at Clonburris and give direct access to the Grange Castle Business Park.

SM3 Objective 20:

To support the delivery, in the short to medium term, of measures to enhance the development potential of the Naas Road/Ballymount lands including:

- A new train station on the Kildare Line adjacent to Kylemore Road;
- A new Luas stop on the Red Line between the Kylemore and Red Cow stops (as per the RSES and MASP); and
- Increased frequency of Luas Red Line trams.

SM3 Objective 21:

To support and facilitate the development of multi-modal transport interchanges at Tallaght Town Centre and Liffey Valley.

SM3 Objective 22:

To facilitate the provision of Park and Ride facilities in appropriate locations at transport nodes and along strategic transport corridors in accordance with the NTA Strategy.

7.7 Road Network

While investment in active travel and public transport infrastructure remains at the top of the hierarchy, there will continue to be a need to invest in new road and street infrastructure. Improvements to the road network and some new roads will be required in the County to manage transport more efficiently and to provide access to newly developing areas where there is a need to unlock brownfield and other lands in line with the principles of compact growth. Efficient road infrastructure is also critical to support the economic development of the County and in particular the movement of goods.

It is also acknowledged that the creation of more road space to cater for traffic, particularly in existing areas, is expensive and may serve to attract more cars to the network. Managing travel demand and freeing up





road and street space will be one of the key challenges that the Council will face during the lifetime of this Plan.

The road network will require to be carefully managed and expanded to:

- Facilitate access to areas of economic activity to and from the National Road network, especially on the periphery of urban areas;
- Effectively manage access to and from the National Road network to minimise any impacts on the local road and street network;
- Ensure the safe and efficient operation of the national road network;
- Provide access to new communities and development lands;
- Make the most efficient use of existing road space;
- Provide a safer street environment with reduced vehicle speeds, particularly in areas where pedestrians and cyclists are likely to be more active;
- Manage car parking in an effective manner.

7.7.1 Strategic Road Network

The principal strategic road network in the County comprises the N4, N7 and N81 forming three key radial routes; and the M50, Newlands-Fonthill (R113) and Outer Ring Road (R136) forming three key orbital routes. Management of the national road network including the N4, N7, N81 and M50, which are among the busiest roads in the country, is the responsibility of Transport Infrastructure Ireland (TII). The Council will continue to work with the NTA and TII to protect the capacity of these important strategic roads.

To ensure ongoing competitiveness and the efficient movement of people and goods within the County, strategic road access requires to be direct, particularly between areas of employment and the National road network. The Core Strategy identifies a number of strategic development areas that will accommodate new communities. While public transport access will be prioritised, access to these areas will also be required as part of the future development of the strategic road and street network.

SUSTAINABLE MOVEMENT (SM) Policy 4: Strategic Road Network

Improve and, where necessary, expand the County-wide strategic road network to support economic development and provide access to new communities and new development areas.

SM4 Objective 1:

To work closely with transport agencies including the Department of Transport, the National Transport Authority and Transport Infrastructure Ireland to protect capacity and deliver improvements and extensions of the strategic road network, where necessary.

SM4 Objective 2:

To facilitate and secure the implementation of major road projects as identified within the relevant strategies and plans for the Greater Dublin Area.

SM4 Objective 3:

To increase competitiveness by ensuring the efficient movement of people and goods between enterprise and employment areas and the national road network.

SM4 Objective 4:

To ensure that developing areas have sufficient access to the County’s road network.

SM4 Objective 5:





To support the provision of junction upgrades, where necessary, at key locations on the strategic road network.
SM4 Objective 6: To support innovative demand management measures on the M50, given current and projected demand for orbital movement and planned future population and employment growth in the County.
SM4 Objective 7: To implement the 6-year Roads Programme set out under Tables 7.5 and 7.6 and to work towards the implementation of the medium-longer roads programme where feasible and subject to funding.
SM4 Objective 8: To work with the relevant transport agencies to ensure that all road and street network proposals have regard to pertaining environmental conditions and sensitivities including biodiversity, protected species and designated sites and incorporate appropriate avoidance and mitigation measures as part of any environmental assessments.
SM4 Objective 9: To ensure that all new roads and streets are designed to enhance insofar as feasible, the County’s green infrastructure network by ensuring adequate replacement and additional planting of native species and pollinators and to ensure that SuDS approaches are used to deal with surface water run-off.
SM4 Objective 10: To support sustainable measures including car-pooling and car clubs which promote access to cars rather than car ownership and which facilitate higher utilisation of vehicles rather than higher numbers of vehicles.
SM4 SLO 1: To ensure that development on these lands at Whitechurch/Edmondstown only occurs where it can be delivered in tandem with the necessary transport infrastructure to facilitate such development.

7.7.2 New Street and Road Proposals

The strategic road network consists of national and regional routes that carry the bulk of traffic within and through the County. Some expansion of the strategic road network is required to provide access to developing areas and to support the economic development of the County. This network expansion will also support the provision of accompanying infrastructure that supports more sustainable modes (e.g. bus lanes and priority, cycle lanes, footpaths and crossing points).

Through traffic primarily occurs along the M50 Motorway, two National Roads (N4 and N7) and one National Secondary Road (N81). The management of these roads is the responsibility of TII. The Council will continue to work with TII to support major improvements to the national road network and to maintain and protect the safety, capacity and efficiency of national roads and associated junctions in accordance with the *Spatial Planning and National Roads: Guidelines for Planning Authorities*, DECLG (2012).

South Dublin County Council is responsible for the management of the regional and local road network. The Council’s proposals for the short and medium to long term development of the regional road network are outlined in Tables 7.5 and 7.6.

Table 7.5 outlines a **Six Year Road Programme**, which is subject to available funding. Designs have been prepared in respect of some of these proposals. The Council may, at its discretion, introduce an additional road proposal, where such a proposal benefits economic and population growth.

Table 7.6 **Medium to Long Term Road Objectives** outlines corridors that are considered necessary to providing a long-term road network and to provide access between major areas of economic activity and the national and regional road network. Some of these roads have been the subject of preliminary design studies and their detailed design will be undertaken and phased according to



need. Where the opportunity arises, roads shown as long-term may be brought forward for construction at an earlier date, subject to funding being available.

Table 7.5 Six Year Road Programme

ROAD	DESCRIPTION	FUNCTION
Adamstown Street Network	Various streets within the Adamstown SDZ lands.	Formation of a strategic street network providing access throughout the site.
Ballycullen-Oldcourt Street Network	Various streets within the Ballycullen-Oldcourt LAP lands.	Formation of a strategic street network providing access throughout the site.
Naas Road Framework Area Street Network	Various streets and roads with the Naas Road Framework Area	Formation of a strategic street network within the regeneration lands.
Baldonnell road to Citywest Interchange proposed Link road –	New road from the Baldonnell Road to the (N7) junction at Brownsbarn.	To provide improved access to/from the Baldonnell employment area.
Celbridge Link Road	New road between the Adamstown SDZ lands and Celbridge Road (R403).	To provide access to the Adamstown SDZ lands.
Citywest Junction Link	Re-alignment of eastbound slip lane	To improve the safety of the access to the N7
Clonburris/Kishogue Street Network	Various streets within the Clonburris SDZ/LAP lands.	Formation of a strategic street network providing access throughout the Clonburris LAP/SDZ lands.
Fortunestown Street Network	Various Streets within the Fortunestown LAP lands.	Formation of a strategic street network providing access to the Fortunestown LAP lands.
Greenhill Road upgrade and links	Upgrade of Greenhills Road from Airton Road to Walkinstown Roundabout with new links to Ballymount Avenue, Limekiln Road and Calmount Road for Bus Connects provisions and long term residential communities.	To provide improved access to/between employment lands within Tallaght, Ballymount and Robinhood and to provide improved access to and from the Greenpark, Limekiln and Greenhills area and provide for Bus Connects provisions.
Griffeen Avenue	Improvements at junctions with Griffeen Road, Outer Ring Road and the link between them.	Enhance the efficiency and safety of these junctions for all users.
Newcastle Street Network	Various streets within the Newcastle LAP lands.	Formation of a strategic street network providing access throughout the LAP lands.
Newcastle Road (R120)	Junction upgrades at SuperValu roundabout, Hillcrest Road.	Enhance the efficiency and safety of these junctions for all users.
New Nangor Road Extension	New road between R120 and Brownstown.	To provide access to employment lands within Grange Castle and onward connections as appropriate.



Tallaght Town Centre Street Network	Various streets within the Tallaght Town Centre.	Formation of a strategic street network within the Tallaght Town Centre LAP lands.
Templeroan Road Extension.	New link road from Knocklyon Road to Firhouse Road.	Local road re-alignment.
Fonthill Road/N4	Junction upgrades.	Upgrade to provide greater access/egress to Liffey Valley Shopping Centre and South Lucan, improve traffic flow and alleviate tailbacks onto the N4.

Table 7.6 Medium to Long Term Road Objectives

PROPOSAL	DESCRIPTION	FUNCTION
Aylmer Road Upgrade	Upgrade of existing road from Blundelstown to Keeloges.	To provide improved access between employment areas of Greenogue and Grange Castle
Ballyboden Road/ Stocking Lane (R115)	Upgrade of existing road.	To enhance pedestrian and cycling facilities and exploit the tourist potential of the route.
Blessington Road/N81	Upgrades to N81 from M50 to county boundary	Local Improvements to the National Road, junction improvements and road safety measures
Kennelsfort Road and the R148.	Upgrade of existing junction.	Support provision of grade separated junction, having regard to the BusConnects route on the N4, to enhance the efficiency of the junction and ensure safe crossing facilities
Cloverhill Road/Ninth Lock Road Upgrade and Link Road.	Upgrade of Cloverhill Road from the M50 and upgrade of Ninth Lock Road from Fonthill Road to a new link road adjacent to the Dublin-Kildare railway Line.	To provide improved access to employment areas within Clondalkin and Park West (see also Junction 8 below).
Western Dublin Orbital Route	New road from N81 to the Leixlip Interchange	Link between the N81, N7 and the N4 with a by-pass function around Rathcoole and Saggart. The need for this route, further connections and possible alternative routes will be determined through the review of the NTAs GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect the scenic Liffey Valley parklands and amenities at Lucan Demesne and St Catherine's Park, and to examine all possible engineering options for a future route so as to minimise the impact on the environment, landscape and amenities.



7.8 Road and Street Design

There is a growing appreciation that the design of streets has a major influence on quality of life. Streets should not just be corridors for traffic, but rather should be places in which people want to live and spend time. Streets must also facilitate more sustainable forms of travel such as walking, cycling and public transport so the need for car-borne trips is minimised. This also has other positive impacts such as reducing greenhouse gas emissions and promoting more active and healthy lifestyles.

The design of roads and streets, safety and the management of speed are intrinsically linked. Research indicates that the speed at which people drive is primarily influenced by the design of the street or road, with regulatory features (such as speed limits) having a secondary role. A broad range of place-making measures, such as high quality built form, hard and soft landscaping and incorporating high levels of pedestrian and cyclist activity, as well as more conventional road design measures, need to be considered at design stage to reduce speed and make streets living places where social and economic activity can thrive.

7.8.1 Design of Urban Roads and Streets

The design of streets in Ireland is guided by the *Design Manual for Urban Roads and Streets* (DMURS) which is mandatory for all urban roads and streets within the 60 km/h urban speed limit zone except for:

- Motorways; and
- In exceptional circumstances, certain urban roads and streets with the written consent of the relevant sanctioning authority.

DMURS seeks to put well-designed streets at the heart of sustainable communities and place-making and supports broader government policies on the environment, planning and transportation. DMURS provides practical measures to achieve:

- Highly connected street which allow people to walk and cycle to key destinations in a direct and easy-to-find manner;
- A safe and comfortable street environment for pedestrians and cyclists of all ages;
- Streets that contribute to the creation of attractive and lively communities;
- Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

DMURS highlights how in recent times the car has become the dominant force in determining how street networks and streets are designed, which has led to the implementation of standards that are not suited for use in urban areas. This approach has had a negative impact on more vulnerable users, such as pedestrians and cyclists, and on how streets are used and perceived as places. DMURS focuses on highlighting issues and providing a range of practical and innovative approaches to best practice solutions. These solutions are applied from the macro level (street network) to the micro level (detailed street design) via a range of design processes and strategic plans.

There are roads throughout the County that are not fronted with development. Whilst the Council will implement the appropriate geometric standards from DMURS, where applicable, many of these roads are unlikely to significantly change due to the constrained nature of the road-side environment. In such cases a range of secondary measures will be applied to ensure that an attractive boundary is provided. Harsh measures such as bare concrete walls should not be permitted, and alternative landscape measures such as street trees, screen planting and planted verges will be provided. These measures also have great potential to create green links within the County's green infrastructure network. Similarly in rural areas, the need to





improve road safety must be balanced with the protection of elements such as roadside trees, hedgerows and banks which can be valuable wildlife habitats and contribute to general biodiversity, green infrastructure and rural character.

SUSTAINABLE MOVEMENT (SM) Policy 5: Street and Road Design

Ensure that streets and roads within the County are designed to balance the needs of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport.

SM5 Objective 1:

To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment that promotes active travel modes and public transport.

SM5 Objective 2:

To design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within the *Design Manual for Urban Roads and Streets*.

SM5 Objective 3:

To advance national and local initiatives in relation to road design and safety.

SM5 Objective 4:

To prioritise safety on rural roads and junctions, while considering the protection of biodiversity, green infrastructure and rural character present in roadside trees, hedgerows and banks, etc.

SM5 Objective 5:

To design new roads and streets to incorporate green infrastructure elements such as planting of native trees, hedgerows and pollinator species in medians and on roadside verges, as appropriate to the location.

7.9 Transport Studies and Traffic Management

South Dublin’s transport policy and implementation sits within the context of the various strategies and plans outlined above. Integrated Transport Studies will be undertaken where necessary in the context of these plans and strategies including the NTAs Transport Strategy for the Greater Dublin Area and the Council’s active travel measures such as Cycle South Dublin.

Traffic and Transport Assessments and/or Workforce Travel Plans (also known as Mobility Management Plans) will be required to support development proposals that have the potential to generate significant traffic movements, to demonstrate that there is public transport carrying capacity and road capacity to serve the development (refer also to Chapter 13 Implementation and Monitoring).

7.9.1 Integrated Transport Studies

Integrated transport studies and plans for established communities and new areas of development will be carried out in consultation with the NTA, as required. They will have regard to the European Commission’s *Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan* (2nd Edition, 2019), where a sustainable urban mobility plan is defined as ‘a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life’ and will address issues including:

- The existing network, investigating movement around and through the defined area with the aim of optimising accessibility for all modes of transport, and in particular sustainable modes;





- The development of networks that maximise connectivity and ease of movement for all modes including pedestrians, cyclists and vehicles;
- Improved facilities for pedestrians and cyclists, such as increased footpath/cyclepath widths and safer crossings;
- Opportunities for public realm improvements that balance the needs of ‘movement’ and ‘place’ with improved levels of safety for all users within a traffic calmed environment;
- Restrictions on the movement of certain vehicle types, such as Heavy Goods Vehicles (HGVs);
- Infrastructure improvements to prioritise the movement of public transport, such as bus lanes, bus gates and signal prioritisation;
- Opportunities for the provision of taxi ranks and drop-off areas that serve transport hubs and/or the needs of particular land uses;
- Car parking management to ensure the sufficient distribution of spaces.

Traffic Management Centre

Within South Dublin, a Traffic Management Centre utilises Intelligent Transportation Systems and communications infrastructure to manage the transport network. It provides a single, purpose-built location to integrate the traffic management core systems to support safe and efficient management of the urban transportation network, including an incident management centre which co-ordinates the management of major events and incidents. The Council will continue to work with the NTA and other local authorities within the Greater Dublin Area to ensure the ongoing operation of this facility.

SUSTAINABLE MOVEMENT (SM) Policy 6: Traffic and Transport Management	
Effectively manage and minimise the impacts of traffic within the County having regard to the need to provide shared road space for different users.	
SM6 Objective 1:	To effectively manage the flow of through traffic along the strategic road network and maximise the efficient use of existing road resources.
SM6 Objective 2:	To protect sensitive areas from inappropriate levels of traffic through design measures that will calm and/or reroute traffic.
SM6 Objective 3:	To minimise the impact of new development on the County’s road and street network through prioritising active travel and public transport and implementing appropriate traffic and transport management measures.
SM6 Objective 4:	To maintain and protect the safety, capacity and efficiency of National roads and associated junctions in accordance with the <i>Spatial Planning and National Roads: Guidelines for Planning Authorities</i> , DECLG (2012), the <i>Trans-European Transport Networks (TEN-T) Regulations</i> and with regard to other policy documents such as the <i>TII M50 Demand Management Report 2014</i> and the <i>N4 and N7 Corridor Study 2017</i> .
SM6 Objective 5:	To continually review the efficiency of major junctions that are managed by South Dublin County Council and to consult with the relevant national agencies regarding the implementation of any proposed solutions.
SM6 Objective 6:	



To undertake an analysis, where areas are identified and opportunities exist, for more effective traffic management and mobility improvements.
SM6 Objective 7: To carry out a review of Heavy Goods Vehicles (HGV) restrictions in the County and consult with An Garda Síochána in relation to the implementation of restrictions on the movement of HGVs within residential areas and around schools.
SM6 Objective 8: To require all major traffic generating development to submit a Mobility Management Plan/Workforce Plan and/or Traffic and Transport Assessment.
SM6 Objective 9: To ensure that appropriate design and mitigation measures are applied to all transport schemes to reduce the impact of noise and air pollution within residential communities in accordance with the EU directive on Assessment and Management of Environmental Noise.
SM6 SLO 1: To investigate the need to carry out a traffic and transport study for Rathcoole, Saggart and Newcastle and the surrounding areas following the publication of the GDA Strategy review to 2042 which will clarify the context within which the road network in the area will function.

7.10 Car Parking

The availability and cost of car parking has a major impact on the level of traffic that is generated by a development and attracted to an area. According to the NTA *Transport Strategy for the Greater Dublin Area*, the supply and management of parking at destinations is central to the management of travel demand. It has a critical influence on mode choice for all journey purposes; if parking is scarce or expensive, people are more likely to choose public transport options or active modes.

Parking also has a key influence on congestion, the design of new development, operation of all transport modes, and the allocation and design of space in urban areas. There is a need for a balanced approach to car parking management that takes the car parking needs of businesses and households into account, and the need to promote more sustainable forms of transportation and limit the impact of traffic congestion. As recommended by the NTA Transport Strategy, the Council applies maximum standards for a range of land use types, with the level of parking provision applied being based on the level of public transport accessibility. The Council has a role both as a provider of parking e.g. on-street parking and parking for staff and the public at Council facilities; and as a regulator of parking provision i.e. parking in relation to development proposals. In either context, parking levels will be determined in line with the standards for particular uses, having regard to location and accessibility levels of public transport.

7.10.1 Management of Public Parking

Where parking demand is high, the Council will carefully manage the turnover of spaces through Pay and Display and/or Permit parking. Such restrictions are generally put in place to ensure the efficient turnover of spaces and to maximise the value of available spaces. The Council’s Control of Parking Bye Laws regulate parking in relevant areas in the County.

Pay and Display parking helps to encourage a turnover of parked cars and also encourages those people who live within a short to medium distance to choose to walk or cycle instead of driving. Permit systems are put in place within residential areas located within or in close proximity to higher demand areas in order to prioritise on-street spaces for the use of residences and their visitors. This also has the effect of reducing the amount of traffic attracted to such areas.





Pay parking or limited parking in town centre areas may also have unintended consequences such as making people shift custom to out-of-town shopping locations where parking is cheaper or free, especially where good public transport alternatives are not available. As such, payment systems will be required in car parks associated with major shopping centres and other large commercial developments where new facilities or major extensions to existing facilities are proposed. This will ensure the efficient turnover of parking in such developments and allow urban centres and public transport to compete with ‘out of town’ centres on a more equitable basis.

7.10.2 Electric Vehicle Charging

The Government’s Climate Action Plan (2019) has as a target to accelerate the take up of EV cars and vans so that they comprise 100% of all new cars and vans by 2030 with no new non-zero emissions vehicles being sold beyond this date. Achieving this goal will result in 935,600 EVs on the road by 2030. In order to support this target, the four Dublin Local Authorities in conjunction with the Climate Action Regional Office (CARO) and Smart Dublin are producing an overarching EV charging strategy for the whole Dublin region. RPO 7.42 of the RSES states that ‘Local authorities shall include proposals in statutory land use plans to facilitate and encourage an increase in electric vehicle use, including measures for more recharging facilities and prioritisation of parking for EVs in central locations’.

Standards for the provision of EV charging are set out in Chapter 13, Implementation and Monitoring. Chapter 10, Energy, also contains policies and objectives relating to EV charging.

SUSTAINABLE MOVEMENT (SM) Policy 7: Car Parking and EV Charging	
Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.	
SM7 Objective 1:	To implement maximum car parking standards for a range of land-use types, where provision is based on the level of public transport accessibility.
SM7 Objective 2:	To limit the availability of workplace parking in urban centres to discourage car commuting, where alternative transport options are available.
SM7 Objective 3:	To implement area-based parking caps in locations where the highest intensity of development occurs and is promoted, such as town / district centres and higher-order public transport nodes.
SM7 Objective 4:	To promote the provision and management of destination parking in areas of high trip demand, subject to appropriate pricing and locational criteria, taking into account the availability of more sustainable transport options.
SM7 Objective 5:	To support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.
SM7 Objective 6:	To promote appropriate parking arrangements for specific user requirements including disabled drivers, motorcycles and scooters in town and district centres, public transport nodes and other destinations.
SM7 Objective 7:	To design and manage parking to ensure the efficient turnover of spaces within town, district and village centres and higher density development areas by applying the following measures:



<ul style="list-style-type: none"> – Ensuring that car parking is predominantly provided on-street and within communal and undesignated spaces; – Placing restrictions on longer term parking.
<p>SM7 Objective 8: To require payment systems for car parks associated with major shopping centres and other large commercial developments where new facilities or major extensions to existing facilities are proposed.</p>
<p>SM7 Objective 9: To ensure that car parking is designed in such a manner as to promote visual amenity, green infrastructure, carbon sequestration and sustainable drainage (SuDS) by applying the following requirements:</p> <ul style="list-style-type: none"> – Provision of landscaping integrated into the design of all car parking, to include planting of native trees and pollinator species; – Provision of not more than two parallel or five perpendicular spaces between trees/planting bays; – Use of permeable paving, where appropriate.
<p>SM7 Objective 10: To ensure that parking provision, including the provision of EV charging facilities, does not detract from the comfort and safety of pedestrians and cyclists, visual amenity or the character of an area. (refer also to Chapter 10, Energy)</p>

7.11 Climate Action Audit

Climate Action Audit – Sustainable Movement	
Source of Green House Gases (GHGs)	Measures to Address Climate Impacts
<p>The source of GHGs from transport principally arises from:</p> <ul style="list-style-type: none"> – Emissions from engines powered by petrol and diesel. 	<p>The Development Plan contains policies and objectives which promote measures that have the potential to reduce the climate impact of transport by encouraging a shift from private motorised transport to walking, cycling and public transport. Measures to achieve this modal shift include the following:</p> <ul style="list-style-type: none"> – Implementing compact growth and sustainable movement and placemaking concepts in the planning and design of new development areas; – Planning, design and implementation of major walking and cycling networks (Cycle South Dublin, Grand Canal and Dodder Greenways, etc); – Implementation of permeability projects to facilitate active travel and connectivity to public transport; – Active support for public transport projects; – Design of streets and roads to prioritise active travel; – Parking policies tailored to reflect land-use, location and public transport accessibility; – Demand management measures such as car park charging regimes linked to public transport accessibility; – Requiring mobility management plans for major developments;



	<ul style="list-style-type: none">– Promoting an increase in EV charging facilities. <p>Other climate-positive measures include:</p> <ul style="list-style-type: none">– Ensuring that transport corridors perform a function as green infrastructure links through tree planting and landscaping and incorporation of SuDS features;– Ensuring that design of car parking incorporates planting, permeable surfaces (where appropriate) and SuDS features.
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Chapter 8:



Community Infrastructure and Open Space





Vision

The creation of healthy, inclusive and sustainable communities where all generations have local access to social, community and recreational facilities, and parks and green spaces, to suit their needs.

8.0 INTRODUCTION

The creation of sustainable, healthy, and socially inclusive neighbourhoods is one of the cross-cutting themes of the Development Plan. A quality public realm, access to parks, open spaces, sports and recreational facilities are crucial elements of quality places and are central to our health and wellbeing. In addition, essential services such as healthcare, childcare and education along with culture and the arts, all have a significant role to play in our quality of life. All of these services and facilities should ideally be located within each neighbourhood to provide easy access and optimise the opportunity for people to walk or cycle to them. Policies and objectives throughout the County Development Plan will work to achieve this goal over time.

Community infrastructure, for the purposes of the County Development Plan, includes community centres and halls; libraries and cultural facilities; places of worship and burial grounds; educational, healthcare and childcare facilities; and play, sports and recreational facilities including greenways. Public open space includes large regional parks such as Corkagh, Tymon and Griffeen Valley Parks and smaller neighbourhood and local parks and publicly accessible green spaces.

The Council will seek to provide, where it is within its remit, community infrastructure that meets the social and recreational requirements of each neighbourhood within the County. Where provision is the responsibility of developers, government departments or other agencies, the Council will work closely with these stakeholders to facilitate and support the provision of such community infrastructure. The Council will seek to ensure that community facilities are physically integrated within urban centres and residential and employment areas to optimise access, function and use; and to ensure that they are designed to incorporate universal accessibility insofar as possible, to cater for all ages and abilities.

8.1 Community Infrastructure and Climate Action

The way in which the Council provides community infrastructure and open space can help us to tackle climate change by reducing our demand for energy and our carbon emissions. For example, parks and open spaces and greenways intertwined within the County's green infrastructure network offer great opportunities for carbon sequestration. The provision of parks, open space and social, community and recreational facilities within walking and cycling distances of communities and on public transport routes will encourage active travel and a shift away from car-based transport. Together, these measures will assist South Dublin County in achieving its climate action targets. Policies and objective which will have a climate-positive impact have reference numbers indicated in green text.

8.2 Planning Policy Context

Development Plan policies and objectives must be consistent with national and regional planning policy as set out in the National Planning Framework (NPF) and Regional Spatial and Economic Strategy (RSES). A





number of objectives in these documents are particularly relevant to the area of social inclusion and the provision of community facilities and services:

- National Strategic Outcome 10 of the NPF is ‘Access to quality childcare, education and health services’.
- National Policy Objective 28 of the NPF requires planning authorities to ‘Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services’.
- Regional Policy Objective 9.14 of the RSES states: ‘Local authorities shall seek to support the planned provision of easily accessible social, community, cultural and recreational facilities and ensure that all communities have access to a range of facilities that meet the needs of the communities they serve’.

There are many other relevant national and regional policy objectives. These are referenced by number within individual Development Plan policies and objectives in this chapter and are set out in full at Appendix 7.

8.3 Social Inclusion and Community Development

The County Development Plan is primarily a spatial land-use plan. However, it has the potential through its policies and objectives to impact positively on the lives of citizens through facilitating the provision of social and community facilities which are vital to quality of life and wellbeing. Mainstream approaches to planning, design and development may not always meet the needs of minority and marginalised groups and more focused consideration is sometimes required as outlined in the various strategies set out in section 8.3.1 below. It is also important to ensure that the needs of different generations and abilities including children, younger people, older people and those with disabilities are met to the greatest extent possible.

8.3.1 Local Social Inclusion Plans and Strategies

Social inclusion is a priority that cuts across many of the Council’s functions. The Council has been involved in the preparation of several local plans and strategies relevant to social inclusion including –

- **South Dublin County Local Economic and Community Plan (2016-2021):** This document was prepared by the Local Community Development Committee (LCDC) (see next section). It identifies policies and actions to support and strengthen economic and community development, and to contribute to building sustainable communities and a strong local economy in partnership with other economic and community development stakeholders.
- **Social Inclusion and Community Activation Programme (2018-2022):** This programme, which is managed through the LCDC, provides funding to tackle poverty and social exclusion through local engagement and partnerships between disadvantaged individuals, community organisations and public sector agencies.
- **South Dublin County Council Integration Strategy (2019-2023) – A More Inclusive County:** This is a strategy to ensure that the experience of migrants living and working in South Dublin County is positive and that services, advice and assistance are available and accessible to all.
- **South Dublin County Traveller Accommodation Programme (2019-2024):** This document sets out the Council’s plans for the provision of accommodation for the Travelling community over a five-year period.
- **Strategic Plan for Housing People with a Disability 2021-2026:** This plan will outline the Council’s aim to facilitate access for disabled people to the appropriate range of housing and related support services. The goal is to meet the identified housing needs of disabled people locally, whether they are currently living in the community and / or in a congregated setting. Housing will be delivered in an integrated and sustainable manner and the plan will promote equality of opportunity, individual





choice and independent living.

- **South Dublin Age Friendly Strategy 2020- 2024:** The objectives of the South Dublin County Age Friendly Programme are to improve the health and well-being of older people in the County; increase participation in the social, economic and cultural life of the community; and encourage effective partnerships between local statutory, private and voluntary organisations.
- **A Strategy for a Healthy South Dublin (2019-2022):** This document is the *Healthy Ireland* South Dublin County strategic plan. It identifies 38 actions under seven thematic areas which correspond with the *National Healthy Ireland Strategy* including actions to promote physical and mental wellbeing. Together these actions provide a roadmap for improving health in South Dublin County.

8.3.2 Local Economic and Community Plan

The Regional Spatial and Economic Strategy (RSES) includes regional policy objectives (RPO 9.14 and 9.18) to work collaboratively with the Local Community Development Committees (LCDCs) and to support Local Economic and Community Plans (LECPs). This is facilitated through the use of spatial policies in county development plans to reduce the number of citizens in or at risk of poverty and social exclusion and to plan for social infrastructure needs.

A primary function of the LCDC is to develop, implement and monitor a six-year Local Economic and Community Plan (LECP). The *South Dublin County LECP (2016-2021)* plays a pivotal role in economic and community development within the County and identifies policies and actions to support, strengthen and develop both economic and community facets, to contribute to building sustainable communities and a strong local economy in partnership with other economic and community development stakeholders.

While the County Development Plan (CDP) provides a framework for the proper planning and sustainable development of the County at a spatial level, the LECP provides a supportive framework for the economic and community development of South Dublin County. Consequently, the statutory policies and objectives of the Development Plan and the high-level goals and objectives of the LECP should be complementary and consistent. Consideration was given to the LECP during the preparation of the County Development Plan and regard had to relevant LECP goals and objectives to ensure a co-ordinated approach. A new LECP is due to be prepared during the lifetime of this Plan and there will be a continued need for complementarity between the Plans.

COMMUNITY INFRASTRUCTURE AND PUBLIC OPEN SPACE (COS) Policy 1 Social Inclusion and Community Development

Policy COS 1:

Promote social inclusion and community development and encourage active participation and social integration of minority and marginalised groups, consistent with RPO 9.1 and RPO 9.2 of the RSES.

COS 1 Objective 1:

To provide appropriate and accessible community facilities to meet the needs of all citizens of the County, including an ageing population, consistent with NPOs 28 and 30 of the NPF.

COS 1 Objective 2:

To support the implementation of the South Dublin County *Local Economic and Community Plan (2016-2021 or superseding Plan)* through the spatial planning policies and objectives of the County Development Plan, in collaboration with the Local Community Development Committee (LCDC), consistent with RPO 9.18 of the RSES.

COS 1 Objective 3:

To support and facilitate the implementation of local plans and programmes (and any superseding documents) with a social inclusion and community development focus including:





- *Social Inclusion and Community Activation Programme (2018-2022)*
- *South Dublin County Council Integration Strategy (2019-2023) – A More Inclusive County*
- *The South Dublin County Traveller Accommodation Programme (2019-2024)*
- *South Dublin Disability Accommodation Strategy*
- *South Dublin Age Friendly Strategy (2020- 2024)*
- *A Strategy for a Healthy South Dublin (2019-2022)*

8.4 Social/Community Infrastructure

The Council recognises that the provision of good quality social and community facilities in existing and developing areas is a key element in placemaking and in the creation of sustainable and socially cohesive communities. Social/community infrastructure is a vital part of all neighbourhoods and contributes greatly to the social fabric and quality of life. Community facilities serve as focal points for the neighbourhoods they serve and provide opportunities for interaction through local community, sporting, cultural, educational and social events. These activities increase personal well-being and add to our sense of place and local identity. Good quality community facilities can also boost the attractiveness of an area for those who choose to live, work or invest in it.

8.4.1 Social/Community Infrastructure Audit

A Social/Community Infrastructure Audit (SIA) of the County was undertaken in order to inform the preparation of the County Development Plan. The purpose of the Social Infrastructure Audit was:

- To review the availability of existing social/community facilities within South Dublin County;
- To determine future requirements for certain types of facilities based on anticipated growth in population; and
- To identify where future investment may be required.

The following social infrastructure facilities have been examined and standards applied to ensure alignment with projected population growth for new development areas:

- **Primary Care Centres** – 1 per 7,000-10,000 population in accordance with HSE standards;
- **Childcare Facilities** – 1 facility providing for 20 places per 75 dwellings in new residential areas in accordance with the *Childcare Facilities Guidelines for Planning Authorities* (2001), subject to certain flexibility which may be applied under Circular PL3/2016
- **Schools** – Department of Education and Skills standard that 11.5% of the population will require a primary school place and 7.5% will require a post primary school place.
- **Community Centres** – 1 large multifunctional centre of approximately 1,200sq m – 1,800 sq m per 9,000 population or smaller local community centres (350-650 sq m) as may be identified by the local authority to meet local need. Such local need may be determined by demographic, accessibility or other factors; and
- **Public Open Space and Parks** – 2.4 hectares per 1,000 population.

The audit has informed a summary of existing and planned community facility provision for each neighbourhood area which is contained in the relevant section of the Neighbourhoods Chapter.





The Council will seek to protect and enhance existing facilities and ensure that an appropriate range of social/community facilities is provided in all neighbourhoods, taking account of need and the population growth targets identified in the Core Strategy (see Chapter 2).

8.4.2 Social/Community Infrastructure Delivery

The Council is committed to the delivery of social and community infrastructure and will continue to pursue a range of funding and delivery mechanisms. These include:

- Funding through the Council’s financial resources, including development levy contributions.
- Grant funding such as the Urban Regeneration Development Fund (URDF) and Local Infrastructure Housing Activation Fund (LIHAF).
- Supporting other public agencies such as the Health Services Executive (HSE) or Department of Education and Skills (DES).
- Working in partnership with other public and private sector stakeholders, where appropriate.

A Development Contribution Scheme (DCS) is prepared under section 48 of the Planning and Development Act, 2000 (as amended). Where a planning permission is granted (with certain exceptions), the DCS allows the Council to require by planning condition, a financial contribution by the applicant towards projects as set out in the Scheme.

The Development Contribution Scheme 2021-2025 identifies a broad range of County-wide community infrastructure and open space projects for funding including community centres, parks upgrades, disability accessibility works and sports facilities, etc.

The DCS may be reviewed to align with policies and/or objectives of the County Development Plan.

South Dublin County Council will continue to work in conjunction with the Department of Education and Skills (DES) to support the provision of new schools in specific areas identified by the DES Schools Building Programme. This is dealt with in more detail within the section below on education facilities.

The Council will also continue to proactively engage with developers and other stakeholders to secure the provision of community and social facilities required as part of the phasing of Local Area Plans and Planning Schemes within the County.

8.4.3 Universally Accessible Social/Community Facilities

Universal Design is the concept of creating an environment that can be used by all people, regardless of their age, size, disability or ability. Universal access creates liveable and sustainable neighbourhoods where everyone can live a full and active life as part of the community. Provision of social/community facilities should incorporate a universal design approach, taking account of location, layout and design to ensure maximum accessibility and connectivity to the surrounding area. All proposals should have regard to the provisions of the National Disability Authority’s document ‘*Building for Everyone: A Universal Design Approach – Planning and Policy*’ (2012) to ensure accessibility and inclusion for as many different users as possible.

COMMUNITY INFRASTRUCTURE AND PUBLIC OPEN SPACE (COS) Policy COS 2 Social/Community Infrastructure

Policy COS 2:





Support the planned provision of a range of universally accessible and well-connected social, community, cultural and recreational facilities, close to the communities they serve, in accordance with RPO 9.14 of the RSES. (See also Chapter 5, Quality Design and Healthy Placemaking)

COS 2 Objective 1:

To support the provision of a wide range of community facilities and to ensure that such facilities are provided in new communities in tandem with housing development, and in accordance with the phasing requirements of Local Area Plans and Planning Schemes.

COS 2 Objective 2

To promote the timely provision of primary care centres, childcare facilities, schools, community centres and public open space according to the standards set out in section 8.4.1 of this Plan.

COS 2 Objective 3:

To protect and enhance existing community facilities, and to support the development and expansion of new and existing facilities and services, in proximity to the populations they serve, where their need is identified.

COS 2 Objective 4:

To support the clustering of community facilities such as community centres, sports and leisure facilities, schools and open spaces to create multi-purpose community hubs.

COS 2 Objective 5:

To promote accessible and inclusive social infrastructure for a range of users by adopting a universal design approach where feasible and to provide for an age friendly society in which people of all ages can live full, active, valued and healthy lives, consistent with RPO 9.12 and RPO 9.13 of the RSES and having regard to '*Building for Everyone: A Universal Design Approach – Planning and Policy*' (2012)'.

COS 2 Objective 6:

To ensure that social, community, cultural and recreational facilities are provided in a manner which reduces climate impact by supporting and promoting the following measures:

- Provision of facilities within walkable distances of communities and on public transport routes,
- Promotion of walking and cycling and use of public transport via permeability and mobility management measures,
- Co-location, clustering and sharing of community facilities to increase efficient use and reduce trips,
- Location, siting and design to promote climate mitigation and adaptation e.g. taking advantage of solar gain,
- Sourcing power from renewables such as wind and solar energy,
- Use of alternative energy technologies such as heat pumps,
- Energy-proofing of community buildings,
- Additional tree planting and adapting management regimes in parks and public open spaces to allow more wild areas in order to increase opportunities for carbon sequestration.

8.5 Community Centres

Community centres provide a place to meet and hold social, cultural, educational and recreational activities across all ages and sections of a community, enabling people to get involved in their community and enhance their quality of life.

Community resource centres provide services and supports to local communities, including by delivering universal services to families in disadvantaged areas across the County. These centres promote community participation and social inclusion with an emphasis on delivering targeted supports and services at a local level.

The Council has examined community centre provision within the County and in other locations within Ireland, Northern Ireland and Britain, as part of the Social Infrastructure Audit. Having considered this





research, the Council will apply a standard of one large district level multi-functional community centre per 9,000 population or smaller centres at a more local level as identified to address specific needs. Needs may be determined on particular local issues including demographics and accessibility. A district level community centre should be approximately 1,200 -1,800 sq m in size to accommodate a variety of needs such as a sports hall to facilitate, for example, badminton/basketball /indoor soccer with associated changing rooms, toilets, storage, offices, meeting rooms, café and children’s play area. Local level community centres should generally be between 350-650sqm in size to accommodate a range of spaces, meeting rooms, toilets, café and children’s play area. Where the size of a new development would not, of itself, require a community centre, the Council may seek a pro rata contribution towards a planned new centre.

COMMUNITY INFRASTRUCTURE AND PUBLIC OPEN SPACE (COS) Policy 3 Community Centres

Policy COS 3:

Ensure that communities across the county have access to multifunctional and intergenerational community centres that provide a focal point for community activities.

COS 3 Objective 1: To investigate, where new provision is required to meet the needs of the population, the feasibility of extending existing community centres on suitable sites, where siting, layout, design, access and other planning considerations allow.

COS 3 Objective 2:

To support the provision of new community centres in new development areas, in proximity to the population they serve and in accordance with the standard of one centre per 9,000 population with a size of approximately 1,200-1,800 sqm, or dependent on specific local demographic or other needs, smaller centres at a more local level, generally between 350-650sqm in size at the discretion of the Council, or as may be updated by any future community centre strategy carried out by the Council.

COS 3 Objective 3:

To provide discretion to the Council to require residential or mixed used developments in new development areas to provide a pro rata contribution towards the provision of a community centre, in accordance with the standards set out in Objective 2 and in line with the Development Contribution Scheme.

COS 3 Objective 4:

To ensure that community buildings are multi-functional and adaptable, can be used by all age cohorts (intergenerational), providing for indoor and supporting outdoor use e.g. café seating areas, and are accessible to as many different users as possible.

COS 3 Objective 5:

To support and facilitate the development of a Community Centre Strategy to include the assessment of existing community floorspace/facilities within the County, to identify gaps in provision and to ensure new community centres are provided in existing and new development areas having regard to the Social Infrastructure Audit carried out for the Development Plan.

COS 3 Objective 6:

To support and facilitate the provision of community resource centres.

8.6 Sports Facilities and Centres

The Council recognises the importance of sports facilities for health and wellbeing and is committed to ensuring that all communities have access to a range of such facilities to meet a diversity of needs. This is in





line with the County's public health objectives and is in accordance with the *Healthy Ireland Framework* and the *National Physical Activity Plan*. The *Healthy Ireland Framework (HIF)* (2019-2025) is based around four key goals – to increase the proportion of people who are healthy at all stages of life; to reduce health inequalities; to protect the public from threats to health and wellbeing; and to create an environment where every individual and sector of society can play their part in achieving a healthy Ireland. The *National Physical Activity Plan (NPAP)* which was prepared on foot of an action of the HIF, aims to increase physical activity levels across the whole population. It aims to create a society which facilitates people whether at home, at work or at play to lead an active way of life. Action 36 of the NPAP is to 'Prioritise the planning and development of walking and cycling and general recreational /physical activity infrastructure'. At a fundamental level, the promotion within this Development Plan of the 'Connected Neighbourhood' concept (see Chapter 5, *Quality Design and Healthy Placemaking*), whereby all community facilities and services are located within a short distance of home, will create opportunities for more active lifestyles whereby short trips are made by walking and cycling. The Council will also seek to ensure that an appropriate range of sport and recreational facilities are provided considering the age profile, demographics and population growth targets identified in the Housing Strategy.

COMMUNITY INFRASTRUCTURE AND PUBLIC OPEN SPACE (COS) Policy 4 Sports Facilities and Centres

Policy COS 4:

Ensure that all communities are supported by a range of sporting facilities that are fit for purpose, accessible and adaptable.

COS 4 Objective 1:

To promote the provision and management of high-quality, multi-functional, sport and recreational infrastructure across the County to meet existing and future needs, to include sports hubs and multi-sport astro-pitches, in accordance with the *South Dublin County Council Sports Pitch Strategy (2020)*, the *National Sports Policy (2018-2027)* and the aims of the South Dublin County Sports Partnership, consistent with RPO 9.15 of the RSES.

COS 4 Objective 2:

To promote public health policies including the *Healthy Ireland Framework* and *National Physical Activity Plan* consistent with NPO 26 of the NPF and RPO 9.16 of the RSES.

COS 4 Objective 3:

To support the preparation of a Sports Plan for the County, where this provides for the sustainable development of sports facilities, in accordance with the *National Sports Policy*.

COS 4 Objective 4:

To support and encourage the co-location and sharing of community and sporting facilities within the County where feasible. (See also Policy C8 Objective 8).

COS 4 Objective 5:

To support the provision of formal and informal play areas with appropriate equipment and facilities, incorporating nature-based play opportunities across the County, ensuring that the needs of differing age groups and abilities are accommodated.

COS 4 Objective 6:

To facilitate the provision of appropriately scaled children's play facilities and teen space facilities at suitable locations across the County within existing and new residential development.

COS 4 Objective 7:

To support and promote communities and clubs in developing minority sports at appropriate locations within the County.

COS 4 Objective 8:

To support the provision of permanent space for well-established sports and recreational activities at appropriate locations within the County.

COS 4 Objective 9:





To support and facilitate a framework for the improvement, maintenance, and enhancement of existing community-based sports facilities within the County.

8.7 Parks and Public Open Space

This section deals with the function, hierarchy, quality and quantity of parks and public open space. Private and semi-private open space associated with new residential developments is addressed in Chapter 6 *Housing*, while Chapter 4 *Green Infrastructure* addresses open space as part of the wider GI network. Standards and criteria in relation to parks and open space provision are also set out in Chapter 13 *Implementation and Monitoring*.

Public open space is one of South Dublin County's most precious resources. It has a particular role in relation to the setting and function of the urban neighbourhoods of the County and is central to the delivery of sustainable communities and the promotion of biodiversity. It also allows for nature-based solutions for surface water management (SuDS) and the improvement of water quality and mitigation of climate change. Access to good quality open spaces and opportunities for sport and recreation also make an essential contribution to the health and well-being of communities. These are key goals of the *Healthy Ireland* Government Initiative and the accompanying *National Physical Activity Plan (NPAP)*. Action 34 of the NPAP seeks to 'ensure that the planning, development and design of towns and cities promotes the development of local and regional parks and recreational spaces that encourage physical activity'. This is reinforced by RPO 9.16 of the RSES which requires that local authorities support the objectives of public health policy with planning policies contained in development plans.

A number of strategies relevant to public open space, parks and recreation have been prepared by the Council including the *TeenSpace Programme (2021)* and *Sports Pitch Strategy (2020)*. The *Parks and Open Spaces Strategy* is being prepared in parallel to the Draft Plan and will be subject to separate public consultation in 2021. The County Development Plan will contain policies and objectives which align with and complement these documents.

The overarching aim of the Council to the provision of parks and open space is to encourage the development of a well-connected and integrated public open space network that contributes towards achieving a broad range of policy objectives, including:

- **Improving community, health and wellbeing** – Parks and open spaces provide a valuable role as a sanctuary for the community; the benefits of engaging with the natural world are now widely understood to be particularly beneficial to mental and physical health,
- **Enhancing visual amenity** – Parks and open spaces form an attractive green and open setting which enhances the character of urban neighbourhoods in particular,
- **Promoting sustainable development** – Parks and open spaces contribute to sustainable development objectives where they are appropriately located and accessible by walking, cycling and public transport,
- **Promoting climate change adaption and mitigation** – Parks and open spaces provide opportunities for sustainable drainage while trees and plants perform a vital role by sequestering carbon,
- **Reinforcing Green Infrastructure** – Parks and open spaces are core elements in the County's green infrastructure network (see Chapter 4),
- **Promotion of biodiversity** – Parks and open spaces offer opportunities to conserve and restore biodiversity and ecosystems. They are often focused on natural environments such as river valleys which support valuable wildlife habitats; parks also offer opportunities to increase pollinator-friendly planting,
- **Supporting culture and heritage** – Parks and open spaces often contain heritage elements and play host to many outdoor community, arts and cultural events,
- **Supporting the local economy, including tourism** – Many parks and open spaces contain facilities such as cafes, heritage features and other attractions that are valuable visitor amenities.





8.7.1 Principles Guiding Public Open Space Provision

The *Parks and Open Space Strategy 2021* will provide the basis for the upgrade, provision, management and maintenance of publicly managed parks and open spaces, complementing this section and the Green Infrastructure Strategy (see Chapter 4).

South Dublin County Council has five basic principles guiding open space provision:

Hierarchy

The Open Space Hierarchy outlined in Table 8.1 sets out the rationale for the existing and planned parks and open space network for the County, identifying the range of functions at each level in the hierarchy. The hierarchy of open space is a key element of the green infrastructure network, which connects and forms green corridor linkages across the County.

Environmental sustainability

Public open space provision should contribute to the wider planning and Green Infrastructure vision for the County, including creating sustainable communities, promotion of biodiversity, sustainable water management, carbon sequestration and climate action objectives.

Quantity

Sufficient quantities of open space and recreational facilities shall be provided to meet the needs of existing communities and any future population within the lifetime of this Plan.

Quality

Public open space should provide for active and passive recreation and should enhance the identity and amenity of an area having regard to the need to conserve biodiversity. It should be designed to be fit for purpose, with appropriate facilities and be easy to access, safe, and appropriately managed and maintained. Different types of open space within the hierarchy perform different functions and provide different levels of facilities.

Accessibility

Open space and recreational facilities should be designed and located to be publicly accessible by sustainable transport means such as walking, cycling and public transport, depending on the type of open space within the hierarchy. Facilities should be designed to ensure access for all ages and abilities.

COMMUNITY INFRASTRUCTURE AND PUBLIC OPEN SPACE (COS) Policy 5 Parks and Public Open Space - Overarching

Policy COS 5:
Provide a well-connected, inclusive and integrated public open space network through a multi-functional high-quality open space hierarchy that is accessible to all who live, work and visit the County.

COS 5 Objective 1:
To support a hierarchy of multi-functional, accessible parks and public open spaces across the County based on existing populations and planned growth in accordance with the overall standard of 2.4ha per 1,000 population.

COS 5 Objective 2:





To support the implementation of South Dublin County Parks and Open Space Strategy and to ensure that the provision, upgrade, design, and maintenance of public open space is in accordance with the Strategy.

COS 5 Objective 3:

To support the implementation of the Council's *TeenSpace Programme (2021)* and *Sports Pitch Strategy (2020)* or (any superseding documents).

8.7.2 Public Open Space Hierarchy

The open space hierarchy outlined below reflects the main elements of the existing parks and open space network within the County and sets out a framework for future provision identifying the range of functions at each level in the hierarchy.

Public open space, for the purposes of this development plan, is open space which has purposefully been designed and laid out for the use of the public. This may include smaller open spaces in residential areas or larger spaces at local, neighbourhood or regional level within the open space hierarchy. It may also provide for different open space functions linked to location and size. Public open space is generally owned and maintained by the Council but in some instances, typically smaller spaces in residential areas, it may be managed or owned by a management company but accessible to the public.

Many of our open space areas are long established, as part of permissions for housing estates or through the acquisition of lands by the Council or others. New public open space is generally provided via the planning process through the identification of public open space in Local Area Plans or Strategic Development Zones and through the attachment of planning conditions for residential or other types of development.

The key characteristics and types of Open Space within the hierarchy for South Dublin County are set out in Table 8.1 below.

Table 8.1: Open Space Hierarchy

Park Type	Features	Green Infrastructure
Regional Parks	<p>These large public parks vary between 100 to 200ha in size, generally serving areas within a 5km radius, but also catering for users across the County and as a destination for tourists. Generally, they contain natural heritage, built heritage or cultural features and visitor facilities. Activities may include formal and informal children's play areas, walkways and cycleways, seating and passive recreation areas, playing pitches (including all-weather pitches), and changing rooms, running tracks and allotments. They should be easily accessed by public transport and cycling, with adequate provision of bicycle and car parking. The regional parks in South Dublin County are Griffeen Valley Park, Corkagh Park, Dodder Valley Park and Tymon Park.</p> <p>Typically, there should be a regional park located within 5km of all homes in the County.</p>	<p>Regional parks form a key element of the County level strategic green infrastructure (GI) network, contributing to important green corridors passing through urban areas and connecting to rural and upland areas. They often contain significant biodiversity and water management features such as water courses, SuDS, ponds, marshlands and meadows, wooded areas and hedgerows. There are considerable opportunities for strengthening the GI potential of these parks through further biodiversity enhancements.</p>



<p>Neighbourhood Parks</p>	<p>Neighbourhood Parks generally range in size from approximately 20 to 50ha (occasionally up to 100ha) in size. They are accessible by pedestrians and cyclists and can contain a wide variety of facilities and uses which may include playing pitches, and changing rooms relating to outdoor facilities and activities, play facilities, outdoor gyms, walking and cycling routes.</p> <p>Examples of Neighbourhood Parks in South Dublin County include Ballymount, Cookstown, Sean Walsh, Rathcoole, and Waterstown Parks.</p> <p>Neighbourhood parks serve a neighbourhood catchment within 800m.</p>	<p>Neighbourhood parks can incorporate a range of GI features, such as marshlands, meadow parklands, and community gardens, and informal biodiversity rich planting areas. There are considerable opportunities for strengthening the biodiversity value through sensitive enhancement schemes and by creating linkages via local level strategic corridors to the County-wide GI network.</p>
<p>Local Parks/Open Spaces</p>	<p>Local parks range in size from between 2 to 20ha. They provide mostly for amenity and passive recreation, although some may have playing pitches and play equipment; they are located in close proximity to homes and thereby easily accessible by pedestrians and cyclists.</p> <p>Examples of local parks in South Dublin County are Vessey and Hermitage Parks in Lucan, Ballycragh Park, Firhouse Community Centre Park and Quarryvale Park.</p> <p>Local Parks serve a local population within a 400m catchment.</p>	<p>These parks primarily consist of improved grassland but offer considerable opportunities for contributing to the local level GI network through enhancement schemes that include native trees, small woodlands, hedgerows, meadows and other planting.</p>
<p>Small Parks/Open Spaces</p>	<p>Small parks (between 0.2 and 2ha) provide important amenity and recreation facilities. They provide mostly for amenity and passive recreation and may incorporate small scale play facilities.</p> <p>Small parks serve an area within 300m catchment of the local neighbourhood population.</p>	<p>Currently GI features tend to be limited, as most areas comprise improved grassland with occasional hedgerows or trees. There are opportunities to strengthen the biodiversity value of these parks through native tree planting and pollinator-friendly planting and management.</p>
<p>Smaller Residential Open Spaces</p>	<p>These smaller open spaces are up to 0.2ha (2000sq m) in size. They are usually provided as the smaller areas of public open space within a residential development but do not include grass verges, narrow strips of planting or incidental or 'left over' open space. They provide informal play/ recreation activities usually for smaller children and have a visual and social function also. 'Amenity Green Spaces' as defined in the Parks and Open Space include smaller residential open spaces.</p> <p>All homes should be within 100m of this or another type of accessible open space. No contributions in lieu will be acceptable.</p>	<p>Smaller open spaces serve as stepping stones within the wider GI network.</p>



Civic Spaces/ Squares	These important spaces vary in size (mostly less than 0.2ha) and include civic areas and market squares and other hard surfaced and soft areas. They serve a neighbourhood function and are designed for pedestrian movement and social interaction in urban settings.	There are opportunities to strengthen the GI and biodiversity value of these spaces through SuDS features and native tree and pollinator-friendly planting.
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8.7.3 Quantity of Public Open Space

South Dublin County has a wide variety of public open space distributed throughout the County. The aggregate area of public open space in the County is over 1500 hectares with the spaces varying greatly in size and landscape character. In addition, the residents of South Dublin County also have access to extensive areas of smaller residential open spaces which have a more informal amenity function, contribute to green corridors and enhance the overall visual amenity of an area.

The overall standard for public open space is 2.4 hectares per 1,000 population. This will be applied to all developments with a residential element. Within that standard, there are specified percentages as set out in Table 8.2 which must, as a minimum, be provided on site. Only in exceptional defined circumstances, as set out in the objectives below, will flexibility be provided for.

Table 8.2: Public Open Space Standards

Land Use	Public Open Space Standards (minimum)
Overall Standard	2.4 Ha per 1,000 Population
New Residential Development on Lands Zone RES-N	Minimum 15% of site area
New Residential Development on Lands in Other Zones including mixed use	Minimum 10% of site area
Institutional Lands / 'Windfall' Sites	Minimum 20% of site area

Institutional lands or 'windfall sites' generally comprise large institutional buildings set in open space that in some cases may already be available as an amenity to the wider community. The Sustainable Residential Guidelines require these sites to be developed in such a manner as to retain their open character and recommend that 20% of the site area should be set aside for open space.

8.7.4 Delivery of Public Open Space and Contributions in Lieu

The Council's general intent is to ensure a minimum provision of open space on site, within the relevant zoning, as set out under Table 8.2 Public Open Space Standards.

The Council may, in certain circumstances and at its sole discretion, allow for an element of open space to be located off-site where it exceeds the minimum on-site requirements. Alternatively, the Council may in certain circumstances and at its sole discretion, determine a financial contribution in lieu of all, or part of, the public open space requirement for a particular development. These circumstances may include (but are not limited to) situations where public open space requirements cannot be met on site in full or partially because:



- the provision of open space would be so small that it would not be viable due to the size, shape, configuration or context of the site.
- An element of off-site provision would better facilitate the proposed development and allow for the improvement of existing open space or improvements to the GI Network located in the vicinity of the site.

Any contributions in lieu of public open space will be calculated in accordance with the *South Dublin County Council Development Contribution Scheme* prepared under Section 48, of the Planning and Development Act, 2000 (as amended).

COS 5 Objective 4:

To require the provision of public open space as part of a proposed development site area in accordance with the Public Open Space Standards (minimum) set out in Table 8.2.

The Council has the discretion for the remaining open space requirement to achieve the overall standard of 2.4 ha per 1,000 population, to allow for the provision or upgrading of small parks, local parks and neighbourhood parks outside the development site area, subject to the open space or facilities meeting the open space ‘accessibility from homes’ standards for each public open space type set out in Table 8.1.

In exceptional circumstances where the provision or upgrade of small parks, local parks and neighbourhood parks is not achievable, the Council has the discretion for the remaining open space requirement to allow provision or upgrade of Regional Parks, to achieve the overall standard of 2.4 ha per 1,000 population, subject to the Regional Park meeting the open space ‘accessibility from homes’ standard set out in Table 8.1.

COS 5 Objective 5:

To require the provision of open space as part of a proposed development site area in accordance with the Public Open Space Standards (minimum) set out in Table 8.2.

The Council has the discretion to accept a financial contribution in lieu of any remaining open space requirement to achieve the overall standard of 2.4 ha per 1,000 population, such contribution being held solely for the purpose of the acquisition or upgrading of small parks, local parks and neighbourhood parks subject to the open space or facilities meeting the open space ‘accessibility from homes’ standards for each public open space type specified in Table 8.1.

In exceptional circumstances where the provision or upgrade of small parks, local parks and neighbourhood parks is not achievable, the Council has the discretion to accept a financial contribution in lieu of the remaining open space requirement to allow provision or upgrade of Regional Parks, subject to the Regional Park meeting the open space ‘accessibility from homes’ standard specified in Table 8.1.

Where the Council accepts financial contributions in lieu of open space, the total contribution shall be calculated on the basis of the costs set out in the applicable Development Contribution Scheme, in addition to the development costs of the open space.

COS 5 Objective 6:

To require that public open space calculations be based on an occupancy rate of 3.5 persons in the case of dwellings with three or more bedrooms and 1.5 persons in the case of dwellings with two or fewer bedrooms.

COS 5 Objective 7:

To require at the sole discretion of the Planning Authority a pro rata contribution in lieu of provision of public open space where, due to the small size, configuration or location of a particular development or on sites with less than three units it is not possible to provide functional public open space on site.

COS 5 SLO 1:

To identify and set aside land in order to ensure the delivery of the Burgage South Neighbourhood Park as identified in the Newcastle Local Area Plan (2012), and to pursue all means of achieving this including





proactive engagement with stakeholders and through the consideration of planning applications affecting the area.

8.7.5 Quality of Public Open Space

The provision of high quality public open space that is appropriately designed, located and maintained is a key element of placemaking. Public open space should have active and passive recreational value and should enhance the identity and amenity of an area. The Sustainable Residential Development Guidelines require planning authorities to put a greater emphasis on the quality of public open space.

Access

All neighbourhood areas should have access to a range of formal and informal public open spaces for amenity, recreation, sports and play. Open spaces should be designed and located to be publicly accessible by sustainable means such as walking, cycling and public transport depending on the type of open space, and should be usable by all residents of the County. Adequate access points should be provided to open spaces to minimise distances to the areas they serve. Insofar as possible, open spaces should be linked to one another to increase their amenity value, encourage active travel between them and to facilitate the green infrastructure network. Continuous walls and other barriers between open spaces should be avoided.

Recreation Facilities

Open space should be designed to offer a variety of both active and passive recreation which is accessible to all regardless of age or ability. Incidental areas of open space will not be accepted as part of functional open space for the purposes of calculations. The Council is committed to continued improvement of quality and provision of recreation facilities through implementation of the Council's *Parks and Open Spaces Strategy* (forthcoming, 2021), *TeenSpace Programme* (2021) and *Sports Pitch Strategy* (2020) (and any superseding strategies). In addition, under the *Play Space Programme* (2014-2020), the Council provided innovative play spaces based on natural play in parks and public open spaces throughout the County. The Council will continue to provide for play as part of future programmes and will also continue to require developers to provide for play as part of residential and mixed-use developments.

Green Infrastructure, Biodiversity and Sustainable Water Management

Parks and open spaces should be located to connect with each other so as to create green corridors and optimise their green infrastructure function. Existing trees, hedgerows and watercourses should be retained to maximise the natural setting of parks and open spaces. Planting should comprise native and pollinator-friendly species. Sustainable water management in the form of features such as integrated constructed wetlands, ponds, swales and basins should be incorporated within public open spaces and add to the amenity and biodiversity value of the spaces (appropriate to level within the open space hierarchy).

Accessibility

Age friendly and disability friendly measures should be incorporated into the overall design and layout of public open spaces, such as the provision of appropriate information, suitable path surfaces and seating at appropriate intervals or other types of rest stops. Facilities, equipment and information materials should be accessible for all regardless of age or ability.

Safety

Public open space should feel safe to the user and have adequate supervision by way of passive surveillance (e.g. windows overlooking the space; footpaths, cycleways and streets running through or beside the space, etc.). Smaller parks and open spaces should be visible from and accessible to the maximum number of residential units. Boundary treatment, public lighting and planting should be designed carefully to create a





sense of security and to avoid opportunities for anti-social behaviour. Access points to parks should be maximised to increase use and thereby improve safety. Inhospitable and inaccessible open space comprising narrow tracts, backlands, incidental or 'left-over' strips of land should be designed out of all schemes.

COS 5 Objective 8:

To ensure the design of parks and public open space areas is of high quality; to provide a pleasant setting, accommodate use by people of all ages and abilities, to support life-long activity, and good health and well-being by the provision of a balanced mix of active and passive recreation and access to, or view of, nature.

COS 5 Objective 9:

To ensure that parks and public open space are appropriately located within the County and within development sites, to facilitate and support its multi-functional role.

COS 5 Objective 10:

To support and facilitate the key role of parks and open spaces in relation to green infrastructure including sustainable drainage systems (SuDS), flood management, biodiversity and carbon absorption and to promote connections between public open spaces and the wider GI network.

COS 5 Objective 11:

To promote the role of parks and open spaces in conserving and restoring biodiversity and ecosystems in accordance with the objectives of the *National Biodiversity Action Plan (2017-2021)* and the *All Ireland Pollinator Plan 2021-2025*, the Council's *Biodiversity Action Plan 2020-2026* or any superseding plans.

COS 5 Objective 12:

To ensure that proposed SuDS measures are only accepted as an element of public open space where they are natural in form and integrate well into the open space landscape supporting a wider amenity and biodiversity value.

COS 5 Objective 13:

To ensure that parks and open spaces provide for a wide range of recreational and amenity activities that are easily accessible to all in the community regardless of age or ability.

COS 5 Objective 14:

To ensure that public open space and associated recreational facilities are accessible by walking, cycling and public transport, as appropriate to their position within the open space hierarchy set out in Table 8.1.

COS 5 Objective 15:

To support the development of passive recreation within open spaces, such as walking trails, seating provision and areas which provide for passive amenity/hobbies, and visual interest.

COS 5 Objective 16:

To ensure that parks and public open spaces are carefully designed as safe spaces, by implementing the following measures:

- Providing active frontages and maximising passive surveillance from adjacent housing and/or public thoroughfares;
- Eliminating buildings which back-on or gable-front public open spaces;
- Designing corner units with active frontage; and
- Encouraging increased use through improved access and quality of facilities.

COS 5 Objective 17:

To ensure that incidental areas of open space which do not function as useable open space and/or are not clearly visible from the public realm, are designed out of a proposed scheme.

COS 5 Objective 18:



To ensure that incidental areas of open space and areas immediately underneath high voltage electricity lines are not included in open space calculations.

8.7.6 Play Facilities

Children should have access to safe and secure outdoor play opportunities that are accessible from their homes. Children's play areas include traditional playgrounds with formal play equipment and natural play spaces with natural features that promote informal play. In this regard, the Council's innovative *Play Space Programme* (2014-2020) has delivered natural play spaces in parks and open spaces at locations close to residential areas throughout the County.

The Council will require children's play areas to be provided as an integral part of the design and delivery of new residential and mixed-use developments, addressed as part of a landscape plan, according to the minimum requirements set out in Chapter 13 Implementation and Monitoring.

COS 5 Objective 19:

To support the provision within new residential developments and parks and public open spaces, of formal and informal play areas with appropriate equipment and facilities, incorporating nature-based play opportunities, ensuring that the needs of differing age groups including young children, older children and teenagers are catered for and that different abilities are accommodated.

COS 5 Objective 20:

To ensure that children's play areas are provided as an integral part of the design and delivery of new residential and mixed-use developments and addressed as part of a landscape plan in accordance with the requirements set out in Chapter 13 Implementation and Monitoring.

COS 5 Objective 21:

To review the Council's play policy within the lifetime of the Development Plan.

COS 5 Objective 22:

To maximise the leisure and amenity resource offered by each of the County's parks through the promotion of management plans that provide for the continued improvement of the park setting, recreational facilities and biodiversity.

8.8 Healthcare Facilities

Healthcare provision encompasses a range of services from small scale GP surgeries to primary care centres and hospitals. Central to the vision of *Sláintecare* (the Government programme to transform health and social care services) is a move towards providing as much care as possible as close to home as possible, so that people should only have to go to hospital when absolutely necessary.

The Department of Health's *Progress Report on Primary Care Centres* (2019) states that 'access to a range of quality health services, in line with *Sláintecare* and relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places'. The Irish healthcare system is focussed on hospital provision and is not suited to the changing demographic profile and health needs of the country, in which people are living longer but there is a greater prevalence of chronic conditions. Primary Care Centres (PCC) aim to deliver integrated care by providing a single point of access



for the individual, and by facilitating closer coordination and cooperation between health professionals from across different disciplines. The Primary Care Centre Team typically consists of general practice, public health nursing, occupational therapy, physiotherapy and speech and language therapy, supporting populations of around 7,000-10,000 people. The provision of PCCs by the Health Service Executive (HSE) is informed by their needs analysis and priority for development is given to areas of urban and rural deprivation. The HSE *Integrated Care Programme for Older People* has similar goals specifically for older people and seeks to move away from hospital stays towards continuous and long-term care as close to home as possible. The *Slaintecare* Integration Fund is supporting projects that help older people to access more care in their community, either through their GP, their Local Health Centre, Primary Care Centre, or from other health and social care, and community and voluntary services. *Slaintecare* projects focus on caring for the person and joining up services between hospitals and in the community, so that people can stay healthy in their communities for as long as possible.

Tallaght University Hospital is a major national hospital within Tallaght town centre. It is a teaching hospital partnered academically with Trinity College Dublin. The hospital has undergone significant expansion since 2016 and is one of the satellite centres for the National Children's Hospital.

Proposals relating to healthcare facilities will be assessed on their own merits but should reflect the County's settlement hierarchy regarding location and scale. Ultimately the provision of health care services in South Dublin County is the responsibility of the HSE.

COMMUNITY INFRASTRUCTURE AND PUBLIC OPEN SPACE (COS) Policy COS 6 Healthcare Facilities

Policy COS 6:

Support the Health Service Executive (HSE) in their aim to provide access to a range of quality health services, in line with *Sláintecare* and relative to the scale of each settlement and community, and facilitate other statutory and voluntary agencies, and the private sector in the provision of healthcare facilities and services, including the system of hospital care and the provision of community based primary care facilities appropriate to the size and scale of each settlement.

COS 6 Objective 1:

To facilitate the development of community-based care including primary health care centres, hospitals, clinics, and facilities to cater for the specific needs of an ageing population in appropriate urban areas in accordance with the Development Plan core and settlement strategy, consistent with RPO 9.23 of the RSES.

COS 6 Objective 2:

To promote healthcare facilities of an appropriate scale to be provided in new communities on a phased basis in tandem with the delivery of housing, in accordance with the phasing requirements of Local Area Plans and approved Planning Schemes and in locations that are accessible by public transport, walking and cycling.

COS 6 Objective 3:

To support the provision of appropriately scaled healthcare facilities within existing settlements, in locations that are accessible by public transport, walking and cycling.

COS 6 Objective 4:

To support the provision of primary care facilities in accordance with the standard of one facility per 7,000-10,000 population as identified by the HSE.

8.9 Early Childhood Care and Education Facilities





South Dublin County Council supports the sustainable development of good quality and accessible childcare and early education infrastructure in the County. Childcare facilities are taken to encompass full-day care, sessional facilities and after school services.

The Childcare Facility Guidelines for Planning Authorities, DEHLG (2001), advocate a pro-active role by the planning authority in the promotion of increased childcare provision. Likewise, Circular Letter PL 3/2016 (Department of the Environment, Community and Local Government, 2016) advises planning authorities to expedite planning applications for childcare facilities to facilitate the expansion of the childcare sector in response to the extension of the Early Childhood Care and Education (ECCE) Scheme in 2016. In the interest of fostering sustainable communities, the Childcare Facility Guidelines promote the provision of childcare facilities at suitable locations including residential areas, centres of employment, educational establishments, within town, village, district and local centres, and in areas convenient to public transport.

Pre-school childcare needs are difficult to assess on a long-term basis as the nature of demand evolves over time based on factors such as the population profile of an area, market conditions, government policy and the level of state intervention. Notwithstanding this, there is a recognised need for planned provision in new communities where no infrastructure exists. South Dublin County Council will seek to facilitate the provision of good quality and accessible childcare infrastructure at appropriate locations by combining area-based requirements in new communities with market-led provision in more established areas. Small-scale childcare and early education will be facilitated within residential areas where it is possible to protect residential amenity from potential impacts including noise, traffic and parking issues.

COMMUNITY INFRASTRUCTURE AND PUBLIC OPEN SPACE (COS) Policy 7 Childcare Facilities

Policy COS 7

Support and facilitate the provision of good quality and accessible childcare facilities at suitable locations within the County in consultation with the County Childcare Committee.

COS 7 Objective 1:

To support and facilitate the provision of childcare facilities on well located sites within or close to existing built-up areas, including adjacent to school sites, and within employment areas where the environment is appropriate, consistent with NPO 31 of the NPF.

COS 7 Objective 2:

To require provision of appropriate childcare facilities as an essential part of new residential developments in accordance with the provisions of the *'Childcare Facilities Guidelines for Planning Authorities'* (2001) or any superseding guidelines, or as required by the Planning Authority. The Guidelines recommend one childcare facility with a minimum of 20 places for each 75 units for new residential developments, with any variation to this standard being justified having regard to factors such as type of residential units, emerging demographic profile and availability of existing childcare services in the vicinity.

COS 7 Objective 3:

To require childcare facilities to be provided in new communities in tandem with the delivery of residential development and, where a Local Area Plan or Planning Scheme applies, in accordance with the phasing requirements of that plan/scheme.

COS 7 Objective 4:

To support investment in the sustainable development of the County's childcare services as an integral part of social infrastructure provision, including support of the Affordable Childcare Scheme; ensuring quality and supply of sufficient childcare places; and support of initiatives under a cross-Government Early Years Strategy, consistent with RPO 9.20 of the RSES.

COS 7 Objective 5:





To support the provision of small-scale childcare facilities in residential areas subject to appropriate safeguards to protect the amenities of the area, having regard to noise pollution and traffic and parking management.

COS 7 Objective 6:

To support the provision of childcare facilities within or co-located with community buildings, such as community centres and schools.

8.10 Primary and Post-Primary Schools

Education facilities have a central role to play in developing sustainable and balanced communities. Responsibility for delivery of education facilities and services lies with the Department of Education and Skills (DES). The Council has worked closely with the DES since 2012 under a nationally agreed Memorandum of Understanding (MoU), to proactively identify and acquire sites for new primary and post-primary schools and to support the Department's Schools Building Programme. The current Schools Building Programme provides for significant investment in school buildings under Project Ireland 2040 and will continue to deliver schools in the County.

During the period 2016-2020, the following schools have been constructed:

School Name	School Type	Location	Neighbourhood Area
Lucan Community National School	Primary	Griffeen, Lucan	Lucan/Adamstown, Palmerstown
Stewarts Hospital Special School	Primary	Balgaddy, Lucan	Lucan/Adamstown, Palmerstown
Citywest Educate Together National School	Primary	Fortunestown Lane	Citywest/Rathcoole/Saggart/ Newcastle
Citywest & Saggart Community National School	Primary	Fortunestown Lane	Citywest/Rathcoole/Saggart/ Newcastle
Scoil Aoife, Citywest	Primary	Citywest	Citywest/ Rathcoole/Saggart/ Newcastle
Scoil Chaitlin Maude	Primary	Kiltalown	Tallaght
Kingswood Community College	Post-Primary	Kingswood	Tallaght
Firhouse Educate Together National School	Primary	Firhouse	Templeogue/Walkinstown/Rathfarnham/Firhouse
Gaelscoil na Gluise	Primary	Firhouse	Templeogue/Walkinstown/Rathfarnham/Firhouse

In addition to the nine new schools constructed, planning permission has been granted for a further three new schools and for extensions to twelve existing schools.

The Department of Education and Skills identifies the need for new schools through a nationwide demographic review, using a Geographical Information System (with data from the CSO, OSI and Department of Social Protection in addition to the DES's own databases). Locations where pressure for



additional primary and post-primary school places will arise are identified and this need is catered for either by new schools or the expansion of existing schools. Demographic changes in South Dublin County will continue to be monitored by the Department of Education and Skills on an ongoing basis. In addition, the Council has engaged extensively with the Department, as part of the preparation of this Plan, to identify school need in each neighbourhood area based on the population growth identified in the core strategy. This engagement involved the review of school reservations on the 2016 Development Plan maps and within LAPs to ascertain whether they should be retained as part of this Plan and an assessment, based on the core strategy, of whether new schools would be required. This is reflected in the objectives contained within the Development Plan maps, and are also identified in Chapter 12, Neighbourhood Areas.

Demand for school provision will continue to inform the preparation of any LAPs, SDZ Planning Schemes and framework/masterplans.

8.10.1 Urban Schools

In built up areas, where land is scarce, it is not always possible to achieve large sites for school buildings. In these situations, some elements required for a school may be provided off-site (e.g. sports facilities, amenity space, parking, etc.) and whilst this may be acceptable on a site-by-site basis, such proposals will need to clearly demonstrate how and where these off-site requirements will be delivered. A smaller site may require a multi-storey school building (i.e. above two storeys) and it may be possible, subject to high quality siting and design, to reduce separation distances due to the nature of surrounding uses and development. It may also be appropriate to reduce standards such as parking and set-down facilities in built-up areas where there is good access to public transport, where residential development is at higher densities and where there are good walking and cycling facilities.

8.10.2 Travel to School

Travel mode share data for the County indicates that the private car is used for too many short trips to schools. There is considerable scope for a shift to walking and cycling as most students will live within a relatively short distance of school. Such a change will be accompanied by many positive benefits including a more active and healthy population, reduced traffic congestion and particulate pollution, increased road safety, and a reduction in greenhouse gas emissions with a consequent positive impact for climate change. The Council will implement measures to encourage these changes. These will include ensuring that new schools are located, insofar as is possible, to promote walking and cycling and access to public transport. Priority will be given to walking and cycling to school by providing infrastructure including safe cycle ways, footpaths and improved permeability schemes through the Cycle South Dublin programme and other such initiatives. At design stage, the Council will seek to ensure that permeability and connectivity with the surrounding area is incorporated within school sites through provision of adequate access points, particularly for pedestrians and cyclists and the provision of adequate secure bicycle storage in all schools. SDCC will also continue to work with existing and new schools to increase the proportion of students walking and cycling through the promotion of initiatives such as the ‘Green Schools’ and ‘School Streets’ projects.

COMMUNITY INFRASTRUCTURE AND PUBLIC OPEN SPACE (COS) Policy 8 Primary and Post Primary Schools

Policy COS 8(a)

Work in conjunction with the Department of Education and Skills to promote and support the provision of primary and post-primary schools in the County to reflect the diverse educational needs of communities.

Policy COS 8(b)

Engage with the Department of Education and Skills and to support the Department’s School Building Programme by actively identifying sites for primary and post primary schools at suitable locations, based on forecast need.



**COS 8 Objective 1:**

To reserve sites for primary and post-primary school provision in developing areas through the Development Plan, Local Area Plans, Planning Schemes and masterplans, in consultation with the Department of Education and Skills and to ensure that designated sites are in accessible, pedestrian, cycle and public transport friendly locations, consistent with NPO 31 of the NPF and RPO 9.21 of the RSES.

COS 8 Objective 2:

To facilitate the development of new schools and extensions planned as part of the Government's School Building Programme.

COS 8 Objective 3:

To require schools to be provided in new communities on a phased basis in tandem with the delivery of residential development, in accordance with the phasing requirements of Local Area Plans and Planning Schemes or as may be otherwise required.

COS 8 Objective 4:

To support and facilitate the extension of existing school facilities, based on identified needs, subject to appropriate safeguards in relation to safe travel to school, traffic management and the amenities of the area.

COS 8 Objective 5:

To promote an urban school model within built-up areas of the County, where access to off-site facilities including for sport, recreation and amenity space can be clearly demonstrated.

COS 8 Objective 6:

To ensure new schools are designed and located to promote walking and cycling and access to public transport, by implementing the following measures:

- Ensuring school sites are in locations that are central and accessible to the communities they serve;
- Providing infrastructure including safe cycle ways and footpaths;
- Requiring a mobility management plan for all new schools that prioritises active travel modes and public transport;
- Incorporating measures to promote walking and cycling at design stage including permeability and connectivity with the surrounding area through provision of adequate access points for pedestrians and cyclists;
- Ensuring the provision of adequate secure bicycle storage;
- Working with existing and new schools to increase the proportion of students walking and cycling through the promotion of initiatives such as the 'Green Schools' and 'School Streets' projects. (Refer to Chapter 7, Sustainable Movement)

COS 8 Objective 7:

To facilitate provision of parking for staff and parents and 'drop-off' areas for new schools, only as part of a mobility management plan, where a need has been demonstrated and where active travel modes (walking and cycling) and public transport have been prioritised.

COS 8 Objective 8:

To promote and support schemes that facilitate the shared use of school facilities, particularly at planning stage, such as sports halls, ball courts and all-weather pitches for community use outside of school hours and to support the co-location of pre and after-school childcare facilities on new primary school developments. (See also Policy C4 Objective 4).

COS 8 Objective 9:



To support the provision of adequate indoor and outdoor school sports facilities for all new and existing schools in the County, based on identified need and in line with the population of the school.

COS 8 SLO1:

To identify a site for the appropriate location of a new post primary school within the Neighbourhood Area of Citywest/Saggart/Rathcoole/Newcastle to provide for the needs identified for the catchment area by the Department of Education and Skills.

8.11 Higher Level Education and Further Education Facilities

The Council recognises the importance of the role of higher and further education in providing for the economic and social wellbeing of the County's population.

The Tallaght campus of Technological University Dublin (TU Dublin) provides higher level education in the County. TU Dublin is a leader in STEM disciplines and provides a range of other learning experiences including in business, media, culinary arts and digital arts. TU Dublin supports lifelong learning and is the largest provider of part-time education in Ireland. It also fosters award-winning technology transfer and business incubation activity and has developed strong international partnerships providing opportunities for student and staff exchange programmes, major cross collaboration research projects, and employment opportunities (see also Chapter 9 Economic Development and Employment). The TU Dublin strategic plan focuses on the three pillars of People, Planet and Partnership, underpinned by the key UN Sustainable Development Goal of 'Quality Education'. There are also opportunities for TU Dublin to develop strategic links with services and industries in the County including the planned Tallaght Innovation Centre and to become a major higher-level education hub.

Many further/adult education centres are located throughout the County including Solas, National Learning Network and Youthreach, which together offer a wide range of courses and qualifications.

COMMUNITY INFRASTRUCTURE AND PUBLIC OPEN SPACE (COS) Policy 9 Higher Level Education and Further Education Facilities

Policy COS 9:

Support the development and ongoing provision of higher-level education and further education in the County, and develop Tallaght as a hub for education, cross collaboration and employment to provide further opportunities for the County's workforce.

COS 9 Objective 1:

To support the role of Higher Education Institutions and Educational Training Boards in addressing skills shortages and life-long learning needs in the County, in accordance with NPO 31 of the NPF and RPO 9.22 of the RSES.

COS 9 Objective 2:

To facilitate and encourage cross-collaboration between business and employment clusters and TU Dublin Tallaght Campus to drive research and innovation and increase employment opportunity.

COS 9 Objective 3:

To support and facilitate the development of existing higher-level and further education facilities and to provide for new facilities, including outreach services to develop competencies in innovation.

COS 9 Objective 4:

To promote and facilitate the development of Tallaght as a centre for education and employment.

COS 9 Objective 5:

To promote the clustering of education related services and facilities proximate to existing higher-level education facilities.



**COS 9 Objective 6:**

To facilitate increased permeability between TU Dublin and the surrounding employment, residential and mixed-use areas.

COS 9 Objective 7:

To promote the provision of youth services that support, and target disadvantaged young people and improve their employability, consistent with RPO 9.20 of the RSES, and the provision of informal education and training opportunities within the County, consistent with the LECP.

8.12 Libraries

Libraries enrich the quality of life in the County by promoting access to a broad range of knowledge, information, technology, culture, and heritage. ‘Open to You South Dublin Library Development Plan’ (2018-2022) underpins the council’s core themes of social inclusion, collaboration, well-being, and citizen engagement and its role as a significant contributor to economic growth and development.

There are currently five branch libraries within South Dublin County. These are located in Tallaght (the County Library), Ballyroan, Lucan, Clondalkin and North Clondalkin (NCL), along with part-time libraries at Palmerstown Library Digital Hub and at Stewart’s Care facility. A new library will open in Castletymon in 2021.

COMMUNITY INFRASTRUCTURE AND PUBLIC OPEN SPACE (COS) Policy 10 Libraries

Policy COS 10:

Provide an innovative, community focused public library service to all who live, work and study in South Dublin County.

COS 10 Objective 1:

To support the development of the County’s library services and the implementation of key objectives, as set out in ‘Open to You - South Dublin Library Development Plan’ (2018-2022) or any superseding document.

COS 10 Objective 2:

To support the delivery of a new library service in the Rathcoole environs, to meet the needs of the expanding population.

COS 10 Objective 3:

To support the delivery of a new library service in Adamstown in accordance with the phasing strategy set out in the SDZ Planning Scheme.

8.13 Arts and Cultural Facilities

The existing arts and cultural infrastructure in South Dublin County include theatres, music venues, performance spaces, museums and outdoor event spaces. Tallaght as the County Town plays an important role as a centre for arts and culture and is the location for the Civic theatre and Rua Red arts centre.

The Civic theatre has two performance spaces, a cafe, and two foyer spaces often used as art galleries. In addition to theatre, the venue has a varied programme offering music, dance, opera and comedy. Rua Red is a contemporary art space housing gallery, a theatre/cinema, a dance studio, a conference room, recording facilities, a music rooms, artist’s studios, and a café.

There are also several museums in the County including the Clondalkin Round Tower Interactive Visitor Centre, Pearse Museum, Rathfarnham Castle and the Irish Air Corps Museum, Baldonnell.





The Council supports development of the arts at a local level and strives to provide opportunities for all who live in, work in and visit the County to engage with the arts at different levels.

A new Arts Development Strategy for the period 2021-2025 will be published in late 2021, replacing the *South Dublin County Arts Development Strategy (2016-2020)*. This will provide for the development of an arts service that is inclusive, accessible and sustainable for the County's communities. The *South Dublin County Cultural and Creativity Strategy (2018-2022)* is a collaboration across the arts, heritage and creative industries to enhance community participation and provide support for artists and creatives. New initiatives will be developed and introduced to strengthen the existing programmes and to bolster the pivotal role of the arts and culture infrastructure within the County.

Public art enriches the character of the built environment and public realm in a creative and innovative way. It also contributes to the distinctiveness of an area and promotes a sense of identity that can help with the integration of diverse communities in both existing and new neighbourhoods. The Council will encourage and support proposals for the creation and installation of public art in suitable and accessible public places. Large developments will be required to provide a piece of public art or sculpture or architectural feature designed in consultation with the Council.

The Council will support the 'Per Cent for Art' scheme, a long-standing government initiative whereby 1% of the cost of any publicly funded capital, infrastructural and building development can be allocated to the commissioning of a work of art.

COMMUNITY INFRASTRUCTURE AND PUBLIC OPEN SPACE (COS) Policy 11 Arts and Cultural Facilities

Policy COS 11:
Facilitate and support the continued development of arts and culture within the County.

COS 11 Objective 1:
To seek to work with all relevant stakeholders to promote equality of access to and engagement with arts and cultural services and in the promotion of culture and heritage led urban and rural regeneration, in accordance with RPO 9.25 of the RSES.

COS 11 Objective 2: To support the government 'Per Cent for Art' scheme for publicly funded capital, infrastructural and building developments.

COS 11 Objective 3:
To require major new commercial developments greater than 5,000sqm in size, in the case of non-residential development, and in excess of 500 units in the case of residential development, to incorporate a physical artistic feature into the scheme to improve the built environment/public realm, which could include for high quality features within the environment/landscaping, in agreement with the Council.

COS 11 Objective 4:
To facilitate the continued development of arts and cultural facilities throughout the County and to support the objectives and implementation of the *South Dublin County Arts Strategy (2016-2020)* and the *South Dublin County Cultural and Creativity Strategy (2018-2022)* and any superseding plans and strategies.

COS 11 Objective 5:
To ensure that arts and cultural facilities are accessible to all members of the community.

COS 11 Objective 6:
To pursue the development of a Heritage Centre in the Tallaght Village area.



8.14 Places of Worship

South Dublin County Council recognises the importance of places of worship and multi-faith centres in meeting the diverse religious and cultural needs of the County's population. Given the potential noise and traffic impacts associated with the use of a building as a place of public worship or religious instruction, it is important that places of worship and associated uses are located in such a manner as not to negatively affect residential or other amenity.

COMMUNITY INFRASTRUCTURE AND PUBLIC OPEN SPACE (COS) Policy 12 Places of Worship

Policy COS 12:

Support and facilitate the development of places of worship and multi-faith facilities at suitable locations within the County.

COS 12 Objective 1:

To support and facilitate the development of places of worship and multi-faith facilities at appropriate locations, such as town, village, district and local centres or other suitable locations where they do not adversely impact on existing amenities.

8.15 Burial Grounds

Local Authorities are responsible for ensuring that there are adequate burial facilities, including the acquisition of lands for such facilities where necessary. Cemeteries and crematoria can also be provided by the private sector. Due to the increased number of faith communities in the County, the burial needs of multi-faith and non-religious communities should also be taken into account with regard to such facilities.

In the last five years, Newcastle Cemetery has been extended and a private cemetery is currently being developed close to Esker Cemetery in Lucan. Bohernabreena Cemetery will be extended during the period of the Development Plan.

COMMUNITY INFRASTRUCTURE AND PUBLIC OPEN SPACE (COS) Policy 13 Burial Grounds

Policy COS 13:

Facilitate the sustainable development of cemeteries and crematoria to cater for the needs of the County.

COS 13 Objective 1:

To facilitate the development of new or extended burial grounds and crematoria, having consideration for the burial preferences of multi-faith and non-religious communities, at suitable locations in the County, subject to appropriate safeguards with regard to environmental considerations, noise and traffic impacts.

8.16 Fire Stations

The Council will continue to co-operate with Dublin City Council in the development and upgrading of the fire service within the Dublin Region. A new Fire Station in the Clonburriss SDZ lands will be provided to meet the needs of the growing population.

COMMUNITY INFRASTRUCTURE AND PUBLIC OPEN SPACE (COS) Policy 14 Fire Stations

Policy COS 14:

Co-operate with Dublin City Council in the development and upgrading of the fire service within the Dublin Region.

COS 14 Objective 1:





To support and facilitate the development of an efficient fire service in the Dublin Region, in co-operation with Dublin City Council and to reserve sites for the provision of a fire station where a need is identified by the Dublin Fire Brigade.

COS 14 Objective 2: To provide a new fire station on lands identified in Clonburris SDZ.

8.17 Climate Action Audit

Climate Action Audit – Community Infrastructure and Public Open Space	
Source of Green House Gases (GHGs)	Measures to Address Climate Impacts
<p>The source of GHGs from Community Infrastructure and Public Open Space principally arises from:</p> <ul style="list-style-type: none"> – Heating and cooling of community buildings using fossil fuels; – Car journeys to and from community buildings and public open space using fossil fuels. 	<p>The Development Plan contains policies and objectives which promote measures that have the potential to reduce the climate impact of providing for Community Infrastructure and Public Open Space, as follows:</p> <ul style="list-style-type: none"> – The provision of parks, open space and community infrastructure within walkable distances of communities and on public transport routes; – The promotion of walking and cycling and use of public transport via permeability and mobility management measures; – The co-location and sharing of community facilities to increase efficient use and reduce trips; – Sourcing power from renewables such as wind and solar energy; – Use of alternative energy technologies such as heat pumps; – Roll-out of district heating projects; – Location, siting and design to promote climate mitigation and adaptation e.g. taking advantage of solar gain; – Additional planting of trees and pollinator species and adapting management regimes in parks and public open spaces to allow more wild areas resulting in increased carbon sequestration.

Chapter 9:



Economic Development and Employment





Vision

The creation of a strong and resilient economic base providing expanded opportunities for employment and facilitating a good quality of life within vibrant and attractive places to live, work, visit and invest.

9.0 Introduction

The preparation of the 2022-2028 Development Plan takes place within a period of significant economic flux. However, the Economic Social Research Institute (ESRI) Quarterly Economic Commentary Spring 2021 has concluded that the Irish economy is well positioned to recover strongly once the threat from COVID-19 recedes. ESRI forecasts that the Irish economy will grow by 5.2 per cent in 2022 with unemployment falling back to an average of 7.3 per cent for the year, with it unlikely that the unemployment rate will approach its pre-COVID low of 4.7 per cent until 2023 at the earliest.

The Development Plan faces the challenge of responding proactively to circumstance and facilitating a built-in resilience and strength to the County's economy through providing for attractive places to work and a broad employment base.

This chapter sets out a broad spatial framework for enterprise and employment including the retail strategy for the county. Potential growth sectors are identified, and policies are included to encourage more labour-intensive sectors, promoting compact growth in appropriate locations, while recognising the need for a broad based, inclusive, and resilient economy within the County.

9.0.1 Planning Policy Context

Development Plan policies and objectives must be consistent with national and regional planning policy as set out in the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES). National Strategic Outcome 5 of the NPF seeks a strong economy for the country supported by enterprise, innovation, and skills. It is recognised that this depends on creating places that can foster enterprise and innovations and attract investment and talent. Similarly, Strategic Outcome 3 seeks strengthened rural economies and communities.

Nationally, there is an objective to 'regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area'. This will become increasingly relevant as trends in retail and other sectors continue to change and urban areas look to reinvent themselves to different degrees. The place of funding under the Rural and Urban Regeneration and Development Fund in applying a tailored approach to development is set out in National Policy Objective 7 and South Dublin has been to the fore in using this funding mechanism to best advantage in Clonburris and Adamstown SDZs and the Naas Road regeneration area.

Key strategic employment areas for South Dublin have been identified in the RSES. These are concentrated at Grange Castle Business Park and the regeneration areas at Tallaght (Cookstown) and the Naas Road/Ballymount area.





The RSES also supports the implementation of Local Authority Local Economic and Community Plans (LECP), in collaboration with Local and Economic Development Committees (LDCs), and using spatial planning policies, seeks to reduce the number of people in or at risk of poverty and social exclusion in the Region. South Dublin's LECP will be reviewed during the preparation of this Development Plan and a co-ordinated approach to policy and actions in both plans will be pursued.

There are many other relevant national and regional policy objectives. These are referenced by number within individual Development Plan policies and objectives and are set out in full at **Appendix 7**.

Enterprise 2025 Renewed was published by the Department of Business, Enterprise and Innovation in 2018 and, recognising the different existing and potential shocks within the economy, focuses on the need for resilience and the need to accelerate change. Alongside Project Ireland 2040 and the RSES, it sets a comprehensive framework for economic policy for the County Development Plan.

9.0.2 Economic Development and Climate Action

Climate change, sustainable development and the green economy are now central policy concerns for the international and national community, forming a central role to the strategy of the IDA and Enterprise Ireland. The transition to a low carbon and climate resilient society is also a national strategic outcome of the NPF. It is therefore vital that the Development Plan realises its role in the delivery of the green economy. The compact growth approach taken in this Development Plan, with its potential for helping to achieve climate action targets at local and national level, applies not just to residential development but also to economic development within the County.

Uses related to employment and economic development account for 1,300 ha of zoned land in the County, not including the wide range of commercial and retail businesses which bring life to our towns and villages. Ensuring that we put the right employment in the right place, building on sustainable mobility and the potential for active travel will have a significant impact on the realisation of climate action targets.

The source of Greenhouse Gases (GHGs) from the industrial and commercial sectors is essentially from the activities and processes used in the manufacturing process. These include combustion emissions from industrial and commercial activities, including processes used in food and drinks production. Fossil fuels are also used for the heating and cooling of industrial and commercial buildings. Energy efficient gains are achievable in this sector through innovative design, low-carbon technology, use of Combined Heat and Power (CHP) and roll out of district heating and other renewable energy projects. In addition, sustainable development requires that our economic strategy is resilient, adaptable and innovative.

9.0.3 Placemaking

The role of placemaking in helping to enhance Ireland's attractiveness to investors has been highlighted by research including by the IDA and the Department of Housing, Planning and Local Government in recent years. The creation of urban environments that offer good quality of life is important in allowing investors to attract and retain the talent necessary to support their establishment and growth. Placemaking offers the opportunity to differentiate Ireland and South Dublin from other locations by delivering attractive, vibrant urban areas in which to reside and work.

Placemaking is often referred to in the context of residential development, however, the concept of placemaking should be fully integrated into all development. Our businesses, offices and warehouses and the sites on which they sit potentially have a key role to play in the creation of wider communities and attractive places. They may contribute to urban squares or the public realm, or in more traditional warehouse areas, the overall site may have the potential to contribute to an important ecological or green infrastructure corridor. There are nearly 108,000 people employed in businesses and enterprises across our county. The working day





could and should be passed in a place with a strong sense of community and connectivity rather than just being a destination. Equally, emerging changes to working practices such as home working or working from hubs, needs to be supported within an attractive, local and accessible environment.

9.0.4 Overarching Policy

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 1 Overarching

Support sustainable enterprise and employment growth in South Dublin County recognising the County’s role in the Dublin region as a driver of economic growth

EDE1 Objective 1: To enable a strong, inclusive and resilient economy, supported by enterprise, innovation and skills through the creation of places that can foster enterprise and innovation and attract investment and talent, consistent with National Strategic Outcomes 4, 5 and 6 of the NPF.

EDE1 Objective 2: To develop and support the Dublin Metropolitan Area Strategic Plan (MASP) through growth in the identified strategic development and employment areas of South Dublin, as part of the growth of the Dublin Region to a sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment, and prosperity consistent with NSO 5 of the NPF.

EDE1 Objective 3: To ensure that there is a sufficient supply of zoned and serviced lands at suitable locations to accommodate a range of enterprise and employment development types and to promote compact growth by strengthening the integration between employment, housing and transportation.

EDE1 Objective 4: To support the implementation of the RSES Economic Strategy to create economic opportunity to diversify local and rural economies and create quality jobs, to achieve a sustainable, competitive, inclusive, and resilient region, through the promotion of;

- Smart Specialisation for industry, enterprise agencies, Higher Institutes of Education, communities, and stakeholders;
- Clustering: Create, maintain, or upgrade economic strongholds in a favourable business ecosystem;
- Orderly Growth reflecting the identified strategic employment locations within the County;
- A broad, resilient, economic base.

EDE1 Objective 6: To support the implementation of the Metropolitan Area Strategic Plan to support the objectives for the South - West Corridor and the area within the M50 by the:

- Promotion of high tech, manufacturing and research and development in Grange Castle Business Park and Citywest
- Intensification of industrial lands and mixed-use development at Naas Road/Ballymount and in Tallaght Town Centre/Cookstown.

EDE1 Objective 7: To ensure that economic and enterprise related development is provided in a manner which facilitates a reduction in greenhouse gas emissions by supporting and promoting the following measures:

- An increase in employment densities within walkable distances of communities and on public transport routes;
- Promotion of walking and cycling and use of public transport through increased permeability and mobility management measures within and outside employment areas;
- The sourcing of power from district heating and renewables including wind and solar



- Additional native tree planting and landscaping on development sites to aid with carbon sequestration, contribute to the green infrastructure network of the County and promote quality placemaking.

EDE1 Objective 8: To ensure a co-ordinated approach to policy and objectives contained within the County Development Plan and the Local Economic and Community Plan.

9.1 Employment in South Dublin

South Dublin County has a strong and diverse economic base. The County is home to 6,104 (GeoDirectory Q2 2020) business entities and had 84,627¹ jobs at the time of Census 2016 (CSO Workplace Zone Data). Retailing, transportation and distribution, industry and manufacturing, professional and financial services, medical and pharmaceuticals are the key economic sectors in the County. There are currently 1,352 ha of land zoned specifically for employment use in the County with an estimated 624 ha undeveloped to date. In addition, there is 425 ha of land zoned for regeneration focused on Cookstown in Tallaght and the Naas Road/Ballymount area. The latter area crosses over the administrative boundary into Dublin City. It is one of the largest regeneration areas in Europe and will be subject to a joint Framework Plan between the two councils.

Mixed employment, including services and retail, are a key element of the local economy and are reflected by mixed use type zonings in our different urban centres. Economic activity is focused into enterprise lands and urban centres for the most part, with a number of identifiable economic clusters:

- The Citywest Business Campus and Grange Castle Business Park are modern business parks located in the west of the County with capacity to attract large scale industries of regional, national and international significance, due to the availability of large plot sizes, infrastructure and corporate park style environments. These areas have attracted a significant number of blue-chip national and multi-national corporations. Significant investment has been made over the past two decades in infrastructure and services to support these economic areas. Grange Castle Business Park is identified in the MASP as a strategic development area for the promotion of high-tech manufacturing, research and development.
- The Greenogue and Aerodrome Business Parks at Rathcoole/Newcastle, Clondalkin Industrial Estate and Fonthill Industrial Estate are large industrial campuses comprising a mix of largely warehousing and manufacturing facilities, providing potential for new jobs or any displacement of jobs from the Naas Road or Tallaght REGEN lands over the coming years. Other smaller industrial estates throughout the County can also offer space for employment throughout the lifetime of the plan.
- Tallaght Town Centre, the County Town, has emerged over the last two decades as a centre for civic and institutional uses in addition to retailing and hospitality services. It plays host to several major institutions including Tallaght Hospital, Technology University Dublin (Tallaght Campus), South Dublin County Council headquarters and the head office of the Dublin and Dun Laoghaire Education and Training Board (formerly VEC). The various industrial estates provide a range of employment in the immediate area. The Council will seek to strengthen Tallaght's position as an urban centre of regional significance. Tallaght has significant potential for regeneration, focused on Cookstown, with a local area plan adopted in 2020, reflecting its location for strategic growth identified in the MASP.

¹ Source: EMRA - Socio-Economic Evidence Baseline Report, available at: <https://emra.ie/dubh/wp-content/uploads/2017/12/EMRA-Economy-and-Employment.pdf>





- The Naas Road/Ballymount area is an older industrial area which is identified in the MASP as one of the strategic areas of mixed-use growth in the County. The existing employment profile for this area of the County highlights 'Wholesale/Retail Trade' which accounts for 40.4% of total employees, with 'Information and Communications, Financial' accounting for 21.6% of total employees. A masterplan for the long-term development of REGEN lands on the Naas Road and adjoining Dublin City is currently being prepared.
- The TU Dublin-Tallaght Campus has a central role to play as the main higher education institution in South Dublin, with over 4,500 students. It is now incorporated within the Technological University for Dublin, with further expansion of the campus in the pipeline.
- Strategic Development Zones (SDZ) at Adamstown and Clonburris are focused on residential but with a significant land bank for supporting services, retail and enterprise development.

Retail is a significant employer within the County. Trends in retail are changing, with consumers increasingly moving towards online shopping in comparison to historic trends of shopping in town centre locations. This continues to present challenges for the vibrancy and role of our towns, villages and retail centres (see Retail Strategy in this chapter).





9.2 South Dublin Employment Themes

Economic policy in this Development Plan reflects the overarching themes of climate change and placemaking and integrates National and Regional direction into policy at a county level. This is supported in the following four economic policy areas for the Plan:

- 1) Green and Innovative Economy;
- 2) Urban Growth, Regeneration and Placemaking;
- 3) Building on Clusters; and
- 4) A Learning Economy

9.2.1 Green and Innovative Economy

Climate change, sustainable development and the green economy are central policy concerns for global institutions and agencies including the UN, World Economic Forum, World Bank and EU. These themes are integrated into the strategies of the IDA and Enterprise Ireland and the NPF and RSES. It is therefore vital that the Development Plan recognises the importance of the green economy as industry mitigates and adapts to climate change.

As part of a modern economy with leading global companies, sustainability in all its forms is considered a competitive necessity for business in South Dublin. The central focus of sustainable development and the green economy requires that our economic policies adapt to context, reflecting the need to be resilient, adaptable and innovative. Innovation not only refers to technological and organisational change but also to how land use is managed to support the green economy. The core strategy and settlement strategy of this Plan reflect the need for orderly growth to support the green economy and innovation.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 2 Green Economy
Support the Green Economy as a means of future proofing South Dublin’s economy and facilitate this through orderly growth.
EDE2 Objective 1: To ensure that climate action and sustainable development is central to economic development in the County through sustainable land use and orderly growth and a co-ordinated approach to the preparation and implementation of South Dublin’s Climate Change Action Plan and the Local Economic and Community Plan.
EDE2 Objective 2: To support the growth of business in the green and circular economy and the initiatives within the IDA strategy ‘Driving Recovery and Sustainable Growth’ (or any superseding documents), including growth and transformation, where it promotes sustainable job creation in South Dublin.
EDE2 Objective 3: To promote net zero-carbon and carbon reduction in economic development through the support of relevant actions of the National Climate Action Plan including Action 15 to implement the National Planning Framework and Action 46 to ‘Examine feasibility for commercial rates to be linked to BER’
EDE2 Objective 4: To support the measures in South Dublin’s Climate Change Action Plan 2019-2024, or any superseding plan, to integrate the Circular Economy approach with economic development initiatives,



in order to optimise opportunities in design and operation to reduce energy and material consumption and recycling of materials in support of sustainable development.

EDE2 Objective 5: To support the promotion of skills, education and awareness raising in the energy efficiency sectors, promoting smart technologies and well-connected communities.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 3 Innovative Economy

Promote an Innovative Economy, fostering an environment which supports creativity and new technologies in the places we live, work and invest in, supported through orderly growth at strategic population and employment locations.

EDE3 Objective 1: To support the provision of a highly interconnected “ecosystem” or network of entrepreneurs and investors, technologists and innovators in the County

EDE3 Objective 2: To support the delivery of a resilient economy, capable of an agile and flexible response to short-term stresses and cycles through the promotion of a broad economic base, appropriately zoned land and ongoing stakeholder engagement.

EDE3 Objective 3: To create an environment that supports export and non-export enterprise and small business

EDE3 Objective 4: To support the development of South Dublin as a SMART city that utilises technology to make life easier for residents and business; particularly how and where people spend their time.

EDE3 Objective 5: To promote, through good placemaking, the delivery of places and communities which encourage employers and workers alike to live in the County, closer to their workplaces, promoting more sustainable travel and a good quality of life.

EDE3 Objective 6: To support the development of new and existing enterprise centres to provide locally based affordable work facilities and to improve employment opportunities and creative networks for local communities.

EDE3 Objective 7: To seek the provision of workspace as part of any mixed-use development on REGEN zoned lands

9.2.2 Urban Growth, Regeneration and Placemaking

South Dublin’s growth is set out in the core strategy and settlement strategy in Chapter 2. Population growth must be supported by growth in jobs if we are to develop in a compact manner and reduce the need to commute. In achieving this at a spatial level, the location of employment will be important. Priority will be given to people intensive enterprise where there is good public transport, services and appropriate infrastructure. South Dublin’s regeneration areas, at the Naas Road/Ballymount and Cookstown in Tallaght, are well located to provide for this intensification, and will promote this type of use. A masterplan is currently being prepared for the Naas Road lands which will further inform land use for the area. Land or space extensive employment uses will generally be encouraged to locate outside the M50 where there are a number of industrial estates within the County with good transport links.

Working from home or from a local hub provides options for employees and employers which are increasingly likely to be taken up. This provides an opportunity not just for a more balanced live-work environment but for



the regeneration of spaces within towns and villages. Ground floor work-live units, where the residential component is ancillary to the workspace, will be encouraged within mixed use schemes to animate street frontages.

As set out earlier in this chapter, good placemaking is recognised as a critically important competitive advantage in the attraction of business to an area. The Council recognises this and is continuously investing in placemaking through various schemes including the public realm improvements approved for the County town of Tallaght, the N81 landscaping improvements and village initiatives throughout the County. In line with this approach, the Council will investigate appropriate uses for lands at the 12th Lock in Lucan. This will recognise the significant potential of the central location of the 12th Lock and associated heritage, within a fast growing residential and employment area along the Grand Canal.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 4 Urban Growth, Regeneration and Placemaking
Support urban growth and regeneration through the promotion of good placemaking to attract employees and employers and to provide a competitive advantage to the County and diverse investment opportunity.
EDE4 Objective 1: To ensure that economic and employment development is located to optimise existing infrastructure and to support development and investment in the County’s urban centres supporting orderly growth and placemaking.
EDE4 Objective 2: To promote quality placemaking and design as an integral element of attracting investment and a diverse and creative population to live and work within the County.
EDE4 Objective 3: To ensure a synergy between economic growth and investment and the development of urban centres, supporting consolidation and re-intensification of infill, brownfield and underutilised lands within the County.
EDE4 Objective 4: To direct people intensive enterprise and employment uses such as major office developments (>1,000sq.m gross floor area) into appropriately zoned lands subject to their location within approximately 500 metres of a high frequency urban bus service and/or within 1000 metres walking distance of high capacity transport stops (Train/Luas), and to demonstrate the required walking distance or provision of a permeability project, in accordance with the Permeability Best Practice Guide (2013), to achieve same.
EDE4 Objective 5: To ensure that proposals to diversify or densify underutilised industrial lands support the overarching goals of placemaking, consolidating growth centres along public transport corridors in a planned and/or sequential basis, and ensuring realisable linkages with nearby services and amenities
EDE4 Objective 6: To support the provision of ground floor work-live units as part of mixed-use and residential developments in appropriate locations, as a means of enlivening streets and to provide flexible accommodation for small businesses.
EDE4 Objective 7: To require that employment space provided as part of new mixed-use development is suitably designed to be a viable workspace to meet the needs of a broad range of different employment types.





EDE4 Objective 8: To support the provision of a broad diversity of employment opportunities in the County that can attract a wide range of skills, training, and educational qualifications for a resilient and inclusive economy.

EDE4 Objective 9: To consider proposals and initiatives that seek to re-purpose redundant or declining uses in important urban locations and ensure that proposals for the reuse of buildings demonstrate that new uses support a more sustainable use of the urban centre, having particular regard to its location and accessibility.

EDE4 Objective 10: To support the Naas Road Masterplan and any future framework for the area in delivering urban growth and regeneration for the County and the wider Region, recognising its significant potential as the largest regeneration area in the country.

EDE4 Objective 11: To support the regeneration of the Tallaght LAP lands in a co-ordinated and sustainable manner in accordance with the Tallaght Town Centre LAP 2020 or any superseding plan.

EDE4 Objective 12: To support the Government’s *Making Remote Work National Remote Work Strategy* and the provision of appropriate IT infrastructure and facilities (including hubs at neighbourhood level) that enable a better life-work balance enabling people to live near their place of work.

EDE4 Objective 13: To support and facilitate home-based economic activity that is subordinate to the main residential use of a dwelling and where, by virtue of their nature and scale, they can be accommodated without adversely impacting on the amenities of the area

EDE4 SLO1: To investigate the full potential for the 12th Lock lands as centrally located within growing employment and residential areas, with tourism and active travel potential along the Grand Canal and have cognisance of the potential for the lands and associated heritage buildings to become a hub supporting the surrounding land uses while protecting the natural environment.

9.2.3 Building on Clusters

The concentration of ‘clusters’ of industries is recognised as a vital part of economic development policy driving investment. Clusters create vital networks, or ‘ecosystems’ of complementary activities including research, development and investment. South Dublin is fortunate to have a range of business and technology clusters that have long been recognised as a vital part of the County’s economy. The Council will continue to support the development of existing economic clusters and seek to work with partners in state agencies and private sector to leverage opportunities for further investment and diversification of economic activity.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 5 Building on Clusters

Support clustering, by creating, maintaining, or upgrading economic strongholds in a favourable business ecosystem.

EDE5 Objective 1: To prioritise hi-tech manufacturing, research and development and associated uses in the established Business and Technology clusters to the west of the County (Grange Castle and Citywest areas) maximising the value of higher order infrastructure and services that are required to support large scale strategic investment.



EDE5 Objective 2: To support the phased expansion of the established Business and Technology Clusters to accommodate strategic hi-tech manufacturing investments, research and development and associated uses.

EDE5 Objective 3: To support expansion of sectoral clusters, particularly in pharmaceuticals, health and IT with a view to enhancing linkages between FDI and SMEs in the County.

EDE5 Objective 4: To encourage the development of initiatives to utilise sectoral clusters in the County to grow new enterprise ecosystems with layers of value, innovation and investment.

EDE5 Objective 5: To explore opportunities to partner with training agencies and industry operators to provide synergies with services and technology that complement investment in IT infrastructure in the County.

EDE5 Objective 6: To ensure that business environments are facilitated according to the needs of sectors; whether they be place making objectives in urban settings or campus style landscapes that complement certain pharmaceutical and hi-tech industries.

EDE5 SLO1: To ensure that the campus style environment in Citywest is maintained to promote an attractive landscaped setting for the existing and future business within the business park.

EDE5 SLO2: To provide for an attractive campus style setting to encourage the investment of hi-tech, hi-tech manufacturing, and research and development enterprise at Grange Castle Business Park.

9.2.4 Learning Economy

Investment in ongoing education, training and personal development is recognised by the Government as having a critical role in economic development and international competitiveness. Local authorities have an important role in working with other state agencies to promote this ‘learning economy’ in partnership with public and private sectors. South Dublin has specific assets in health, education and innovative employment sectors, which may benefit from clustering in locations around ‘anchor’ institutions such as TU Dublin (Tallaght Campus). In this regard, the concept of technology and innovation poles have been developed through Enterprise Ireland and the IDA to drive regional and rural development, led by Institutes of Technology as partners with enterprise.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 6 A Learning Economy

Support an entrepreneurial environment to protect and enhance smart specialisations with a strong learning economy culture.

EDE6 Objective 1: To support the development of skills and innovation through collaboration with the Regional Skills Fora managers, Higher Education Institutes, Education and Training Boards and local stakeholders to address skills shortages and lifelong learning challenges in the county consistent with RPO 6.25.

EDE6 Objective 2: To promote the development of a Technology and Innovation pole with TU Dublin, Tallaght as an anchor, supporting incubator, innovation and business development initiatives that are located to build upon research and technology activities in TU Dublin; with supporting transport infrastructure; broadband infrastructure; and a diverse local sectoral mix.



EDE6 Objective 3: To support and facilitate the development of a health hub around Tallaght hospital and promote cross sector collaboration, education and commercial development opportunities associated with the health sector.

EDE6 Objective 4: To support the development of synergies between FDI and SME sectors across the County to promote a diversified and entrepreneurial economy

9.3 Space Extensive Land Use

Certain types of development are particularly land hungry. Typically, these land use types have lower employment opportunity although it is recognised that there may be potential to add value as promoted in objective EDE5 Objective 4 above. Space extensive enterprise should not compete for lands which are more suitable for labour intensive enterprise by reason of their location adjacent to public transport nodes or within existing built up, compact growth areas. Alongside warehousing, data centres are one of the most space extensive land use types in the County. Dublin is one of the fastest growing data centre markets in Europe with a significant element of this growth in South Dublin. It is recognised that the requirement for data centres is increasing with social and technology needs such as 5G, smart cities and artificial intelligence. Technology is constantly evolving with Cloud computing now shifting to Edge computing and a need for smaller data centres closer to cities and end users.

Space extensive land uses generally have a higher carbon footprint, whether because of transport related uses or the large amounts of energy demanded by them. The Development Plan will encourage, through its policies, high energy users to demonstrate ways to reduce or negate reliance on fossil fuels and to redistribute energy for other end users where such potential exists.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 7 Space Extensive Land Use

Recognise the need for land extensive uses and ensure that they are located within appropriate locations having regard to infrastructural, transport and environmental considerations and the need for orderly growth

EDE7 Objective 1: To ensure that, insofar as possible, space extensive enterprise is located on lands which are outside the M50 and which do not compromise labour intensive opportunity on zoned lands adjacent to public transport.

EDE7 Objective 2: To require that space extensive enterprises demonstrate the following:

- The appropriateness of the site for the proposed use having regard to EDE7 Objective 1;
- Strong energy efficiency measures to reduce their carbon footprint in support of national targets towards a net zero carbon economy;
- Sufficient capacity within the relevant energy network to accommodate the use proposed;
- Measures to support the transition to a circular economy;
- Measures to facilitate district heating or heat networks where excess heat is produced;
- A high-quality design approach to buildings which reduces the massing and visual impact;
- A comprehensive understanding of employment once operational;



- A comprehensive understanding of levels of traffic to and from the site at construction and operation stage.

EDE7 Objective 3: To ensure that landscaping and site layout in space extensive developments provides for demonstrated biodiversity measures and that landscape and biodiversity measures integrate into the green infrastructure network, in accordance with the Green Infrastructure Strategy set out in Chapter 4 of this Plan.

9.4 South Dublin’s Retail Strategy

9.4.1 Strategic Guidance

The significance of retailing as an employment sector and its role in placemaking is recognised in the National Planning Framework and the Regional Spatial and Economic Strategy (RSES). The Retail Planning Guidelines for Planning Authorities, DECLG (2012) and the retail hierarchy set out in the RSES, form the basis for retail planning in South Dublin. The Retail Planning Guidelines for Planning Authorities seek to ensure that the planning system continues to play a key role in supporting competitiveness in the retail sector for the benefit of the consumer and that it also promotes and supports the vitality and viability of city and town centres.

The Guidelines (2012) identify five key policy objectives to be progressed by planning authorities as follows:

1. Ensuring that retail development is plan led.
2. Promoting city/town centre vitality through a sequential approach to development.
3. Securing competitiveness in the retail sector by actively enabling good quality development proposals to come forward in suitable locations.
4. Facilitating a shift towards increased access to retailing by public transport, cycling and walking.
5. Delivering quality urban design outcomes.

In recognising that the last Regional Retail Strategy was carried out for the Greater Dublin Region in 2008 under Regional Planning Guidelines, RPO 6.10 of the RSES supports the preparation of an updated Retail Strategy/Strategies for the Region in accordance with the Retail Planning Guidelines for Planning Authorities 2012. Any such Strategy will include a review of the retail hierarchy and retail floorspace requirements for the Region. In the absence of any update, the RSES sets out the retail hierarchy for the region, substantially reflecting the retail hierarchy in the 2008 Strategy for the Greater Dublin Area. Should any future regional strategy or update of the guidelines provide a different planning context to that presented in this section consideration will be given to the need for a Variation to the County Development Plan.

9.4.2 Retail Hierarchy:

The RSES sets out a five-tier retail hierarchy for the Eastern and Midlands region, reflected in Table 9.1 as it relates to South Dublin County. Level 4 and 5 centres are determined by the Development Plan with the higher levels being identified in the RSES.

Table 9.1: Retail Hierarchy for the Region – South Dublin

Level	South Dublin Centres	RSES Description and Service Type
Level 1	Dublin City Centre	Metropolitan Centre





		Prime retailing centre for the Greater Dublin Area with a full range of all types of retail services from newsagents to specialist shops and boutiques, department stores, foodstores of all types and a high level of mixed uses including the arts and culture to create a vibrant living place.
Level 2	Tallaght, Liffey Valley	Major Town Centres and County (Principal) Town Centres Full range of all types of retail services from newsagents to specialist shops and boutiques, department stores, foodstores of all types and a high level of mixed uses including the arts and culture to create a vibrant living place. Centres should be well connected and served by high quality public transport and should be serving population catchments in excess of 60,000 people.
Level 3	Adamstown SDZ District Centre (planned), Crumlin (Ashleaf), Clonburris SDZ District Centre (planned), Clondalkin Town Centre, Citywest Shopping Centre, Kilnamanagh Shopping Centre, Lucan Shopping Centre, Rathfarnham Shopping Centre	Town and/or District Centres and Sub-County town Centres (Key Service Centres) These centres will vary both in the scale of provision and size of catchment depending on proximity to a major town centre, but a good range of comparison shopping would be expected (though no large department store), some leisure activities and a range of cafés and restaurants and other mixed uses. They should contain at least one supermarket and ancillary foodstores alongside financial and other retail services. District Centres should generally cater for a population of 10,000-40,000 people.
Level 4	Newcastle Village, Rathcoole Village, Saggart Village, Palmerstown Village, Templeogue Village, Lucan Village, Rathfarnham Village, Knocklyon Shopping Centre, Firhouse Shopping Centre, Palmerstown Shopping Centre and all Local Centres in the County.	Neighbourhood Centres, Local Centres-Small Towns and Villages These centres usually contain one supermarket ranging in size from 1,000-2,500 sq.m. with a limited range of supporting shops and retail services and possibly other services such as post offices, community centres or health clinics grouped together to create a focus for the local population. These centres meet the local day-to-day needs of surrounding residents.
Level 5	Corner Shops/Small Villages	Corner Shops/Small Villages Local shops





The Retail Planning Guidelines (2012) advocate alignment between the settlement hierarchy and retail centres. The South Dublin County Settlement Hierarchy and the corresponding Retail Hierarchy is set out in Table 9.2 for comparison.

Table 9.2: Settlement Hierarchy and Retail Hierarchy

Settlement		Centres and Retail Hierarchy		
RSES Settlement	SDCC Neighbourhood Area	Centre Name	Land Use Zoning	SDCC Retail Hierarchy Level
Dublin City and suburbs – Metropolitan Area.	Tallaght	Tallaght	Town Centre	Level 2
		Kilnamanagh Shopping Centre	District Centre	Level 3
		Tallaght Village	Village Centre	Level 4
	Lucan/Palmerstown/Adamstown	Liffey Valley Shopping Centre	Major Retail Centre	Level 2
		Adamstown	District Centre	Level 3
		Lucan Shopping Centre	District Centre	Level 3
		Lucan Village	Village Centre	Level 4
		Palmerstown Village	Village Centre	Level 4
	Clondalkin/Clonburris/Grange Castle	Clondalkin Town Centre	Town Centre	Level 3
		Clonburris	District Centre	Level 3
		Clondalkin Village	Village Centre	Level 4
	Citywest	Citywest Shopping Centre	District Centre	Level 3
	Templeogue/Walkinstown/Rathfarnham	Crumlin (Ashleaf)	District Centre	Level 3
		Rathfarnham Shopping Centre	District Centre	Level 3
		Firhouse shopping Centre	District Centre	Level 3
		Rathfarnham Village	Village Centre	Level 4
		Templeogue Village	Village Centre	Level 4





		Knocklyon Shopping Centre	District Centre	Level 4
		Local Centres (various throughout)	Local Centre	Level 4
Self-Sustaining Growth Towns	Newcastle	Newcastle Village Core	Village Centre	Level 4
	Rathcoole	Rathcoole Village Core	Village Centre	Level 4
Self-Sustaining Towns	Saggart	Saggart Village Core	Village Centre	Level 4
Rural Areas	Rural Uplands	Brittas	High Amenity	Level 5

9.4.3 Challenges Facing Traditional Retailing

There are a number of challenges facing the retail sector including the potential longer term impacts of Brexit and of the Covid pandemic. Trends in retailing are continuing to evolve as online shopping increases its share of trade. Forecasts are suggesting that online shopping could rise to 25% of sales by 2030. This trend has been accelerated by the Covid pandemic. For traditional retailers and the larger shopping centres this presents a challenge to their business model. For town and village centres it typically leads to increased levels of vacancy. The larger shopping centres are increasingly looking to destination/event retailing, food and beverage, leisure and entertainment to complement the retail mix. In our towns and villages, there will be an on-going need to provide for innovation as the role of these centres evolves, offering more leisure and service type use and niche retailing. The mixed use zoning which applies to our centres generally facilitates a range of uses to provide for the changing needs and evolving functions of these areas.

South Dublin will continue to support retail development at the different levels of the retail hierarchy, recognising the role of retail in creating a vibrant mix of uses in support of our communities while cognisant of the on-going changing retail trends. .

9.4.4 Additional Retail Floorspace and Sequential Growth

The Core Strategy projects the population to grow to 325,285 persons (46,518 since 2016) by 2028, in accordance with the targets set out in the RSES. This increase in population will provide an increase in retail expenditure. Regional Policy Objective 6.10 of the RSES indicates support for the preparation of a regional retail strategy to replace the 2008 Strategy. Any update will review the retail hierarchy and the floorspace requirements for the Region. The floorspace figures in the 2008 Strategy are considerably outdated and it would not be appropriate to apply them in the Retail Strategy set out in this section. As indicated previously, when the retail strategy for the Region is updated a Variation to the County Development Plan will be prepared should it be required.

The Retail Planning Guidelines for Planning Authorities (2012) and the Retail Strategy for the Greater Dublin Area 2008 – 2016 set out a framework for future retail development based on a sequential approach that prioritises designated retail centres. This approach seeks to maintain the vitality and viability of established centres and maximise the value of investment in transport infrastructure and other services that support established urban centres. The overall preferred location for new retail development in South Dublin County is within the identified centres in the retail hierarchy in accordance with the sequential approach as set out in the guidelines. New retail development within the three main towns should take place within the identified retail core areas. Retail development outside of such centres will only be considered in exceptional





circumstances where the planning authority is satisfied that there are no sites or potential sites available either within the centre or on the edge of the core retail area and that the proposed retail development is necessary to serve the needs of the area.

The capacity for retail developments on the Tallaght LAP lands and the planned SDZ lands at Adamstown and Clonburris align with planned population growth and are considered to be sufficient to accommodate population growth and the expenditure needs of these areas. The SDZ District Centres will reflect a higher density urban environment and will cater for a varied range of comparison shopping, including the possibility of anchor department stores on main shopping streets, some leisure activities and a range of cafes and restaurants and other mixed uses. They provide for at least one supermarket and ancillary food stores alongside financial and other retail services.

There are retail opportunity sites and vacant units in the core retail areas of Tallaght, Liffey Valley Shopping Centre and Clondalkin Town Centres. The projected population increase outlined in the Core Strategy and the associated additional expenditure will support the long-term viability of these established centres. It will also assist in reducing vacancy and provide opportunities for extension and renovation.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 8 Retail - Overarching

Seek to ensure adequate retail provision at suitable locations in the County, having regard to the sequential approach, and protect the vitality and viability of existing centres in accordance with the retail framework provided by the Retail Planning Guidelines for Planning Authorities (2012, or any superseding guidelines) and EMRA RSES Retail Hierarchy.

EDE8 Objective 1: To have regard to the Retail Planning Guidelines for Planning Authorities, DOECLG (2012) and the EMRA RSES Retail Hierarchy (or subsequent guidance) in defining the role of retail centres and in determining planning applications for retail development.

EDE8 Objective 2: To ensure that the Retail Strategy for South Dublin County is reviewed and updated, where required, in a timely manner following the completion of any updated Regional Retail Strategy, consistent with RPO 6.10 and 6.11.

EDE8 Objective 3: To support new retail provision in the County to meet the needs of the County's population and to direct new retail floor space into designated retail centres in accordance with the County Retail Hierarchy, so that centres can maintain and expand their retail offer.

EDE8 Objective 4: To support the viability and vitality of the existing retail centres in the County, in particular in town, village and district centres and to facilitate a competitive and healthy environment for the retail industry, while reinforcing sustainable development.

EDE8 Objective 5: To assess and monitor the vitality and viability of town, major retail, district and village centres, having regard to retail trends that influence the performance of the sector.

EDE8 Objective 6: To facilitate and provide for the refurbishment and replacement of obsolete floorspace and promote the use of vacant floorspace within our town, village and district centres taking account of the relevant zoning and placemaking objectives.

EDE8 Objective 7: To consolidate the existing retail centres in the County and promote town, village, district centre and local centre vitality and viability through the application of a sequential approach to retail development.



EDE8 Objective 8: To direct new major retail floorspace in the County to designated centres at the appropriate level within the retail hierarchy, and to further direct major retail development in designated centres into the Core Retail Areas.

EDE8 Objective 9: To support place-making enhancements and upgrades to our villages and centres to create vibrant and attractive places for people and businesses.

9.5 Core Retail Areas

The Retail Planning Guidelines require retail strategies to define the boundaries of the core retail areas of major retail centres. The core retail areas of Tallaght, Liffey Valley and Clondalkin are set out below. The core retail areas of all other centres are defined by the District, Village or Local Centre land use zoning.

Figure 9.1: Tallaght Core Retail Area and Opportunity Sites

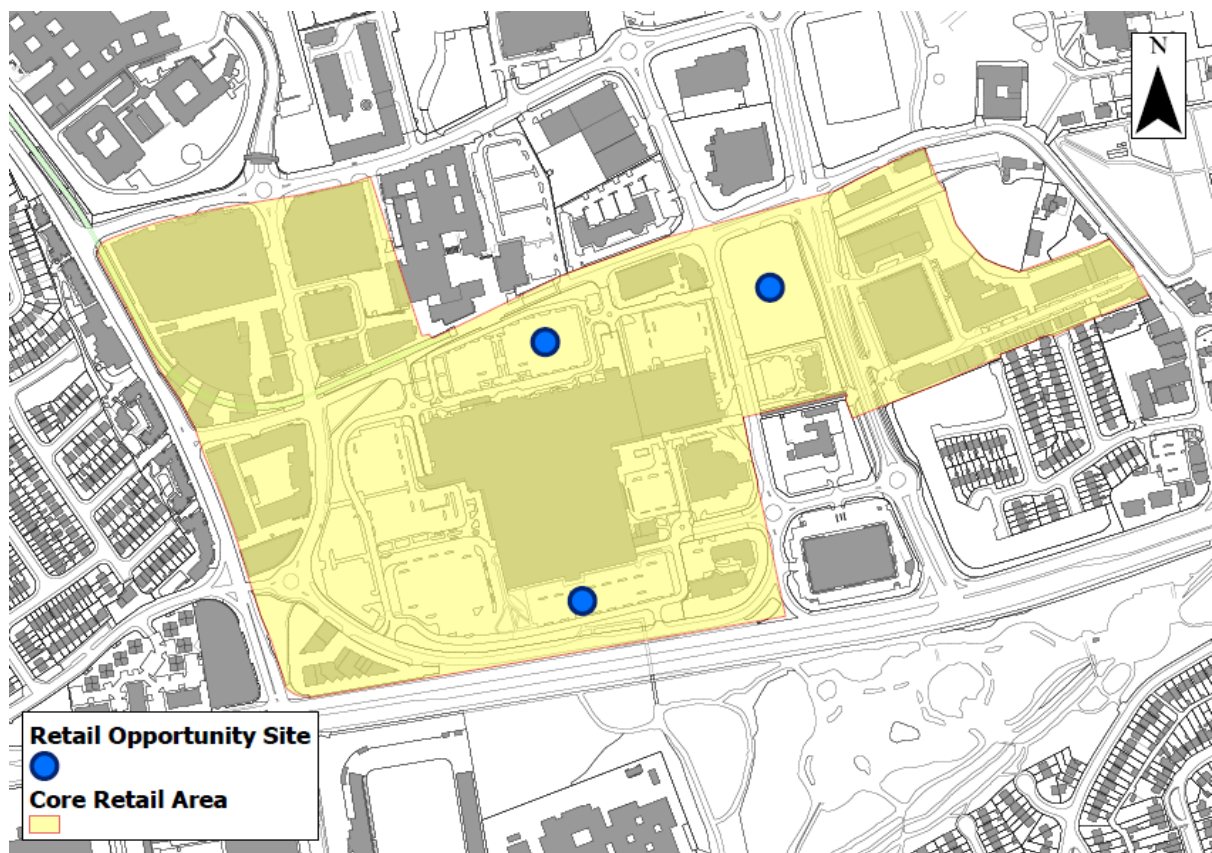


Figure 9.2: Liffey Valley Core Retail Area and Opportunity Site.

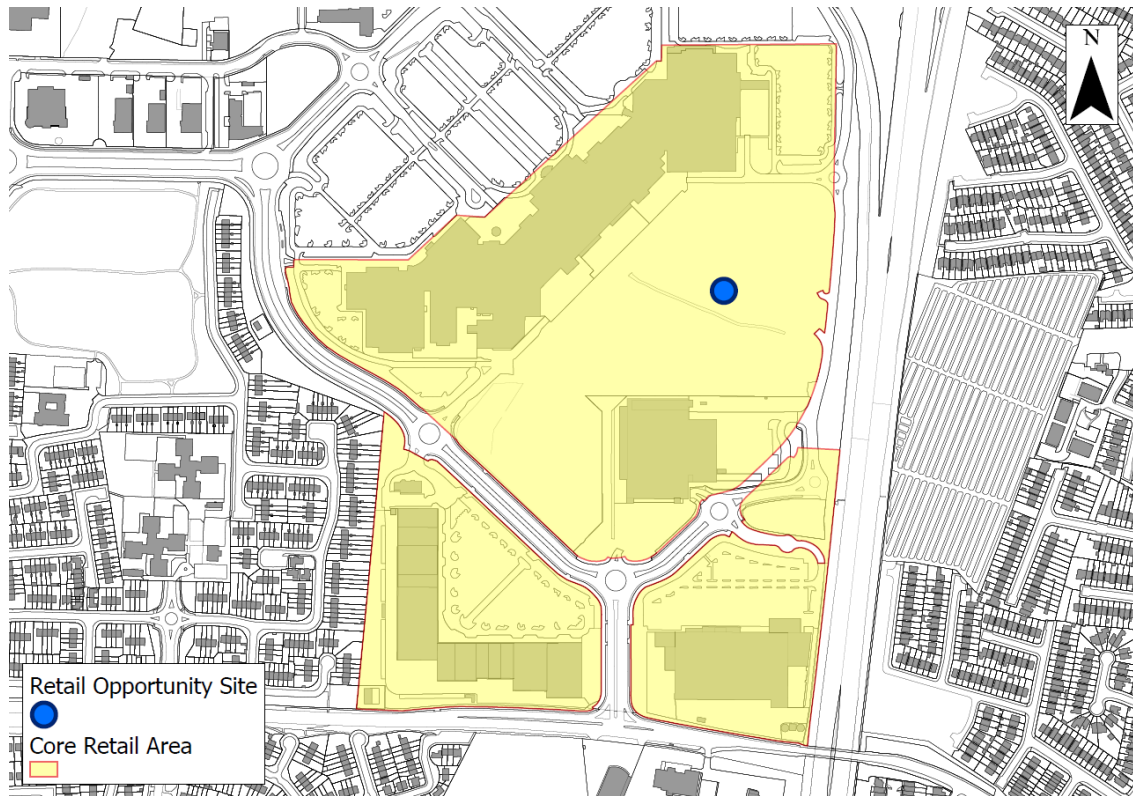
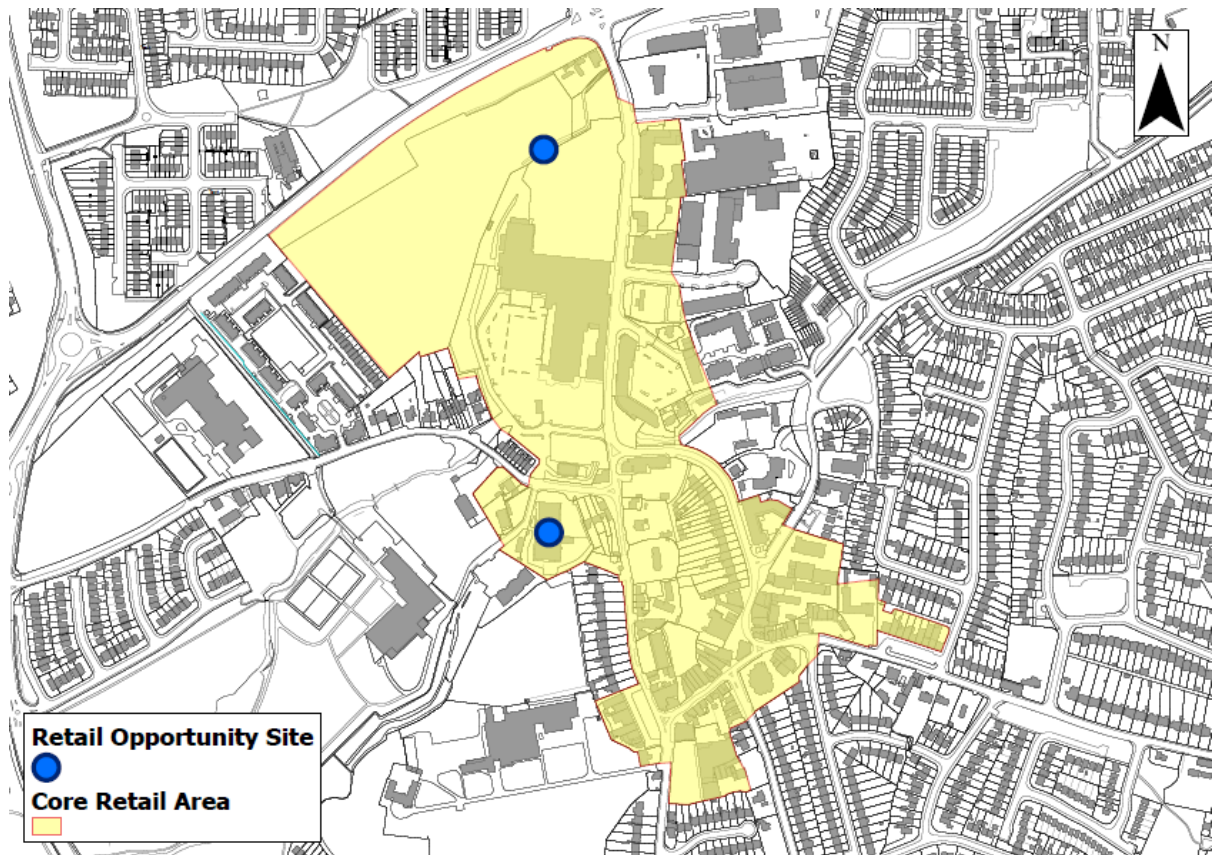


Figure 9.3: Clondalkin Town Centre Core Retail Area and Opportunity Sites for Retail/Mixed Use.





9.5.1 Tallaght

Tallaght town centre is designated a Town Centre (TC) zoning objective (see Chapter 13 Implementation. This reflects the Level 2 retail designation under the regional retail hierarchy. As the County town, the established use of the area allows for complementary leisure, retail, services, retail warehouse and commercial land uses. The village centre, identified as level 4 in the retail hierarchy, provides complementary uses, physically connected to the town centre, at a village scale.

The town centre will further evolve as a key transport hub as part of the BusConnects programme of works. This will further enhance the town centre and opportunity for mixed use development and an improved retail and associated leisure and entertainment offering.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 9 Retail - Tallaght Town Centre
Maintain and enhance the primary retailing and major town centre function of Tallaght Town Centre as a Level 2 Major Town Centre and County (Principal) Town Centres.
EDE9 Objective 1: To support the provisions of the Tallaght Town Centre Local Area Plan, 2020, or any superseding plan regarding retail and economic growth.
EDE9 Objective 2: To continue to develop Tallaght as a vibrant and sustainable County Town at the top of the County’s settlement and retail hierarchy and improve Tallaght’s importance in regional retail terms.
EDE9 Objective 3: To facilitate the provision of the highest level and broadest range of retailing in the County in the Core Retail Area of Tallaght Town Centre, along with a broad range of services and functions in the wider Town Centre and Village Centre zonings.
EDE9 Objective 4: To promote the intensification of the Core Retail Area of Tallaght.
EDE9 Objective 5: To promote and encourage the development and redevelopment, to a high standard of urban design, of the identified Retail Opportunity Sites at, and adjacent to, the Square Shopping Centre and mixed use/retail opportunity at the former Woodies site on the Belgard Road.

9.5.2 Liffey Valley Shopping Centre

Liffey Valley Shopping Centre is designated as a Major Retail Centre (MRC). This reflects the Level 2 Retail designation under the regional retail hierarchy set out in the RSES. The established shopping centre use allows for complementary leisure, retail warehouse and commercial land uses. A Major Retail Centre zoning objective applies to this area (see also Chapter 13 Implementation. On-going redevelopment of the shopping centre is taking place with new and expanded retail offer and improved transport mobility measures. The centre will develop as a key public transport hub, works for which should be completed by the time of adoption of this County Development Plan in 2022. This will provide opportunity for the centre to further expand its offering and to take advantage of the opportunities provided by the vacant sites within the area.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 10 Liffey Valley Major Retail Centre
Support the Level 2 Major Town Centre retail function of Liffey Valley Shopping Centre
EDE10 Objective 1: To support Liffey Valley as a Major Retail Centre (MRC) and allow for the growth of the existing shopping centre and complementary leisure/entertainment, retail warehouse and commercial land uses.



EDE10 Objective 2: To support and facilitate consolidation of the quantum and quality of the retail offering at the Liffey Valley Major Retail Centre.

EDE10 Objective 3: To support the development of retail warehousing within the Liffey Valley Major Retail Centre.

EDE10 Objective 4: To promote a high standard of urban design in the Major Retail Centre that contributes to the creation of safe and attractive spaces and creates desirable places within which to work and visit.

9.5.3 Clondalkin

Clondalkin town centre is designated as a Town Centre (TC) zoning objective (see Chapter 12 Implementation). This reflects the Level 3 retail designation under the regional retail hierarchy set out in the RSES. The established town centre use in this area allows for complementary leisure, town centre retail and commercial land uses. There is significant potential to expand the retail and associated town centre type uses on vacant lands within the town and to upgrade the existing shopping centre and surrounds.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 11 Retail - Clondalkin Town Centre

Maintain and enhance the retailing and service function of Clondalkin, ensuring the town's vitality as a Level 3 Town Centre within the County.

EDE11 Objective 1: To develop Clondalkin as a high quality, vibrant service and retail centre.

EDE11 Objective 2: To facilitate the provision of a high level and a broad range of retailing in the Core Retail Area of Clondalkin, along with a broad range of services and functions in the wider Town Centre zoning.

EDE11 Objective 3: To promote and encourage the development/redevelopment of the identified retail/mixed use opportunity and other sites in the Core Retail Area of Clondalkin, including the Mill Centre lands, ensuring connectivity between sites and the town centre, to serve the established and growing catchment population.

EDE11 Objective 4: To protect the historic village core of Clondalkin, recognising the role it has in placemaking and the attractiveness of the town to retailing and other functions.

9.5.4 District Centres

District centres are secondary urban centres, which serve the environs of Tallaght, Clondalkin and Lucan. These centres tend to be purpose built shopping centres. The role of district centres is to provide a focal point for the community providing a district level retail, service and community role for the residents of South Dublin. District centres reflect both level 3 and 4 retail designation under the retail hierarchy, reflecting their differing role and scale within the county.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 12 Retail – District Centres

Maintain and enhance the retailing function of District Centres (Level 3 and Level 4).





EDE12 Objective 1: To promote the development of District Centres as sustainable, multifaceted, retail led mixed use centres and support their enhancement and upgrade.

EDE12 Objective 2: To ensure that the scale and type of retail offer in District Centres is sufficient to serve a district catchment, without adversely impacting on or drawing trade from higher order retail centres.

EDE12 Objective 3: To support and facilitate the development of new District Centres of an appropriate urban scale at Adamstown and Clonburris in accordance with approved Planning Schemes which should provide a sustainable retail mix including department stores and shopping centres that facilitates walking, cycling and use of public transport and reduces car journeys outside the SDZ for many retail needs.

9.5.5 Village Centres

South Dublin currently has 9 historic villages reflected in their village centre zoning objective. These reflect the Level 4 retail designation under the retail hierarchy. The villages have a unique heritage character and offer a diverse range of retail services, as well as providing tourism services and acting as a focal point for the community. The village centre zoning will support the protection and conservation of the special character of the traditional villages and provide for enhanced retail and retail services.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 13 Retail - Village Centres

Strengthen the retail, retail services and niche retailing function of traditional villages.

EDE13 Objective 1: To support and facilitate the development of an appropriate level of retail, retail services and niche retailing in the traditional village centres.

EDE13 Objective 2: To protect and conserve the special character of the historic core of traditional villages and to support their enhancement and upgrade.

EDE13 Objective 3: To ensure high quality design standards and densities are used in traditional village centres, that are informed by the surrounding character of the area.

9.5.6 Local Centres

Local centres are an important aspect of retail provision for the residents of South Dublin providing services and facilities for day-to-day retail for the local catchment. This reflects the Level 4 retail designation under the regional retail hierarchy. They are generally purpose built centres. A Local Centre zoning objective is applied to these areas.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 14 Retail - Local Centres

Maintain and enhance the retailing function of Local Centres.

EDE14 Objective 1: To support the development and enhancement of local centres as sustainable, multifaceted, retail led mixed use centres, enhancing local access to daily retail needs, which do not adversely impact on or draw trade from higher order retail centres





9.5.7 Retail Warehousing and Retail Parks

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 15 Retail Warehousing
Consolidate existing retail warehousing clusters and direct new retail warehousing floor space in the County into the Major Retail Centre (MRC) and Retail Warehousing (RW) zones.
EDE15 Objective 1: To direct Retail Warehousing into lands designated with Major Retail Centre ‘MRC’ Zoning Objective and Retail Warehousing ‘RW’ Zoning Objective and to limit new retail warehousing/retail park floor space outside of these areas.
EDE15 Objective 2: To ensure that retail warehousing development would not adversely impact on the vitality and viability of established retail centres and retail warehousing cores in the County, in accordance with the Retail Planning Guidelines for Planning Authorities 2012 or any superseding guidelines.
EDE15 Objective 3: To ensure that retail warehousing development would not adversely impact on the vitality and viability of existing Town and Village Centres throughout the County.

9.6 Fast Food

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 16 Retail - Fast Food Outlets/Takeaways
Manage the provision of fast-food outlets and takeaways in our urban areas.
EDE16 Objective 1: To prevent an over proliferation of fast-food outlets/takeaways and ensure that the intensity of any proposed use is in keeping with both the scale of the relevant building and the pattern of development in the area.
EDE16 Objective 2: To restrict the opening of new fast food/takeaway outlets in close proximity (400m of school entrance) to schools so as to protect the health and wellbeing of school-going children.

9.7 Betting Shops/Off-Licence

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 17 Retail - Off Licences and Betting Offices
Manage the provision of off-licences and betting offices and to prevent an excessive concentration of these land uses.
EDE17 Objective 1: To prevent an excessive concentration of off-licence and betting offices in our urban areas.

9.8 Rural Economy

In rural areas of the County there is a need to balance the need for social and economic activity with the protection of the environment and character of the rural landscape. A landscape character assessment has been carried out as part of the Development Plan preparation and informs policy for the different character areas. Through zoning and development management objectives, it is the intention of the Council to restrict development in rural areas to appropriate forms of development that have a social or economic connection to the local area.



ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 18 Rural Economy
Support sustainable rural enterprises whilst protecting the rural character of the countryside and minimising environmental impacts.
EDE18 Objective 1: To support and facilitate sustainable agriculture, horticulture, forestry and other rural enterprises at suitable locations in the County.
EDE18 Objective 2: To support farm diversification and agri-tourism, where a proposed business initiative is subordinate to the primary agricultural use of the site, subject to traffic and environmental safeguards.
EDE18 Objective 3: To protect agriculture and traditional rural enterprises from unplanned and/or incompatible urban development.

9.9 Tourism and Leisure

In 2019, Tourism Ireland recorded tourist visitor numbers of 11.3 million people to the country, with the Dublin Region being Ireland’s primary tourism destination. In 2019 the Dublin Region received 6.6 million international visitors (family visitors, business visitors etc) and approximately 4 million visits for the purpose of holidays. Tourism is a significant economic driver and is considered a key growth sector of the Irish economy. It supports job creation across a diverse range of sectors and skill levels. It has wide ranging social and environmental benefits for host communities, with tourism initiatives often making key assets more accessible, supporting environmental improvements and sustaining services and events that would not otherwise be viable.

South Dublin possesses the natural and cultural assets, good access and business infrastructure, to establish and sustain a substantial tourism sector within the county. Failte Ireland tourism statistics for 2019 has 11,536 registered assets in its databases for tourism infrastructure within Ireland, with 130 (1.1%) of these located within South Dublin. Actions in the South Dublin Tourism Strategy 2015 builds on these assets to provide a wider offer to the market.

In continuing the positive working relationships through the Dublin Tourism Working Group with Fáilte Ireland to make the best use of the ‘Grow Dublin’ tourism project and the ‘Dublin - Surprising By Nature’ marketing concept, South Dublin can develop a distinctive range of tourism products that will complement those of other parts of Dublin and generate substantial socio-economic benefits for the County.

The County Development Plan will seek to support and facilitate the development of the County’s tourism and leisure sector by setting out a spatial planning framework that seeks to protect and preserve the natural environment and built assets upon which tourism relies while supporting public and private sector investment in sustainable tourism initiatives.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 19 Tourism Infrastructure
Support the development of a sustainable tourism industry that recognises the recreational and tourism potential of the County, building on the actions in the South Dublin Tourism Strategy, 2015 or any superseding strategy.



EDE19 Objective 1: To support the development of tourism infrastructure, attractions, activities and facilities at appropriate locations subject to sensitive design and demonstrated environmental safeguards.

EDE19 Objective 2: To direct tourist facilities into established centres, in particular town and village centres, where they can contribute to the wider economic vitality of urban centres.

EDE19 Objective 3: To support the development of the Dublin Mountains Visitor Centre at Hell Fire and Massy's Wood in accordance with permission granted by An Bord Pleanála in June 2020 or any amending permissions.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 20 Greenways, Trails and Loops

Support and facilitate the development of an integrated network of Greenways (combined off road cycle and walking routes) and Trails (walking routes) along suitable corridors, with local connections to villages and attractions and to take account of the environmental sensitivities along these corridors.

EDE20 Objective 1: To support and facilitate the development of an integrated network of Greenways, Greenway Loops and Urban Greenways to encourage active travel across the County, subject to environmental considerations.

EDE20 Objective 2: To support the development of local tourist and heritage trails at suitable locations including across the Dublin Mountains, and between and within Brittas-Saggart-Rathcoole; Clondalkin; Lucan; Newcastle-Lyons; Rathfarnham; and Tallaght and seek to make such trails interactive through the use of sensitive signage and the further development of application software.

EDE20 Objective 3: To support and facilitate the development of accessible links into and along the Liffey Valley and between the Grand Canal and the Royal Canal subject to environmental sensitivities.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 21 Tourism and Leisure Activities

Support and facilitate the development of leisure activities in the County.

EDE21 Objective 1: To promote the active use of managed forests for tourism and leisure related activities subject to an appropriate scale of development having regard to the pertaining environmental conditions and sensitivities, scenic amenity and availability of services.

EDE21 Objective 2: To promote the development of outdoor leisure activities on lands that are designated with Zoning Objective Open Space 'OS' (to preserve and provide for open space and recreational amenities), having regard to South Dublin's Parks and Open Space Strategy.

EDE21 Objective 3: To support the development of water-based tourism and leisure activity, subject to an appropriate scale of development having regard to the pertaining environmental conditions and sensitivities, scenic amenity and availability of services.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 22 Heritage, Culture and Events Tourism



**Support the development of heritage, cultural and events tourism.**

EDE22 Objective 1: To support the sensitive restoration or conversion of heritage buildings and facilitate heritage tourism in appropriate locations See also Chapter 3 Built Heritage)

EDE22 Objective 2: To support tourism projects that seek to showcase and promote the County's geological heritage and cultural heritage including arts, music, aviation history, Irish Language customs and ways of life including the development of museums, cultural centres and interpretative centres at appropriate locations.

EDE22 Objective 3: To support the development of sporting venues of national or regional scale, such as stadia, at locations served by high frequency public transport (Luas/Rail/Bus), having regard to their impact on residential amenity.

EDE22 Objective 4: To support concerts or events at suitable locations within the County, such as parks, stadia, auditoriums, conference centres, subject to the protection of residential amenity and appropriate licensing arrangements.

EDE22 Objective 5: To support local outdoor markets and festivals in appropriate locations within the County.

9.9.1 Public Rights of Way**Public Rights of Way and Permissive Access Routes**

There is a requirement in the Planning Acts under Part II, section 10(2)(o) to include objectives for:

'the preservation of public rights of way which give access to seashore, mountain, lakeshore, riverbank or other places of natural beauty or recreational utility, which public rights of way shall be identified by both marking them on at least one of the maps forming part of the development plan and by indicating their location on a list appended to the development plan.'

The identification of a public right of way requires verification and the burden of proof rests with the Local Authority. The Council has not been able to identify any relevant public rights of way for the draft Plan. It is the intention of the Council to actively pursue their identification as set out in the objectives below.

The creation of Permissive Access Routes to high amenity, recreational and scenic lands in partnership with landowners, adjoining local authorities, public bodies and other state agencies is considered to be an achievable mechanism to secure access to places of natural beauty or utility. Permissive Access Routes such as the Dublin Mountains Way and the Greenways in County Mayo and Waterford are successful examples that have yielded significant tourism, recreation and amenity benefits.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 23 Public Rights of Way and Permissive Access Routes

Continue to promote and improve access to high amenity, scenic, and recreational lands throughout the County and within adjoining counties, including places of natural beauty or recreational utility, for the purposes of outdoor recreation, while avoiding environmental damage, landscape damage and impacts to Natura 2000 sites.

EDE23 Objective 1: To promote the preservation of public rights of way that give access to mountain, lakeshore, riverbank or other places of natural beauty or recreational utility.





EDE23 Objective 2: To identify, in a logical and sequenced way, existing public rights of way in relevant areas of the County and to investigate the creation of new public rights of way by taking the following steps within two years of adoption of the Plan:

1. Identify and map those areas within the County which have the potential to give access to mountain, lakeshore, riverbank or other places of natural beauty or recreational utility.
2. Examine the identified areas for existing access routes.
3. Investigate whether existing access routes are public rights of way and where there is an understanding that a public right of way may exist undertake the necessary steps for consultation set out in the Planning Acts.
4. Once verified, map and identify those public rights of way in the Development Plan
5. Where public rights of way do not exist and access would be appropriate, consider using public rights of way agreements available under section 206 of the Planning and Development Acts
6. Where public rights of way agreements are not possible, consider the use of compulsory purchase orders under section 207 of the Planning and Development Acts.

EDE23 Objective 3: To integrate any identified public rights of way or newly created public rights of way into the County Development Plan by way of a Variation.

EDE23 Objective 4: To promote and facilitate the creation of Permissive Access Routes and heritage trails, where they would not compromise environmentally sensitive sites, that provide access to high amenity, scenic and recreational lands including rural areas, forests, woodlands, waterways, upland/mountain areas, the Grand Canal, the Dodder Valley, the Liffey Valley and between historic villages, in partnership with adjoining local authorities, private landowners, semi-state and other public bodies such as Coillte, Waterways Ireland and the Forest Service.

EDE23 Objective 5: To promote and facilitate the continued development of the Dublin Mountains Way and the Wicklow Way in association with the Dublin Mountains Partnership, particularly Permissive Access Routes that provide access to regional and local networks of walking, running, hiking and mountain bike trails and other recreational facilities provided that such routes/trails and their use does not significantly impact on environmentally sensitive sites.

EDE23 Objective 6: To promote and improve access, in partnership with the relevant landowners, to all the historic sites in the County and seek to maximise their tourism potential in partnership with the relevant landowners.

EDE23 Objective 7: To bring mountain amenities closer to residential communities by promoting the establishment of a network of formal footpaths, off-road paths and cycleways that facilitate casual walkers and cyclists.

9.10 Quarries and Mineral Extraction

Mineral extraction and the aggregate industry is an important economic sector that provides the raw materials for the construction industry. The processes involved in extraction can give rise to long term environmental effects and significantly alter the character of the landscape. Given the need to balance the economic benefits of extraction against potential environmental impacts, it is important to consider the suitability of areas for extraction (taking account of the environmental characteristics and sensitivities of an area) and to manage the impact of extraction where it does occur.

The review of the Landscape Character Assessment of South Dublin County highlights the high value and sensitivity of rural and mountain areas of the County, given the proximity to Dublin. The protection of these landscapes and the environmentally sensitive and high amenity areas is a priority of the Development Plan. and as such, the Council will seek to limit new or expanded facilities in these areas.

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 24 Mineral Extraction

Support the sustainable extraction of aggregate resources at suitable locations within the County subject to appropriate environmental safeguards.





EDE24 Objective 1: To facilitate mineral extraction in suitable locations subject to the protection of amenity and environmental quality.

EDE24 Objective 2: To limit the operation of the extractive industry and ancillary uses at environmentally sensitive locations and within areas designated with Zoning Objective ‘HA – DM’, ‘HA-LV’ and ‘HA-DV’ where extraction would result in significant adverse effects and/or prejudice the protection of the County’s natural and built heritage.

EDE24 Objective 3: To ensure the satisfactory reinstatement and/or re-use of disused quarries and extraction facilities, where active use has ceased.

9.11 Seveso Sites

The EU Directive 2012/18/EU on the control of major accident hazards, commonly referred to as the SEVESO III Directive, replaces Directive 96/82/EC. The Directive aims to prevent major accident hazards involving dangerous substances and chemicals and the limitation of their consequences for people and the environment. This has been implemented by the COMAH Regulations of 2015. The policy and practice of the Health and Safety Authority (HSA), a prescribed body, in relation to Seveso sites is set out in technical land-use planning advice to Planning Authorities. Revised guidance is anticipated and will inform implementation of HSA advice.

The location of the current SEVESO sites in the County are mapped on the Development Plan maps. These are indicated below and are correct at time of adoption of this Plan but may be subject to change over the lifetime of the Development Plan and should be reviewed, as necessary, against the HSA website;

Notified Seveso Site	Site Name and Location
Upper Tier Establishments	BOC Gases Ltd. Ireland, PO Box 201, Bluebell Industrial Estate, Dublin 12
	Dachser Ireland Ltd, Blackchurch Business Park, Rathcoole, Dublin.
Lower Tier Establishments	Brenntag Chemicals Distribution (Ireland) Ltd, Unit 405, Greenogue Business Park, Rathcoole, Dublin 24
	Irish Distillers Ltd, Robinhood Road, fox and Geese, Clondalkin, Dublin 22
	Kayfoam Wolfson, Bluebell Industrial Estate, Naas Road, Dublin 12

ECONOMIC DEVELOPMENT AND EMPLOYMENT (EDE) Policy 25 Major Accidents

Have regard to the provisions of the Major Accidents Directive (European Council Directive 2012/18/EU) and the technical advice of the Health and Safety Authority (HSA) in relation to identified SEVESO sites in the County.

EDE25 Objective 1: To have regard to the policy and approach of the Health and Safety Authority to the Control of Major Accident Hazards (COMAH) Risk-based Land-use Planning, HSA (2010) or any superseding documents where appropriate, in assessing planning applications and in preparing land use plans.



9.12 Climate Action Audit

Source of Green House Gases (GHGs)	Measures to Address Climate Impacts
<p>The sources of GHGs from Economic Development, Employment and Retail principally arises from</p> <ul style="list-style-type: none"> - Industrial and commercial sectors manufacturing process - Food and drinks production - Energy used in heating and cooling of industrial and commercial buildings. - Transportation journeys to and from work using fossil fuels. - Transportation of goods 	<p>Policies and objectives contained in this chapter which address climate impacts include the following:</p> <ul style="list-style-type: none"> - Overarching policy to promote the use of renewable energy sources and reduce carbon emissions - Promotion of the green and circular economy - Sustainable transport and placemaking provisions supporting the compact growth approach. - Promotion of labour-intensive employment to urban locations in proximity to public transport - Supporting enterprise that produces excess heat to enable district heating - Provision for standards to require tree planting and other Green Infrastructure elements on development sites to deliver carbon sequestration and promote better placemaking. - Ensuring a sequential approach to retail development - The provision of co-location of workspaces to reduce trips and increase potential for creative working and cross collaboration. - The promotion of greenways, loops and walking trails to encourage more active tourism within the County.



Chapter 10:



Energy





Vision

Deliver a green society and circular economy adaptable to new technologies, a home and place of employment for people and industries striving towards reducing their carbon footprint.

10.0 Introduction

The 'Climate Action Plan 2019 – To Tackle Climate Breakdown' represents the Government's all of society approach, aimed at enabling Ireland to meet its EU targets to reduce carbon emissions by 30 per cent between 2021 and 2030, and lay the foundations for achieving net zero carbon emissions by 2050. Within that context South Dublin County Council through its strategic County Development Plan seeks to enable the creation of reliable, robust and efficient energy systems which enable growth across all sectors, and which supports the future development of the County. In line with the LGMA's *Delivering on Climate Action 2030*, the Council will continue to make every effort to increase energy efficiency and unlock renewable energy potential in the County.

Changes to our climate resulting from the warming effect of greenhouse gas are issues of significance to the global environment. The use of carbon-based fossil fuels is responsible for over half of all greenhouse gas emissions globally. European and national energy policy prioritises measures to support climate change resilience through reduced energy consumption and increasing the proportion of energy consumed from alternative, non-polluting, low carbon and renewable energy sources across sectors (e.g. wind, solar, hydro, geothermal). A key driving force behind this County Development Plan is responding to the climate action issues facing our society today. Climate action measures underpin every aspect of the Plan from the adoption of the compact growth and sustainable transport approaches to population growth/transport to the integration of placemaking and green infrastructure at county and local level creating places of quality to live and work.

Policies and objective which will have a climate-positive impact have reference numbers indicated in green text.

10.0.1 Planning Policy Context

Section 10(2)n) of the Planning and Development Act 2000 as amended requires that a Development Plan shall include objectives for:

'the promotion of sustainable settlement and transportation strategies in urban and rural areas including the promotion of measures to –

- (i) reduce energy demand in response to the likelihood of increases in energy and other costs due to long-term decline in non-renewable resources,
 - (ii) reduce anthropogenic greenhouse gas emissions, and
 - (iii) address the necessity of adaptation to climate change;
- in particular, having regard to location, layout and design of new development'.

Development Plan policies and objectives must be consistent with national and regional planning policy as set out in the National Planning Framework (NPF) and Regional Spatial and Economic Strategy (RSES).

National Policy Objectives 54 and 55 require that we reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, (also RPO 7.32) as well as targets for greenhouse gas emissions. Policy also requires the promotion of renewable energy use and generation at appropriate locations within the built and natural environment to meet national objectives towards achieving a low carbon economy by 2050.





National Policy Objectives 57 and 58 require the integration of flood risk management and Green Infrastructure into development to help mitigate climate change. RPO 3.6 requires that county development plans undergo assessment of their impact on carbon reduction targets and include measures to monitor and review progress towards carbon reduction targets.

RPO 7.38 requires local authorities to consider the use of heat mapping to support developments which deliver energy efficiency and the recovery of energy that would otherwise be wasted. It also requires the carrying out of an assessment of district heating and identification of local waste heat sources.

RPO 7.40 requires the inclusion of policies to promote high levels of energy conservation, energy efficiency and the use of renewable energy sources in existing buildings, including retro fitting of energy efficiency measures in the existing building stock and energy efficiency in traditional buildings. RPO 7.40 requires the inclusion of policies to facilitate electric vehicle usage.

There are many other relevant national and regional policy objectives. These are referenced by number within individual Development Plan policies and objectives in this chapter and are set out in full at Appendix 7.

10.0.2 Overarching Policy

ENERGY (E) Policy 1 Responding to European, National and Regional Policy and Legislation
Respond to the European, National and Regional Climate Action Programme and UN Sustainable Goal 13 through the integration of climate action policies and objectives which promote renewable energy, energy conservation and an increase in energy efficiency and promote the growth of locally based energy alternatives in an environmentally acceptable and sustainable manner

10.1 Energy Planning in South Dublin

In the last decade the Council has adopted a proactive approach to addressing the climate change and energy challenge by delivering substantial energy efficiencies in its own building and vehicle stock. This has included the carrying out of an extensive retrofitting programme on its own social housing and public building stock and taking the lead role in identifying low carbon and renewable energy opportunities in the County. South Dublin County Council signed up to the EU Covenant of Mayors (Europe wide shared commitment by city mayors to reduce CO2 emissions by a minimum of 20% by 2020) in June 2012.

The Council presented its first annual update of its Climate Change Action Plan 2019 in October 2020. Of the 130 Actions outlined in the Plan work is ongoing on 111 of them and seven have been completed. The Council surpassed its improvement in energy efficiency target of 33% by 2020, one year ahead of schedule, and is well placed to meet the 40% reduction in GHG emissions by 2030. The report concludes that South Dublin has achieved a 34.4% improvement in energy efficiency since 2009, reaching its target one year ahead of schedule. In addition, CO2 emissions have been reduced by 33.6 per cent since 2009.

A number of ground breaking initiatives have been rolled out in the County in recent years. The ongoing Tallaght District Heating project will use waste from a data centre in Tallaght to provide low carbon heat to public sector buildings, 1,400 residential apartments and over 12,000m2 of commercial buildings in the County Town. This project is the first of its kind in Ireland and will reduce carbon emissions by 1,900 tonnes per year. The SEAI award winning Tallaght Community Energy Living Lab (Tallaght Smart Grid Test Bed) is a local smart community grid that enables communities to produce and sell electricity generated from renewable sources such as wind, solar and hydro. The project produces a local market for the community with smart boxes installed in every participating house. The project began in 2013 with just 20 participants, it now has expanded to 200 local business and homes.



The Council will progress energy masterplans for the existing business district at Grange Castle and Clonburris SDZ Lands. The Naas Road Framework Plan will assess how the area can support the County in meeting its climate change and carbon emission requirements.

10.1.1 South Dublin County Baseline Emissions

Table 10.1 shows the county-wide emissions inventory for South Dublin. This baseline emissions analysis highlights the sectors that generate the highest levels of emissions and provides a record of carbon emissions, which can be used to support the EMRA in creating an emissions inventory for the region, as required under RPO 7.31 of the RSES.¹ Table 10.1 also provides an update to emissions figures where they were available for the Council's own emissions based on the most recent energy consumption figures.

Table 10.1 Baseline Emissions and Current Emissions

South Dublin's Energy and Emission Inventory		
Sector	Energy Demand (MWh)	Emissions (tCO ₂ /tCO ₂ eq) 2021
Residential	1,803,177	457,286
Commercial	2,022,840	607,679
Transport	2,799,199	731,029
Municipal (2019 Update)	30,180	8,768
Social Housing	116,681	29,184
Agriculture	6,358	7,023
Waste	-	26,530
Wastewater	-	6,411
Water	1,803	844
Total	6,780,238	1,874,753

Source: Codema: 2021

In 2016, the total energy use in South Dublin amounted to 6,780 GWh. At 31 per cent, diesel accounted for the greatest percentage of this energy use. This was followed by natural gas (29 per cent) and electricity (15 per cent). It should be noted that energy from renewables only contributed 2 per cent to the total fuel mix in South Dublin. Of this renewable energy, 1.5 per cent came from biomass sources. The total emissions from the various sectors in South Dublin was 1,874,753 tonnes of CO₂eq. The analysis found that the commercial sector uses the most electricity in South Dublin, and also had the highest emissions from electricity (69 per cent), likely due to the number of industrial uses in South Dublin with a high electricity demand.

Energy (E) Policy 2 South Dublin Energy Profile

Further develop and implement climate action and energy related initiatives in the County in conjunction with EMRA, the Dublin Energy Agency (Codema), Climate Action Regional Office (CARO) and all relevant stakeholders, promoting energy efficiency and renewable energy measures across the County

E2 Objective 1:

¹ The initial emissions analysis was performed using 2016 data, this is because these calculations are based on Central Statistics Office (CSO) data which is only available every five years. This is the best methodology currently available in Ireland, but Codema is working on refining the County energy model through the Dublin Masterplan project.



To seek to reduce the reliance on fossil fuels in the County by reducing the energy demand of existing and new development.

E2 Objective 2:

To promote the generation and supply of low carbon and renewable energy alternatives, having regard to the opportunities offered by the settlement hierarchy of the County and the built environment.

E2 Objective 3:

To support the recording and monitoring of renewable energy potential in the County in partnership with other stakeholders including the East Midlands Regional Assembly EMRA, the Dublin Energy Agency (Codema), Climate Action Regional Office (CARO).

10.2 Energy Measures

10.2.1 Energy Performance in Existing Buildings

The energy performance of existing buildings is one of the foremost considerations in responding to the energy challenge in South Dublin County. Increased efforts in this area, in particular the upgrading and refurbishment of homes and business premises has made a significant contribution in reducing energy demands and costs in the County. The graph below shows the significant increase in higher BER ratings in recent years in line with energy rating requirements.

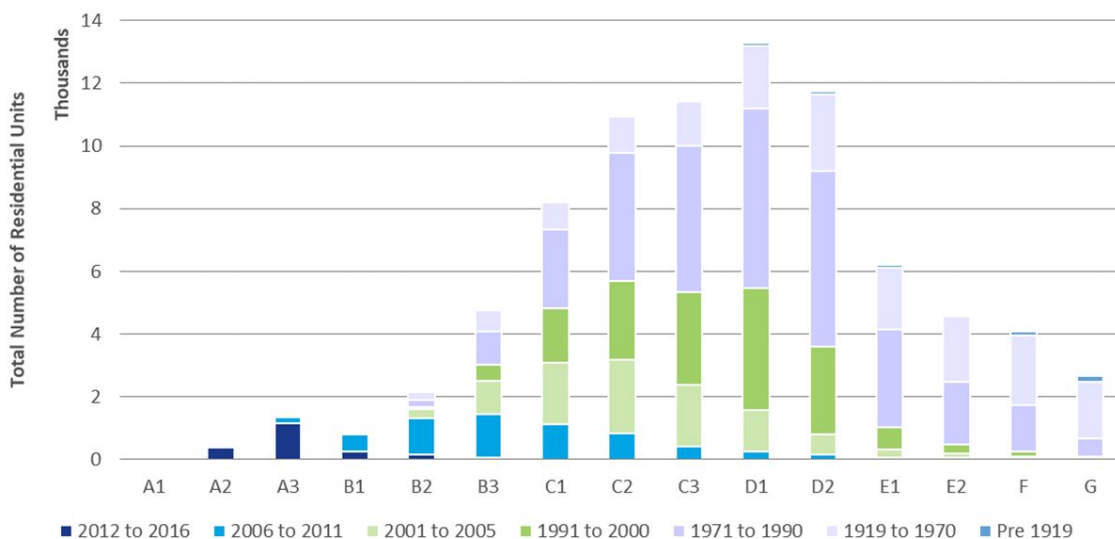


Figure 10.1: South Dublin BER Distribution by Year Built Source: Codema 2021

10.2.2 Energy Performance in New Buildings

The design, construction and operation of new buildings has a significant role to play in reducing energy demand and increasing energy efficiency into the future. The integration of energy issues into the life cycle of all new residential and non-residential buildings, from the neighbourhood, street and individual building scale, can result in significant savings at the local level. The energy efficiency and renewable energy requirements for the construction of new residential and non-residential buildings are primarily addressed in the current Building Regulations under Part L.

All new buildings owned and occupied after the 31st December 2020 are required to comply with the nZEB standard. nZEB (near zero energy building) is defined as a building that has a very high energy performance, as determined in accordance with Annex I of the Energy Performance in Buildings Directive. The nearly zero



or very low amount of energy required should be covered to a very significant extent by energy from renewable sources, including energy from renewable sources produced on-site or nearby. For public sector bodies the standard has applied since 31st December 2018.

Energy (E) Policy 3 Energy Performance in Existing and New Buildings
Support high levels of energy conservation, energy efficiency and the use of renewable energy sources in new and existing buildings including the retro fitting of energy efficiency measures in the existing building stock in accordance with relevant building regulations, national policy and guidance and the targets of the National and South Dublin Climate Change Action Plans.
E3 Objective 1 To reduce the need for energy, enhance energy efficiency and secure the use of renewable energy sources in refurbished and upgraded dwellings and other buildings through the design and location of new development, in accordance with relevant building regulations and national policy and guidance.
E3 Objective 2 To prioritise the retrofitting of buildings over demolition and reconstruction where possible to reduce the large quantities of embodied carbon energy generated from building materials when building from the ground up.
E3 Objective 3 To require all new development be designed to take account of the impacts of climate change, and that energy efficiency, energy provision and renewable energy measures are incorporated in accordance with national building regulations and relevant policy and guidelines.
E2 Objective 4 To support and facilitate the actions and targets of the National and South Dublin Climate Action Plans where they relate to private and public buildings in the County.

10.2.3 Electric Vehicles

The National Climate Action Plan has ambitious targets for the uptake of electric vehicles (EVs), with a target of having 935,600 EVs on the road by 2030, including 840,000 cars, 95,000 light commercial vehicles and 600 low-emission buses (i.e. not diesel only). This means approximately one-third of all vehicles sold during the decade need to be Battery Electric Vehicles (BEVs) or Plug-in Hybrid Electric Vehicles (PHEVs). To support this target, the four Dublin Local Authorities in conjunction with the Climate Action Regional Office (CARO) and Smart Dublin are producing an overarching EV charging strategy which will address on street charging infrastructure for the Dublin region. Electric vehicle policies and objectives are addressed in more detail in Chapter 7 Sustainable Movement.

It is recognised that while EVs are an improvement on vehicles that use internal combustion engines they are not the lowest emission method of transportation and suffer some of the same inefficiencies as fossil fuel-based vehicles when it comes to time in use, land take for parking and low capacity to move people per standard lane of road space.

Energy (E) Policy 4: Electric Vehicles
Promote the delivery of EV charging facilities in accordance with relevant building regulations and national and regional policy and guidance. (see also Chapter 7, Sustainable Movement)
E4 Objective 1 To support the implementation of the EV charging strategy for the Dublin Region.
E4 Objective 2 To ensure that EV charging points are installed such that they do not cause significant obstruction to lower carbon forms of transportation (i.e. footpaths, cycle lanes, access to DART or Luas stations, or bus lanes/stops).
E4 Objective 3 To continue to increase the use of EVs and non-fossil fuels in the Council's own fleet.



10.2.4 Low Carbon District Heating Networks

A district heating scheme consists of an insulated pipe network, which allows heat generated from a single or several larger centralised source(s) (energy centres) to be delivered to multiple buildings to provide space heating and hot water.

Figure 10.2 - Benefits of District Heating (Source: Codema)



Environmental benefits

- ~ Reduced carbon emissions
- ~ Contributes to EU and national energy targets
- ~ Reduced dependency on fossil fuels
- ~ Greater use of renewables for heating
- ~ Better air quality



Economic benefits

- ~ Lower energy and maintenance bills
- ~ Sustainable revenue stream
- ~ Local job creation
- ~ Cost-effective compliance with building regulations
- ~ More attractive to industry



Social benefits

- ~ Reduced fuel poverty
- ~ Better energy ratings
- ~ Improved comfort
- ~ Greater security of supply
- ~ Hot water on demand

The best district heating opportunity areas are those that have:

- High heat demand density (both existing and planned) - in countries such as Denmark, areas with heat demand density higher than 150TJ/km² are zoned for district heating, as these areas are deemed technically and economically suitable for developing conventional DH systems.
- Proximity to existing heat sources / space suitable for installing new low-carbon heat generating equipment.
- Minimal spatial/physical barriers along DH network route (e.g. rivers, existing infrastructure, heritage sites, etc.).



To satisfy the requirements of RPO 7.38 the heat map for the County was updated by Codema. A high-level feasibility analysis was also performed, as required in RPO 7.38 and the potential for district heating (DH) Strategic Energy Zones were outlined in accordance with RPO 7.35. Given that there is an ongoing district heating scheme in Tallaght, the continued expansion of that potential will be prioritised. In the case of the Tallaght District Heating Network, spatial heat maps were used to identify the potential for District Heating and then to bring together stakeholders for business development and to share opportunities, inform policy and optimise network design. Two other locations at Clonburris/ Grange castle and Clondalkin are also identified as having DH potential.

At Clonburris/Grange castle a good level of heat demand provided by new, medium to high density residential units (60 dwellings per hectare with approximately 60% of these being apartments) and the 55,500m² of commercial, retail and community floor space will occur within the SDZ boundary. To the south-west of the Clonburris SDZ, Grange Castle has an abundance of heat sources, including high-grade waste heat from a large dual-fuel CHP plan. There is further potential to develop DH within the development area of Grange castle west.

Clondalkin has pockets of potential to the east and west of the M50. Further consideration would be required to assess the sustainability of potential sources of waste heat and how this might be recovered.

Energy (E) Policy 5: Low Carbon District Heating Networks

- (i) **Support the delivery of low carbon district heating networks at appropriate locations across the County and subject to proven feasibility. Support also complementary technologies such as combined cooling, heat and power (CCHP), large scale heat pumps, and renewable energy opportunities, including geothermal energy, energy from waste, biomass and bio-gas.**
- (ii) **Support the investigation of both deep and shallow geothermal energy sources throughout the County. Deep geothermal projects are particularly suited to areas demonstrating high heat densities.**
- (iii) **Support the delivery of District Heating Proposals subject to proven feasibility within areas demonstrating heat demand density in excess of 150TJ/km² (including for the identified areas of Low Carbon District Heating Potential in Tallaght, Clonburris/Grange Castle and Clondalkin. Future developments within these areas should connect into existing or confirmed District Heating Systems. Where a District Heating scheme has not been confirmed new development should be designed so that it can connect into such a scheme when one is delivered.**
- (iv) **Support for low carbon district heating networks is subject to the appropriate environmental assessments being undertaken to ensure no significant impact on the wider environment including human health.**

E5 Objective 1:

To future proof the built environment in Low Carbon District Heating Areas of Potential to aid the future realisation of local energy networks and a move towards de-centralised energy systems.

E5 Objective 2:

To ensure that all development proposals in Low Carbon District Heating Areas of Potential carry out an Energy Analysis and explore the potential for the development of low carbon district heating networks.

E5 Objective 3:

To support deep and shallow geothermal projects at appropriate locations across South Dublin subject to environmental assessment

E5 Objective 4:

To support community energy grids and micro grids in the generation of electricity by renewable sources.

E5 Objective 5:





To support the recording and monitoring objectives of the plan by incorporating an ‘Energy Assessment Form’ into the planning application process providing information relating to energy use within larger developments of over 20 residential units or 3000sq m commercial or equivalent mixed use to include annual and peak demand for heat and electricity, floor area, BER rating, heating system details, details of renewables on site, EV charging details.

E5 SLO 1:

To prioritise the development of low carbon district heating networks in the identified areas of potential for Low Carbon District Heating at Tallaght, Grange Castle/Clonburris and Clondalkin in line with Policy E5 and supporting objectives in the written statement.

10.2.5 Energy from Waste

There are a number of ways of generating energy from waste, whether electricity or heat. These include combustion, gasification, pyrolysis, anaerobic digestion and landfill gas recovery. While not the top preference of the waste hierarchy to avoid waste, it does allow for a more sustainable circular economy approach to waste where it cannot otherwise be avoided. For all such projects, the wider environmental impacts should be considered, and environmental assessments undertaken as appropriate.

There is significant potential for the capturing and utilisation of waste heat generated by premises that are currently generating un-used heat, which could be captured and re-used on-site or by premises on adjoining and nearby sites. Such waste heat is generated from processes including thermal generating stations, site power generation, industrial processes, wastewater systems and waste to energy plants. This technology will power homes and businesses in the Tallaght District Heating Project. Where significant waste heat potential exists district heating proposals are significantly more feasible. The heat source which has the greatest heat capacity is data centre waste heat.

The diagram below demonstrates current potential heat sources in the County.

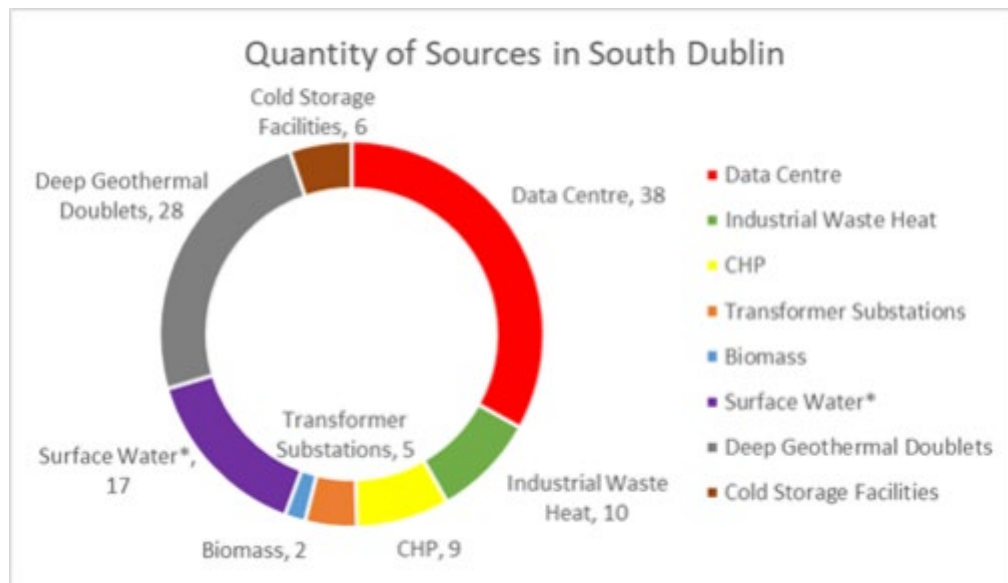


Figure 10.3: No. of existing heat sources identified (grouped by type)

Energy (E) Policy 6: Waste Heat Recovery and Utilisation

Promote the development of waste heat technologies and the utilisation and sharing of waste heat in areas where feasibility is proven for its use in the delivery of low carbon district heating technology.

E6 Objective 1

To require future proofing of and promote the development of waste heat technologies and the utilisation and sharing of waste heat where feasibility is proven for its re-use as part of a low carbon district heating network.

**E6 Objective 2**

To promote the circular economy by generating energy through waste subject to environmental considerations.

10.2.6 Solar PV

Photovoltaic (PV) cells convert solar radiation directly into DC electricity. Individual PV cells only provide a small amount of electricity, so they are generally grouped together into a module for convenience. PV is generally more suited to areas where the electricity generated can supply a nearby load, and the energy loss and costs associated with transmission and distribution are avoided. In accordance with the requirements of RPO 7.35 of the RSES the Council is working with the Dublin Energy Agency Codema to assess the potential for both building integrated and utility-scale solar PV panels in the County with the long-term objective of designating zones where Strategic Solar Energy Zones might be considered. Work already undertaken provides opportunities for the incorporation of solar technologies into the built fabric of existing premises. There may also be potential for the development of ‘solar farm’ type developments adjacent to the range of large commercial, industrial and business parks located in South Dublin County where viability and feasibility is proven.

Energy (E) Policy 7: Solar Energy

Promote the development of solar energy infrastructure in the County, including the building of integrated and commercial-scale solar projects subject to a viability assessment and environmental safeguards including the protection of natural or built heritage features, biodiversity and views and prospects.

E7 Objective 1:

To encourage and support the development of solar energy infrastructure for on-site energy use at appropriate locations in the County.

E7 Objective 2:

To encourage and support the development of commercial-utility solar energy infrastructure for local distribution at suitable locations in the County.

E7 Objective 3:

To support and encourage the ongoing delivery of solar technology on Council owned buildings and sites in accordance with the South Dublin Climate Action Plan.

E7 Objective 4:

To explore the potential for the development of solar PV Strategic Energy Zones in the County in accordance with the requirements of RPO 7.35.

E7 Objective 5:

To ensure that planning applications for solar energy infrastructure which may impact on the operation of airports are referred to the IAA/Department of Defence or relevant airport authority.

E7 Objective 6:

To establish a GIS database of PV installations in the County at the appropriate time in tandem with the roll out of solar PV development. This should include data on the size (area of site in m², total area of panels per m²), type (monocrystalline, tracking, PV, concentrated solar panels, domestic/commercial, etc.), grid connection details (location, kV, two-way metering, etc.) and energy generation (kW peak, annual kWh) of each installation.

10.2.7 Large Scale Wind Energy Projects

The Council recognises that wind energy makes a significant contribution to reaching Ireland’s renewable energy targets into the future.

A Landscape Character Assessment (LCA) updated in 2021 accompanies this Plan. A Wind Energy Sensitivity and Capacity Analysis was carried out as part of the original LCA in 2016. A Wind Capacity Sheet was completed to determine the capacity of each Landscape Character Area in the County to accommodate wind

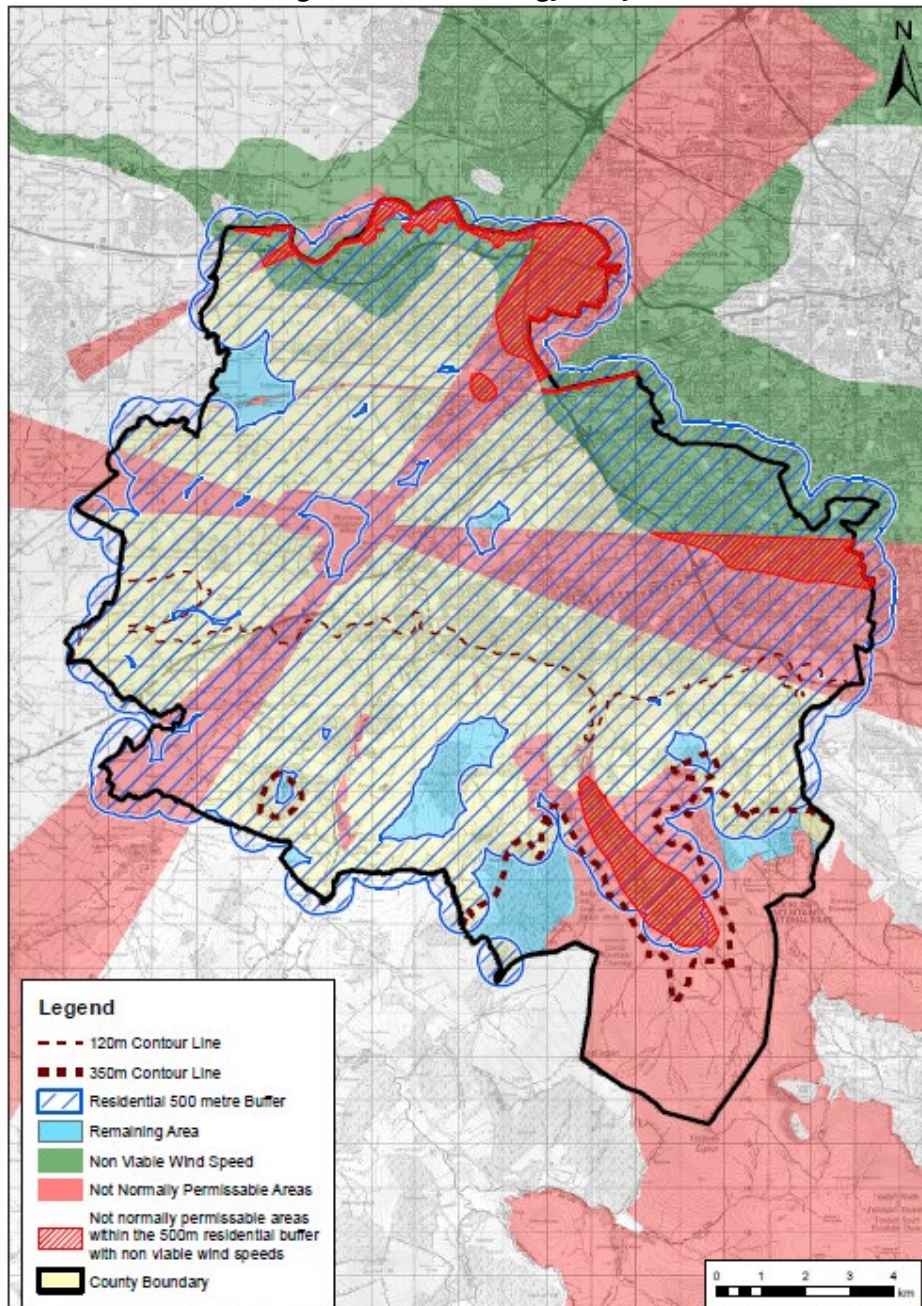




turbine developments. This analysis when combined with the Landscape Character Assessment, concluded that there are no areas in the County where large-scale commercial wind energy infrastructure could be classified as either ‘permitted in principle’ or ‘open for consideration’.

A high-level wind energy potential assessment for the County was carried out by Codema in 2020. The wind speed assessment did identify some potential for wind energy projects, similar to the LCA assessment, within the Dublin/Wicklow Mountain ranges but was not subject to environmental assessments and the Wind Guidelines methodology. It is the intention of the Council to carry out a review of Wind Energy Potential for the County.

Figure 10.4 Wind Energy Analysis



**Energy (E) Policy 8: Wind Energy**

Recognise that wind energy has significant potential to help meet renewable energy targets at a national level subject to ensuring no adverse impact on the wider environment and review the wind energy potential for South Dublin having regard to the relevant guidelines and landscape character.

E8 Objective 1:

To review the current wind energy strategy for the County during the lifetime of the Plan having regard to any updated wind energy guidelines.

E8 Objective 2:

To continue to assess planning applications against the current wind energy strategy (2016) until such time as a review of the strategy has been completed and approved, recognising that large scale wind energy developments are contrary to the strategy.

10.2.8 Small Scale Wind Energy Projects

The Council will encourage small to medium scale wind energy developments in industrial and business parks and small-scale developments for domestic purposes, in appropriate locations to serve on-site energy use (auto-consumption) and feedback of surplus to the grid. The Council recognises advances in technologies in this area and the potential for such development to be designed to suitably integrate with the built fabric of these areas. There has been Government support for this since 2007, as set out in the various planning exemptions provided for under the Planning and Development Regulations 2007 and 2008.

Energy (E) Policy 9 Small to Medium Scale Wind Energy Schemes

Encourage small to medium scale wind energy developments within industrial or business parks and support small community-based proposals in urban areas provided they do not negatively impact upon the environmental quality, and visual or residential amenities of the area.

10.2.9 Small Scale Hydro-Electricity Projects

There are a range of water bodies in the County including the Liffey, Dodder, Griffeen, Owendoher and Camac rivers and their tributaries. This means that there is some potential for development of hydroelectricity in the County. Some of these rivers and their associated streams and tributary networks are partially designated as proposed Natural Heritage Areas (pNHA) and some contain protected structures including weirs and dams which are often the best location in technical terms for hydro-electric development. They also contain species and habitats that are protected under the Birds and Habitats Directives. There are currently four active hydroelectric stations in South Dublin County; the potential for further development of small-scale hydro-electricity projects in the County, in particular for on-site consumption to meet the electricity requirements of proposed new buildings or refurbishment of existing buildings, will be assessed against the relevant environmental considerations appropriate to their riverside location and setting.

Energy (E) Policy 10: Small Scale Hydro-Electricity Projects

Support the development of small-scale hydroelectric schemes in the County

E 10 Objective 1

To support the roll-out of small-scale hydroelectric projects on the rivers, watercourses, freshwater dams and weirs across the County, where projects do not impact negatively on freshwater species, biodiversity and natural or built heritage features.

10.2.10 Green Infrastructure

Increasing green infrastructure can help to off-set Green House Gases GHGs from new developments (buildings and related transport activity) and act as carbon sinks. Therefore, any reduction of green areas and trees will reduce the potential to off-set GHG's.

Trees and landscaping are important for climate amelioration and maintaining a healthy environment. Wooded areas have a carbon absorption rate that is approximately three times that of areas covered in grassland. Trees absorb carbon as they grow, and woods and forests provide long-term carbon reduction





benefits. Planting in urban areas, at the source of many atmospheric pollutants, can filter out those pollutants, reduce water run-off, improve water quality, reduce noise and provide shading to help reduce urban heat island effects. The planting of trees is one of the most cost-effective methods of carbon capture and storage.

Trees and development mature trees can be an asset to a new development. They give a place a sense of character, as well as providing a ready-made landscape. Retaining trees is always desirable, though many trees are lost each year in the course of development. Some are removed due to their condition or because they are directly in the way of development. However, many are lost due to unsuitable protection during the construction phase.

Energy(E) Policy 11 Green Infrastructure

Implement the Council’s Green Infrastructure Strategy - as an essential element of building resilience to climate change whilst ensuring healthy placemaking and delivering on the compact growth approach, in accordance with National and Regional Policy and the National Climate Action Plan

E 11 Objective 1

To ensure the implementation of policy and objectives on tree planting, protection of trees on site and development management standards in relation to new development as set out in the Green Infrastructure, Heritage and Implementation Chapters of this plan.

10.3 Decarbonising Zones (DZ)

Action 165 of the Climate Action Plan sets Local Authorities the challenge of identifying and developing Decarbonising Zones. Implementation of the action is being led by this Department of Housing, Local Government and Heritage. South Dublin is in the early stages of identifying an area as a decarbonisation zone.

A Decarbonising Zone is an area identified by the local authority, in which a range of climate mitigation measures can co-exist to address local low carbon energy, greenhouse gas emissions and climate needs. The range of projects developed are specific to the energy and climate characteristics of the spatial area covered by the DZ. This can include a range of technologies and measures addressing electricity, heat, transport, building energy efficiency, carbon sequestration, energy storage, grid frequency/inertia etc.

A Decarbonising Zone should also address the wider co-benefits of air quality, improved health, biodiversity, embodied carbon, agricultural practices, sustainable land management, lower noise levels, waste, water, circular economy etc., and should integrate with smart data and ‘smart cities’ initiatives (as relevant).

A Decarbonising Zone can also explore the co-benefits of climate adaptation and examine a range of local measures such as climate proofing, afforestation, green and blue infrastructure, reducing heat island effects, citizen awareness and behavioural change.

The Department’s working definition of a decarbonising zone is:

A Decarbonising Zone (DZ) is a spatial area identified by the local authority, in which a range of climate mitigation, adaptation and biodiversity measures and action owners are identified to address local low carbon energy, greenhouse gas emissions and climate needs to contribute to national climate action targets.

Energy (E) 12: Decarbonising Zones

Support the identification and development of decarbonisation zones in South Dublin over the lifetime of the Development Plan.

E 12 Objective 1:

To promote the generation and supply of low carbon and renewable energy alternatives



E 12 Objective 2:

To work with CARO and other stakeholders to identify decarbonisation zones in the County.

E12 Objective 3:

To ensure that all developments within the decarbonising zone commit to the aims of those zones in areas where they are identified within the County.

10.3.1 Economic and Social Benefits

There are potentially significant economic and social implications associated with the use of energy technology and our transition to a net zero carbon economy. The benefits include new job creation, reducing the cost of energy generation and potential health benefits such as improving air quality and reducing air pollution. A just transition will require the re-training to allow people to adapt to employment in a changing labour market.

Policy E 13 Economic and Social Benefits

Support a just transition to a sustainable future for all communities that is fair and equitable to all involved through the diversification of the economy and helping people adapt in a changing labour market (see also Chapter 9 Economic Development and Employment)

10.4 Climate Action Audit - Energy

Source of Green House Gases (GHGs)	Measures to Address Climate Impacts
<p>While acknowledging that all new development will have impacts on GHG production and potentially will contribute to climate change, this chapter addresses all sectors of the economy and county with a view to integrating the sustainable energy approach into all development. Facilitating, promoting, advocating and integrating renewable energy technologies into all aspects of development in the County.</p>	<p>Policies and objectives contained in this chapter which address climate impacts include the following:</p> <ul style="list-style-type: none"> - Overarching policy to promote energy conservation, increases energy efficiency and promote the growth of local based energy alternatives in an environmentally acceptable and sustainable manner in line with national and regional policy. - Improve energy efficiency in existing and new buildings. - Facilitate delivery of electric vehicles. - Provision of low carbon District Heating networks and waste heat recovery systems. - Facilitate solar, wind and hydro-electric energy technology development where feasible subject to environmental assessment. - Support the delivery of the Green Infrastructure provisions of the plan in all development. - Support the identification and development of decarbonising zones within the County and ensure that all developments within them commit to their aims



Chapter 11:



Infrastructure and Environmental Services





Vision

Create an environment characterised by high quality infrastructure networks and environmental services to ensure the health and wellbeing of those who live and work in the County, securing also the economic future of the County.

11.0 Introduction

The quality of our environment has implications for our health and wellbeing. The availability of high quality infrastructure networks and environmental services is critical to securing economic investment, creating sustainable and attractive places, in ensuring health and well-being, and in safeguarding the environment.

11.0.1 Climate Action

High level policy at European and national level reflects the role that a high-quality environment has in achieving our climate change targets and maintaining the health of the planet. Through sustainable planning we can ensure that our environment is a key element in our consideration of growth and development, at a strategic level and at the individual site level.

11.0.2 Planning Policy Context

National Strategic Outcome 9 (NSO No. 9) of the NPF: Requires ‘Sustainable Management of Water, Waste and other Environmental Services’.

NPO 52 requires that the planning system will ‘be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital.

NPO 56 requires the sustainable management of water, investment in different types of waste treatment and support for the circular economy principles, prioritising prevention, reuse, recycling and recovery.

NPO 63 requires us to ‘Ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment’.

NPO 64 requires us to ‘Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.

NPO 65 requires local authorities to ‘Promote the pro-active management of noise where it is likely to have significant adverse impacts on health and quality of life and support the aims of the Environmental Noise Regulations through national planning guidance and Noise Action Plans.’

The RSES includes a number of policy objectives on natural resources recognising that we depend on them to protect public health, the environment, amenities and to sustain certain employment sectors.

RPO 10.1: Requires that Local Authorities ‘shall include proposals in development plans to ensure the efficient and sustainable use and development of water resources and water services infrastructure in order



to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.’

RPO 10.4 Requires Local Authorities to ‘Support Irish Water and the relevant local authorities in the Region to reduce leakage, minimising demand for capital investment.’

RPO 10.12: Development plans shall support strategic wastewater treatment infrastructure investment and provide for the separation of foul and surface water networks to accommodate the future growth of the Region.

RPO 7.12: Requires statutory land use plans to include Strategic Flood Risk Assessment (SFRA) and seek to avoid inappropriate land use zonings and development in areas at risk of flooding and to integrate sustainable water management solutions (such as SuDS, nonporous surfacing and green roofs) to create safe places in accordance with the Planning System and Flood Risk Assessment Guidelines for Local Authorities.

RPO 7.8: Requires Local Authorities to incorporate the objectives of the EU Environmental Noise Directive into the preparation of strategic noise maps and action plans that support proactive measures to avoid, mitigate, and minimise noise, in cases where it is likely to have harmful effects.

There are many other relevant national and regional policy objectives. These are referenced by number within individual Development Plan policies and objectives in this chapter and are set out in full at Appendix 7.

INFRASTRUCTURE AND ENVIRONMENTAL SERVICES (IE) POLICY 1: Overarching Policy
Ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital.

11.1 Water Supply and Wastewater

The Water Framework Directive (2000/60/EC) provides the overarching set of arrangements governing the management of water quality across Europe. The Urban Wastewater Treatment Directive and the Drinking Water Directive set standards for wastewater and water supply respectively and have been transposed into Irish legislation through Regulations.

National policy for the delivery and development of water and wastewater services is set out in the ‘Water Services Policy Statement 2018 – 2025’ (2018). This high-level policy statement identifies key policy objectives for the delivery of water and wastewater services up to 2025. Three themes are identified: quality; conservation; and future proofing.

11.1.1 Irish Water

Irish Water is responsible for public water services in Ireland. This extends to all public water services, involving the supply of drinking water and the collection, treatment and disposal of wastewater.

The Water Services Strategic Plan 2015 (WSSP) sets out strategic objectives for the delivery of water services in Ireland up to 2040. The WSSP identifies current and future challenges regarding the provision of water services and identifies priorities to be tackled in the short to medium term. The WSSP provides the context for detailed implementation plans that address key water service areas such as water resource management, wastewater compliance and sludge management.

Irish Water has to have cognisance of national and regional strategic plans, including River Basin Management Plans under the Water Framework Directive where there is a legal obligation to protect and improve the status of water bodies.





Provision of waste and wastewater infrastructure in the Dublin Region has been a challenge over the last three Development Plan cycles. The NPF and the National Development Plan 2018-2027 (NDP) has addressed this challenge by phasing the delivery of critical enabling infrastructure. The NDP has earmarked 10.5 billion in water and wastewater infrastructure over the ten years from 2018 – 2028. The WSSP must have cognisance of the Core Strategies of Development Plans including where there is need to increase the number of treatment plants to meet requirements.

Work is currently ongoing on Irish Water’s National Water Resources Plan which will be a 25-year strategy to ensure a secure and reliable drinking water supply to the Region.

11.1.2 Water Supply

Water is currently supplied to South Dublin County from the Leixlip Water Treatment Plant and Ballymore Eustace Water Treatment Plant. Water supply within the wider Dublin area is at critical levels of demand. The Water Supply Project for the Eastern and Midlands Region is included in Project Ireland 2040. The project is intended to ensure sufficient treated water to meet the longer-term growth of the Region up to 2050 and to ensure resilience and security of supply.

The Parteen Basin option has been identified by Irish Water as the preferred water supply scheme to deliver the widest benefit to the greatest number of people, with the least environmental impact and in the most cost-effective manner. The scheme comprises the abstraction of water from the lower River Shannon at Parteen Basin in Co. Tipperary. Treated water will then be piped 170km to a termination point reservoir at Peamount in South Dublin, connecting into the Greater Dublin network. Irish Water is progressing a planning application for the scheme to An Bord Pleanála.

11.1.3: Wastewater

The Greater Dublin Strategic Drainage Study (GSDSDS) was commissioned in 2001 to carry out a strategic analysis of the existing foul and surface water systems in Dublin City, Fingal, South Dublin, Dun Laoghaire-Rathdown, Meath, Kildare and Wicklow County Councils. It delivered an overview of the performance of the drainage infrastructure in the region’s catchments and proposed infrastructural improvement works to facilitate the anticipated future growth in the catchment to the year 2031 and beyond. Since the establishment of Irish Water (IW) the main elements of this policy have been incorporated into IW’s policy.

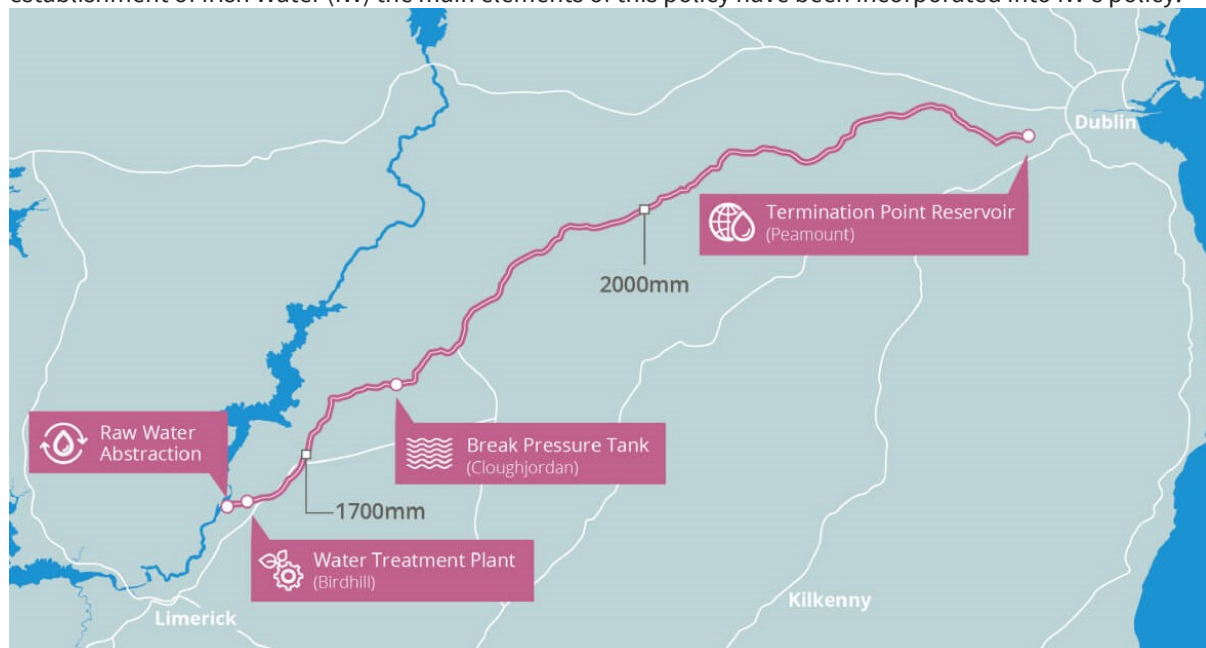


Figure 11.0 – Water Supply Project for the Eastern and Midlands Region, Parteen Basin to Peamount option



**INFRASTRUCTURE & ENVIRONMENTAL SERVICES (IE) Policy 2 Water Supply and Wastewater**

Ensure that water supply and wastewater infrastructure is sufficient to meet the growing needs of the population and to support growth in jobs over the lifetime of the Development Plan facilitating environmental protection and sustainable growth.

IE 2 Objective 1:

To work in conjunction with Irish Water to protect existing water and drainage infrastructure and to promote the ongoing upgrade and expansion of water supply and wastewater services to meet the future needs of the County and the Region.

IE 2 Objective 2:

To support Irish Water in delivering key water service projects in the County including:

- The Eastern and Midlands Region Water Supply Project
- Saggart Reservoir
- Upgrade of the 9B foul sewer
- Upgrade of the Dodder Valley Sewerage Scheme
- Upgrades to regional networks and treatment

IE 2 Objective 3:

To promote and support the implementation of the Greater Dublin Strategic Drainage Study, Dublin Region Local Authorities (2005) GSDSDS.

IE 2 Objective 4:

To support Irish Water in the delivery of the strategic objectives and strategic water and wastewater projects and infrastructure as set out in the 'Water Services Strategic Plan' (2015), any subsequent plan, Irish Water's Capital Investment Plan 2020 – 2024, any subsequent Capital Investment Plans and the forthcoming National Water Resources Plan

IE 2 Objective 5:

To prohibit the connection of surface water outflows to the foul drainage network where separation systems are available.

IE 2 Objective 6:

To work with Irish Water to reduce leakage in accordance with any forthcoming Regional Water Conservation Strategy.

IE 2 Objective 7:

To promote water conservation and best practice water conservation in all developments, including rainwater harvesting, grey water recycling and supporting the implementation of BS8515:2009 Rainwater harvesting systems – Code of practice.

IE 2 Objective 8:

To ensure on-going liaison and consultation with Irish Water to ensure that the water services infrastructure for the planned growth of the County, in line with the County's Core Strategy, is integrated into the relevant plans and capital programmes and to ensure that the design and layout of water services is fully considered to deliver sustainable growth.

IE 2 Objective 9:

To ensure that all new developments in areas served by a public foul sewerage network connect to the public sewerage system.

IE 2 Objective 10:

To require all development proposals to provide a separate foul and surface water drainage system – where practicable.

11.2 Surface Water and Groundwater

South Dublin County Council is responsible for surface water management and aquifer protection in the County, with the Office of Public Works (OPW) having responsibility for flood risk management. The main objective of the EU Water Framework Directive (WFD) is to protect and restore water quality in both surface and groundwater.



The WFD includes a requirement to ‘contribute to mitigating the effects of floods’, which has been enacted through the Floods Directive. The implementation of the Floods Directive and the development of Flood Risk Management Plans (FRMPs) are closely linked to the implementation of the Water Framework Directive (WFD).

11.2.1 Sustainable Urban Drainage Systems (SuDS)

The implementation of Sustainable Urban Drainage Systems (SuDS) is a nature-based solution to water management that aims to address surface water in a sustainable manner, by utilizing and mimicking natural infiltration processes from the environment, reducing the rate of water run-off and improving water quality. The benefits of SuDS are addressed in detail in Chapter 4 Green Infrastructure, Section 4.3.2 Sustainable Water Management, where more detailed policy and objectives are for SuDS are set out.

River Basin Management Plans 2009-2014 were completed under the Water Framework Directive covering eight River Basin Districts. The plans summarised the waterbodies that may not meet the environmental objectives of the WFD by 2015 and identified which pressures were contributing to the environmental objectives not being achieved. The plans described the classification results and identified measures that could be introduced in order to safeguard waters and meet the WFD objectives. Within South Dublin, the Camac and Dodder Rivers were poor to moderate status while the Griffeen, Liffey and Owendoher had good status (2013-2018). The second cycle of management plans (2015-2021) will cover a single River Basin District for Ireland.

INFRASTRUCTURE & ENVIRONMENTAL SERVICES (IE) Policy 3: Surface Water and Groundwater
Manage surface water and protect and enhance ground and surface water quality to meet the requirements of the EU Water Framework Directive.
IE3 Objective 1: To maintain, improve and enhance the environmental and ecological quality of our surface waters and groundwater by implementing the relevant programme of measures set out in the River Basin Management Plans.
IE3 Objective 2: To maintain and enhance existing surface water drainage systems in the County and to require Sustainable urban Drainage Systems (SuDS) in new development in accordance with objectives set out in section 4.3.2 of this Plan including, where feasible, integrated constructed wetlands, at a local, district and County level, to control surface water outfall and protect water quality.
IE3 Objective 3: To protect the regionally and locally important aquifers within the County from risk of pollution
IE3 Objective 4: To continue efforts to improve water quality under the Local Government (Water Pollution) Act 1977, as amended and by implementing the measures outlined under the Nitrates Directive (91/676/EEC) and the current National Nitrates Action Programme (NAP) and all other relevant legislation.
IE3 Objective 5: To generally prohibit development within restricted areas identified on the Bohernabreena/Glenasmole Reservoir Restricted Areas Map contained in Appendix 5.
IE3 Objective 6: To protect salmonid water courses, such as the Liffey and Dodder River catchments (including Bohernabreena Reservoir), which are recognised to be exceptional in supporting salmonid fish species.
IE3 Objective 7: To protect surface water quality by continuing to assess the impact of domestic and industrial misconnections to the drainage network in the County and the associated impact on surface water quality, and by implementing measures to address same.



11.3 Flood Risk Management

The EU Floods Directive and the recommendations of the 2004 National Flood Policy Review Report are driving forces behind flood management in Ireland. The Planning System and Flood Risk Management Guidelines for Planning Authorities, DECLG and OPW (2009) and DECLG Circular P12/2014 address the interface between flood risk management and the planning system. The guidelines state that the steps in the development plan process and its Strategic Environmental Assessment need to be supported by an appropriate analysis of flood risk.

A Strategic Flood Risk Assessment (SFRA) of the County has been carried out to support the Strategic Environmental Assessment of the County Development Plan. The assessment was carried out in accordance with the requirements of the Flood Risk Management Guidelines and the EU Water Framework Directive. The SFRA Report is a separate document to be read in parallel with this Plan.

The SFRA identifies and maps flood risk in the County and has supported a sequential approach to planning, in accordance with the recommendations of the Flood Risk Management Guidelines.

Climate change adaptation and resilience has become one of the fundamental considerations for strategic planning. As such, an appraisal of the potential impacts of climate change was carried out as part of the Strategic Flood Risk Assessment with regard to the OPW climate change parameters stated in the Flood Risk Management Climate Change Sectoral Adaptation Plan (2019), also international best practice within other European jurisdictions and the latest scientific studies.

There is an increasing likelihood that Ireland's climate will be similar to that depicted in the High-End Future climate change scenario by the year 2100. Therefore, High End Future Scenario (HEFS) parameters were used in the assessment process. This approach will also assist in achieving our obligations under the Water Framework Directive (WFD). The OPW is currently transitioning to regionally based climate models that reflect the likely varied impacts throughout the island of Ireland. These models will be implemented during the lifetime of the plan.

11.3.1 Riparian Corridors

Riparian corridors are now regarded as essential for ecosystem service provision. The benefits of Riparian Corridors are addressed in detail in Chapter 4 Green Infrastructure, Section 4.3.2 Sustainable Water Management, relevant policy and objectives are also set out in that section.

Hydromorphological Assessment and Riparian Corridor Designation

Hydromorphological integrity is identified in the WFD as one of the three key criteria for determining Waterbody Status (the others being ecology and chemical). A strategic hydromorphological assessment of major rivers within South Dublin County was undertaken for the County Development Plan in parallel to the SFRA. The outcome of this study was the mapping of riparian corridors of the major rivers of the County. It is an objective of the plan to require Hydromorphological Assessment of development proposals that are within riparian corridors to demonstrate how the integrity of the Riparian Corridor can be maintained and enhanced having regard to flood risk management, biodiversity, ecosystem service provision, water quality and hydromorphology (riparian corridors are identified on Development Plan maps). For policy on riparian corridors see Chapter 4 Green Infrastructure Section 4.3.2 Sustainable Water Management.

INFRASTRUCTURE AND ENVIRONMENTAL SERVICES (IE) POLICY 4 Flood Risk

Ensure the continued incorporation of Flood Risk Management into the spatial planning of the County, to meet the requirements of the EU Floods Directive and the EU Water Framework Directive and to promote a climate resilient county.

IE 4 Objective 1:



To require site specific flood risk assessments to be undertaken for all new developments within the County in accordance with The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009) and the requirements of DECLG Circular P12/2014 and the EU Floods Directive.

IE 4 Objective 2:

To require all developments in the County to be designed and constructed in accordance with the “Precautionary Principle” detailed in the OPW Guidelines.

IE 4 Objective 3:

To continue to support and co-operate with the Office of Public Works in delivering the relevant Catchment-Based Flood Risk Assessment and Management Programme

IE4 Objective 4: To support and facilitate the delivery of flood alleviation schemes in South Dublin County, including the following schemes:

- Poddle Flood Alleviation Scheme.
- Camac Flood Alleviation Scheme.
- Whitechurch Flood Alleviation Scheme.

IE4 SLO 1: To require the preparation of a site and catchment specific Flood Risk Assessment and Mitigation Strategy, prepared by a qualified person(s), to be submitted with any proposal for development on the ‘EE’ zoned lands at Moneenalion Commons Upper, Baldonnell (See Development Plan Map).

11.4 Information and Communications Technology

The continued widespread availability of high-quality Information and Communications Technology (ICT) networks within the County is critical to the development of the County’s economy and to social progress. It will ensure that the County remains attractive to hi-tech knowledge-based industries providing for high value employment. It is also a huge asset to the residents of the County encouraging home working and individual entrepreneurial activity.

INFRASTRUCTURE AND ENVIRONMENTAL SERVICES (IE) POLICY 5: Information and Communications Technology (ICT)

Promote and facilitate the sustainable development of a high-quality ICT network throughout the County in order to achieve social and economic development, whilst protecting the amenities of urban and rural areas.

IE 5 Objective 1:

To promote and facilitate the provision of appropriate telecommunications infrastructure, including broadband connectivity and other innovative and advancing technologies within the County.

IE 5 Objective 2:

To co-operate with the relevant agencies to facilitate the undergrounding of all electricity, telephone and television cables in urban areas wherever possible, in the interests of visual amenity.

IE 5 Objective 3:

To permit telecommunications antennae and support infrastructure throughout the County, subject to high quality design, the protection of sensitive landscapes and visual amenity.

IE 5 Objective 4:

To discourage a proliferation of telecommunication masts in the County and promote and facilitate the sharing of facilities.

IE 5 Objective 5:

To ensure that above ground utility boxes are sensitively located and finished to reduce their visual impact and promote soft planting around existing and new ones where feasible.

IE 5 Objective 6:

To require the identification of adjacent Public Rights of Way and established walking routes by applicants prior to any new telecommunication developments and to prohibit telecommunications developments that impinge thereon or on recreational amenities, public access to the countryside or the natural environment.





IE 5 Objective 7:

Ensure that applications made in relation to the provision of overground telecommunications infrastructure, including planning applications and Section 254 licence applications, take into consideration and demonstrate compliance with the ‘Guidance on the Potential Location of Overground Telecommunications Infrastructure on Public Roads’ (2015).

11.5.0 Waste Management

Waste Management is integral to sustainable development and is a key element of the circular economy, protecting public health and maintaining a high-quality environment.

The Planning and Development Act 2000 (as amended) states that a development plan shall include objectives for waste recovery and disposal facilities. By virtue of Section 22(10A) of the Waste Management Acts 1996-2008, the objectives of the relevant Waste Management Plan are deemed to be included in the Development Plan.

National and Regional policy on waste management is set out in a number of documents. These include the NPF, the RSES, the Regional Waste Management Plan, the National Climate Action Plan 2019 and the Government’s policy document ‘A Waste Action Plan for a Circular Economy 2020 –2025’. These policy documents require a transition towards the creation of a circular economy, requiring the long-term use of materials, promoting recycling and re-use, and minimising waste at the end of the cycle. All of these documents and the policies and objectives which flow from them are consistent with the EU Waste Hierarchy approach to waste which endorses prevention, preparing for re-use, recycling, energy recovery and sustainable disposal.

The Government’s ‘Waste Action Plan for a Circular Economy 2020 – 2025’ outlines the new focus which goes beyond simple management of waste and moves towards how we look at resources more broadly, thereby capturing the maximum value of all materials. The focus is on the circular economy approach.

The Eastern Midlands Region Waste Management Plan, 2015-2021 (EMRWMP) provides the framework for waste management in South Dublin and the Region. It sets out a strategic vision with a focus on viewing waste as a valuable resource. It seeks to make better use of current resources, reduce the leakage of material including energy, as the country transitions from a linear to a circular economy.

<p>INFRASTRUCTURE AND ENVIRONMENTAL SERVICES (IE) POLICY 6: Waste Management</p> <p>Implement European Union, National and Regional waste and related environmental policy, legislation, guidance and codes of practice to improve management of material resources and wastes.</p> <p>IE 6 Objective 1: To encourage the transition from a waste management economy to a green circular economy to enhance employment and increase the value, recovery and recirculation of resources through compliance with the provisions of the ‘Waste Action Plan for a Circular Economy 2020 – 2025’.</p> <p>IE 6 Objective 2: To support the implementation of the Eastern Midlands Region Waste Management Plan 2015-2021 or as amended by adhering to overarching performance targets, policies and policy actions.</p> <p>IE 6 Objective 3: To provide for, promote and facilitate high quality sustainable waste recovery and disposal infrastructure/technology in keeping with the EU waste hierarchy and to adequately cater for a growing residential population and business sector.</p> <p>IE 6 Objective 4: To provide for and maintain the network of bring infrastructure (e.g. civic amenity facilities, bring banks) in the County to facilitate the recycling and recovery of hazardous and non-hazardous municipal wastes.</p> <p>IE 6 Objective 5:</p>





To seek the provision of adequately sized public recycling facilities in association with new commercial developments and in tandem with significant change of use/extensions of existing commercial developments where appropriate.

IE 6 Objective 6:

To continue to roll out a countywide network of green waste centres in suitable locations to expand the collection system for compostable waste.

IE 6 Objective 7:

To require the appropriate provision for the sustainable management of waste within all developments, ensuring it is suitably designed into the development, including the provision of facilities for the storage, separation and collection of such waste.

IE 6 Objective 8:

To adhere to the recommendations of the 'National Hazardous Waste Management Plan 2014-2020' and any subsequent plan, and to co-operate with other agencies including the EPA in the planning, organisation and supervision of the disposal of hazardous waste streams, including hazardous waste identified during construction and demolition projects.

IE 6 Objective 9:

To support the development of indigenous capacity for the treatment of non-hazardous and hazardous wastes where technically, economically and environmentally practicable subject to the relevant environmental protection criteria for the planning and development of such activities being applied.

11.6 Environmental Quality: Air, Noise and Light

Clean air is essential in ensuring a high-quality environment for the wellbeing of the residents and success of the economy of the County. It also plays a key role in managing climate action. The impacts of noise on human health is increasingly being recognised by the World Health Organisation and others including the EU. As the world has urbanised, the level of light pollution has increased. Set out below are the higher-level strategic policies in relation to air, noise and light. More detailed development management standards are set out in Chapter 13 'Implementation and Monitoring'.

It is noted that air quality, noise and light pollution control are primarily covered within air, light and noise control legislation.

11.6.1 Air

Air quality management is carried out under the provisions of the Air Pollution Act 1987. Air quality monitoring stations collect data on ambient air levels assessed against European legal limit values and World Health Organisation guideline values. The network is managed by the EPA, in partnership with Local Authorities and other public/semi-state bodies and universities.

The Council has a number of air quality monitoring stations in the County managed by the Environmental Health Team at Tallaght, Rathcoole and Walkinstown. Up to date information on air quality for the Dublin Area including the four Dublin Local Authorities- including the Air Quality Index for Health is available at www.epa.ie/air/quality.

11.6.2 Noise

The European Communities (Environmental Noise) Regulations 2018, S.I. No. 549 of 2018, implements EC Directive 2002/49/EC (END) on assessment and management of environmental noise in Ireland. The END requires Member States to prepare and publish, every 5 years, strategic noise maps and noise management action plans for transport noise sources (i.e. roads, railways and airports) and industry. The 'Dublin Agglomeration Environmental Noise Action Plan 2018-2023' was developed jointly by the four Local Authorities in the Dublin Region in their role as designated Action Planning Authorities under Article 10 of the Environmental Noise Regulations 2006. The purpose of the Noise Action Plan is to avoid, prevent and reduce, where necessary, on a prioritised basis the harmful effects including annoyance, caused by long-term



exposure to environmental noise. Under the Noise Regulations 2018, all Local Authorities will review strategic noise mapping of non-National major roads, i.e. all roads with more than 3 million vehicle passages per year. The EPA is the national competent authority under the Regulations. Development Management Policies on noise are set out in Chapter 13 ‘Implementation and Monitoring’.

11.6.3 Light

Adequate lighting is essential for a safe and secure environment. However, light spillage from excessive or poorly designed lighting is increasingly recognised as a potential nuisance to surrounding properties and a threat to light-sensitive wildlife. Light pollution can be defined as wasted light. While South Dublin is significantly urbanised, it has large areas of rural and mountain character, including river corridors, which are particularly sensitive to light pollution. Where proposals for new lighting require planning consent, the Council will ensure that they are carefully and sensitively designed. Development proposals which include external lighting should ensure that the proposed lighting scheme is the minimum required for reasons of public safety and security; there is no light spillage above the horizon; there is no unacceptable adverse impact on neighbouring or nearby properties or on the surrounding countryside; there is no dazzling or distraction to road users including cyclists and pedestrians; and road and footway lighting meets the Council’s standards.

<p>INFRASTRUCTURE AND ENVIRONMENTAL SERVICES (IE) POLICY 7 Environmental Quality seek to take appropriate steps to reduce the effects of air, noise and light pollution on environmental quality and residential amenity in line with European, National and Regional policy and legislation.</p> <p>IE 7 Objective 1: To implement the provisions of national and EU Directives on air and noise pollution and other relevant legislative requirements in conjunction with other agencies as appropriate. (Consistent with RPO 10.10 of the RSES)</p> <p>IE 7 Objective 2: To co-operate with the EPA and TII in the maintenance of a Dublin ambient air quality monitoring network.</p> <p>IE 7 Objective 3: To implement the recommendations of the Dublin Regional Air Quality Management Plan to protect people from the harmful health effects associated with air pollution, to preserve good air quality where it exists and to improve air quality where it is unsatisfactory.</p> <p>IE 7 Objective 4: To implement the relevant spatial planning recommendations and actions of the Dublin Agglomeration Environmental Noise Action Plan 2018 – 2023 or any superseding action plan.</p> <p>IE 7 Objective 5: To ensure that future developments are designed and constructed to minimise noise disturbance and take into account the multi-functional uses of streets including movement and recreation as detailed in the Urban Design Manual (2009) and the Design Manual for Urban Roads and Streets (2013).</p> <p>IE 7 Objective 6: To ensure external lighting schemes minimise light spillage or pollution in the immediate surrounding environment and do not adversely impact on residential or visual amenity and biodiversity in the surrounding areas</p> <p>IE 7 Objective 7: To ensure that noise sensitive development in proximity to national and other roads provides a noise impact assessment and includes appropriate mitigation measures, such as noise barriers, set back landscaping and/or buffer zones between areas of land where development is proposed and existing and proposed national and other roads.</p>



11.7 Airports and Aerodromes

This section sets out the general restrictions and requirements on development within the County for Dublin Airport, Casement Aerodrome and Weston Airport¹.

The safeguarding requirements in the vicinity of civil aerodromes located in South Dublin (Dublin Airport and Weston Airport) are set out in:

- a) International Standards and Recommended Practices' within 'Annex 14 to the Convention on International Civil Aviation', which is published by the International Civil Aviation Organisation (ICAO) and the Irish Aviation Authority Guidance Material on Aerodrome Annex 14 Surfaces (2015).
- b) Certification Specifications & Guidance Material for Aerodromes Design published in 2017 by the European Aviation Safety Agency (EASA).

Safeguarding is be dealt with in more detail in Chapter 13, Implementation and Monitoring.

Casement Aerodrome is a fully equipped military base and includes the main centre for Air Corp Operations. Its operations and requirements are dealt with by the Department of Defence.

This section also addresses policy and objectives relating to airport noise and public safety issues relating to the operation of the airports and aerodromes, within South Dublin, while also providing information on Helipads within the County.

11.7.1 National Aviation Policy

National aviation policy highlights the importance of air transport for trade, inward investment and tourism. 'A National Aviation Policy for Ireland' (2015) published by the Department of Transport, Tourism and Sport, sets the policies for aviation in Ireland. The principal goals of National Aviation Policy are to:

- Enhance Ireland's connectivity by ensuring safe, secure and competitive access responsive to the needs of business, tourism and consumers;
- Foster the growth of aviation enterprise in Ireland to support job creation and position Ireland as a recognised global leader in aviation; and
- Maximise the contribution of the aviation sector to Ireland's economic growth and development.

South Dublin is located approximately a minimum of 10km from Dublin Airport, as such the airport has limited direct implications for the county in respect of safety and noise. However its overall importance for the economy and tourism of the Country as a whole is acknowledged.

Weston Airport provides what is referred to as 'general aviation' for commercial and economic activities within the aerospace sector in Ireland. It is also the base for the National Flight Centre pilot academy.

Casement Aerodrome, being a military aerodrome, does not come under the control of the Irish Aviation Authority but the ICAO Standards and Recommended Practices are applied as policy by the Department of Defence. Additionally, the Department of Defence applies a 'Security Zone' closely aligned with the areas around the runways known as flight strips.

¹ Based on the Authority's interpretation of the "airport" definition in the Planning and Development Regulations, Weston can be classified by the aerodrome licensee as an "airport" as it has terminal building facilities, hangarage, car park and access road infrastructure. An airport in this context includes the areas where aircraft operate, in addition to associated terminal and landside infrastructure. Terminal facilities and landside infrastructure are not subject to aviation regulatory licencing.



11.7.2 Casement Aerodrome

Casement Aerodrome is in continuous aviation use and is the only fully equipped military airbase in the State and serves as the main centre of Air Corps operations.

The aerodrome has two runways:

1. Runway 10/28: The existing main runway with east to west orientation (north of Newcastle and over Kingswood).
2. Runway 04/22: Existing secondary runway with a south-east to north-west orientation (04 over Rathcoole and 22 over Corkagh Park).

INFRASTRUCTURE AND ENVIRONMENTAL SERVICES (IE) POLICY 8 Casement Aerodrome

Safeguard, having regard to the requirements of the Department of Defence, the current and future operational, safety and technical requirements of Casement Aerodrome and facilitate its ongoing development for military and ancillary uses.

IE 8 Objective 1: To ensure the safety of military and other air traffic, present and future, to and from Casement Aerodrome with full regard for the safety of persons on the ground as well as the necessity for causing the least possible inconvenience to local communities.

IE 8 Objective 2: To maintain the airspace around Casement aerodrome free from obstacles to facilitate aircraft operations to be conducted safely, as identified on the Development Plans index map and outlined in Chapter 13 Implementation and Monitoring.

IE 8 Objective 3: To implement the principles of shielding in assessing proposed development in the vicinity of Aerodromes, having regard to Section 3.23 of the Irish Aviation Authority ‘Guidance Material on Aerodrome Annex 14 Surfaces (2015)’ (See Chapter 13 Implementation and Monitoring).

IE 8 Objective 4: To prohibit and restrict development in the environs of Casement aerodrome, where it may cause a safety hazard. In general, no development shall be permitted in the public safety zone. (See also Chapter 13 Implementation and Monitoring).

11.7.3 Weston Airport

Weston airport consists of one runway, designated as a Code 2B runway by ICAO and EASA definitions.

Weston airport obstacle limitations surfaces overlap with those of Casement Aerodrome. In instances of overlap, the more stringent requirements of Weston and Casement shall apply.

INFRASTRUCTURE AND ENVIRONMENTAL SERVICES (IE) POLICY 9 Weston Airport

Safeguard, having regard to the requirements of the Irish Aviation Authority (IAA), the current and future operational, safety and technical requirements of Weston Airport and prevent encroachment of development around the airport which may interfere with its safe operation, in the context of the proper planning and sustainable development of the area and the protection of surrounding amenities.

IE 9 Objective 1: To ensure the safety of air traffic to and from Weston Aerodrome with full regard for the safety of persons on the ground as well as the necessity for causing the least possible inconvenience to local communities.





IE 9 Objective 2: To maintain the airspace around the airport free from obstacles so as to facilitate aircraft operations to be conducted safely, including restricting development in the environs of the aerodrome, as identified by the Obstacle of Limitations surfaces shown on the Development Plan index map and outlined in Chapter 13 Implementation and Monitoring.

IE 9 Objective 3: To prohibit and restrict development in the environs of Weston airport, where it may cause a safety hazard to the operation of the airport.

IE 9 Objective 4: To restrict any further effective lengthening of the operational runway or over-run areas, until such time that the status of the current runway is regularised and full environmental assessments including noise and impact on local communities are carried out.

IE 9 Objective 5: The Planning Authority will engage with Kildare County Council, to guide the consideration of applications for development at Weston Airport.

11.7.4 Dublin Airport

The outer horizontal surface for Dublin airport overlaps a limited area to the north of the County. The area is delineated on the Development Plan Maps.

INFRASTRUCTURE AND ENVIRONMENTAL SERVICES (IE) POLICY 10 Dublin Airport

Refer planning applications for development within the Outer Horizontal Surface of Dublin Airport (and of over 90m in height above ground level) to the airport operator and regulator (DAA and IAA) and to have regard to the requirements of the IAA and DAA in the assessment of development proposals (see Index Map for details)

IE 10 Objective 1: To limit building heights to 90m above ground level so as to prevent any object from penetrating the Outer Horizontal Surface for Dublin Airport (as defined in the 2017 *Certification Specifications* of the European Aviation Safety Agency, and in accordance with Irish Aviation Authority guidance material in relation to this Surface).

11.7.5 Helipads

There are two hospital helipads in South Dublin: at Tallaght University Hospital, and at Hermitage private medical clinic. These are private helipads, for which no formal approach and departure routes or surfaces have been established. The helipad at Tallaght is used by the Emergency Aeromedical Service.

To safeguard the ongoing use of these helipads, (and pending the adoption of any more formal approach/departure surfaces, e.g. per ICAO “Annex 14 – Volume II: Heliports”), it is proposed that a 1 in 8 slope in all directions around these helipads will be preserved free of any new obstacles, and that no overhead wires will be allowed in their vicinity (with similar restrictions to be considered for any future hospital helipad or any future heliport).

INFRASTRUCTURE AND ENVIRONMENTAL SERVICES (IE) POLICY 11 Helipads

Provide protection for hospital helipads, in particular the existing helipads at Tallaght Hospital and at Hermitage Clinic, by ensuring that a 1 in 8 slope in all directions from the edge of the helipad is kept free of any new obstacles (and under any future Approach or Departure Surface which may be designated for such helipads), and by avoiding any overhead wires or masts in their vicinity.





11.7.6 Airport and Aerodrome-Noise

The areas within which aircraft noise may be significant in the vicinity of the airports and aerodromes is indicated on the Development Plan Index Map and these noise significant areas may be subject to updating. For residential development and other noise vulnerable land uses, an appropriate noise assessment with accompanying mitigation measures to protect residential amenity should be submitted.

INFRASTRUCTURE AND ENVIRONMENTAL SERVICES (IE) POLICY 12 Noise

Discourage noise-sensitive developments in the immediate vicinity of airports and aerodromes.

IE 12 Objective 1: To limit residential development and other land uses impacted by noise, such as nursing homes, schools, hospitals and conference centres within the Noise Significant Area Boundary delineated for Casement and Weston (See County Development Plan Index Map) and ensure that any noise sensitive uses are subject to an appropriate noise assessment and mitigation measures to protect residential amenity.

11.7.7 Public Safety Zones

Public Safety Zones - General

Additional safety on the ground is provided by means of Public Safety Zones extending from the ends of runways, usually involving (i) an Inner Zone in which no new human occupancy is permitted (although existing occupancy may remain), and (ii) an Outer Zone in which limited occupancy is permitted (with different maximum occupancy figures for different types of development, taking into account likely duration/s of occupancy).

There are currently no set international standards or recommendations regarding Public Safety Zones at airports/aerodromes, and in practice these vary considerably in size at the international airports where they are provided. Public Safety Zones at airports were not mentioned in the recent National Aviation Policy for Ireland (published in 2015 by the Department of Transport, Tourism & Sport).

The Public Safety Zones proposed within the 2009 Review of Policy at Casement Aerodrome were particularly small, and fully contained within the aerodrome's "Red/Inner approach areas" (where no new development was permitted in any event), so that those Public Safety Zones had no additional effect.

Public Safety Zones for Casement and Weston

To more accurately make provision for safe air navigation and protection of people on the ground, the prohibition on new development in the immediate vicinity of runway thresholds is transferred to new Inner Public Safety Zones for Casement and Weston. Pending more detailed review and recalculation based on updated traffic figures, these Inner Public Safety Zones will all be of triangular shape 1000m long by 100m wide (i.e. larger than any of the Public Safety Zones calculated in 2009 for Casement).

In addition, new Outer Public Safety Zones of double that size (2000m long by 200m wide) are to be provided, within which development containing limited human occupancy may be permitted. Pending more detailed review, the occupancy numbers to be permitted in these Outer Public Safety Zones will be the same as applied in other larger Outer Public Safety Zones in Ireland (pending review of these provisions), i.e. ≤ 60 persons per half hectare for housing, ≤ 85 persons per ½ha for retail or leisure, and ≤ 110 persons per ½ha for working premises; (the half hectare to be centred on the proposed development, and not based on ownership or site-holding boundary).

These new Inner and Outer Public Safety Zones will apply at Casement and at Weston, and pending further review, will all be of the same size for all runways (in view of the broadly similar traffic figures at both



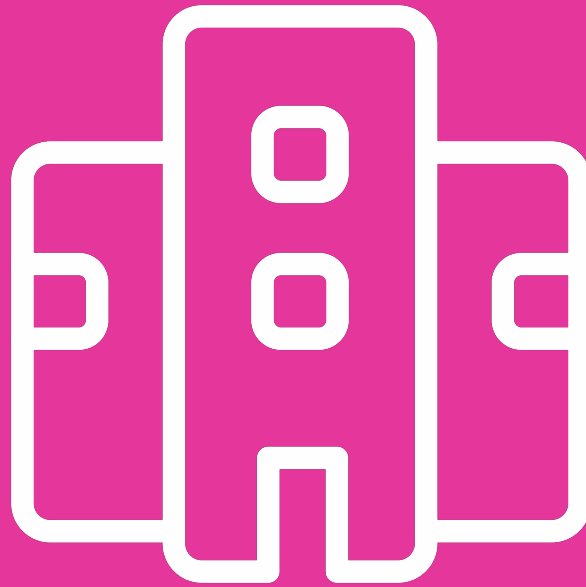


aerodromes). Within these Inner and Outer Zones, development will also remain restricted to the maximum heights/elevations permitted under the runway’s Approach or Take-off Climb Surfaces (per ICAO specifications).

11.8 Climate Change Audit

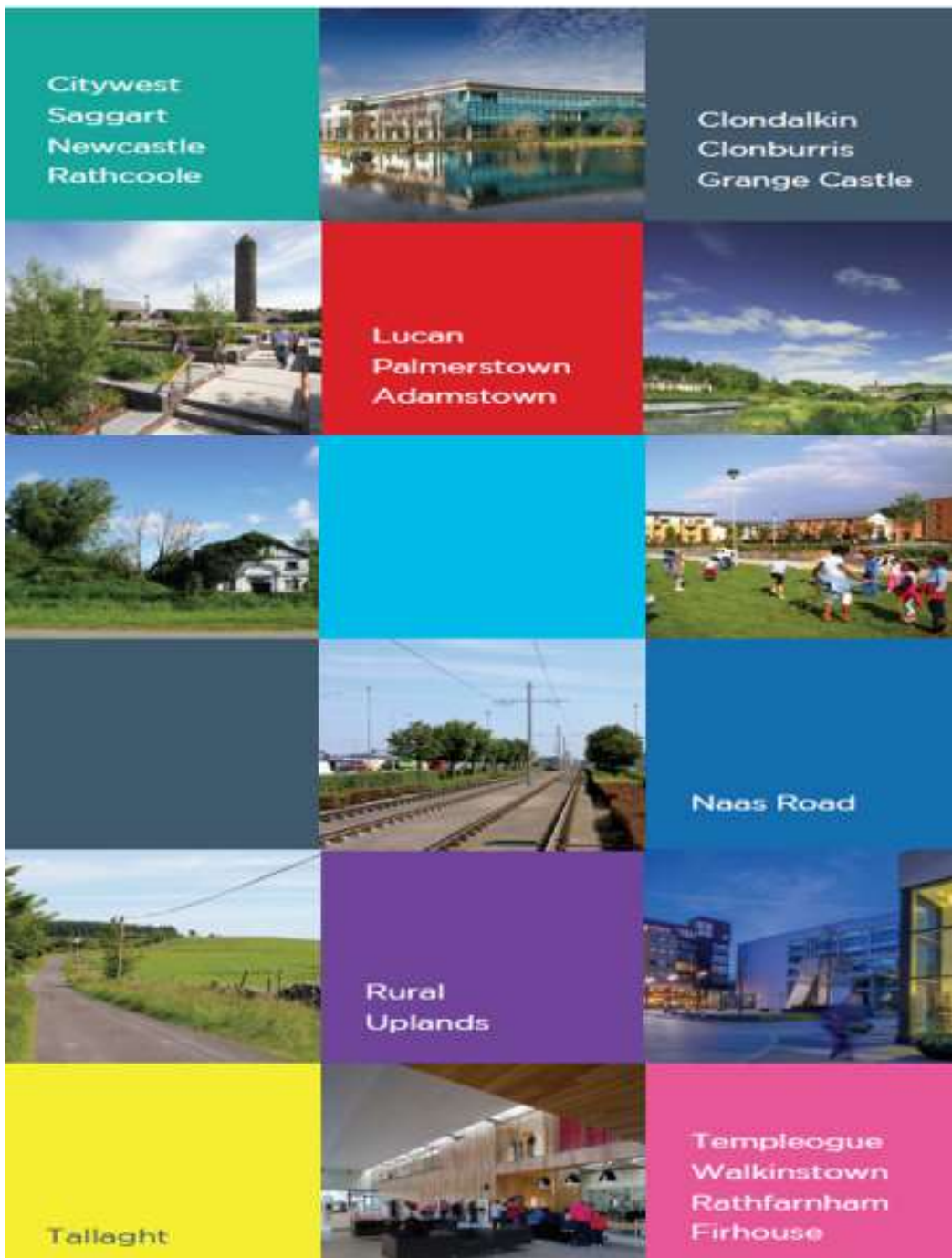
Potential role of Infrastructure and Environmental Services in climate action	Measures to Address Climate Impacts
<p>Delivering a high quality environment and adopting a sustainable approach to the delivery of the range of infrastructure that supports the County will impact hugely on achieving our climate change targets and protecting the planet. Through good planning we can ensure that our environment is a key element in future development and growth.</p>	<p>Policies and objectives contained in this chapter which address climate impacts include the following:</p> <ul style="list-style-type: none"> - Overarching policy requiring sustainable management of our natural capital and provision of infrastructure in tandem with development. - Supporting IW in their role in the sustainable management of water supply. - Incorporation of measures such as SuDs and Integrated Constructed Wetlands and similar into proposed developments - Support the circular economy approach - Requiring the incorporation of recycling, bring bring and green waste centres into new development. - Requiring limitation of air, noise and light pollution.

Chapter 12:



Our Neighbourhoods







12.0 Introduction

It is the aim of the plan to achieve an efficient use of land with a focus on key urban centres, and to achieve development densities that can support vibrant, compact, walkable places that prioritise pedestrian movement. The implementation of such measures requires a compact development form and when successfully achieved can play a significant role in climate action, reducing the need for car-based travel and carbon emissions while also facilitating opportunities for the use of more sustainable and renewable energy sources.

The plan identifies 7 geographical Neighbourhood Areas where key services and facilities were found to be common to particular towns/villages and urban centres within the County. This process has informed and facilitated a more tailored approach to the provision of key services and facilities as each area grows over the plan period.



The layout and format of this chapter follows the sequence of each of the plan chapters, abstracting and collating key objectives relevant to each particular neighbourhood area which when combined will contribute towards the achievement of compact and sustainable neighbourhoods within the County of South Dublin in line with the provisions of Chapter 5 section 5.3 Delivering Sustainable Neighbourhoods ‘The Plan Approach’.



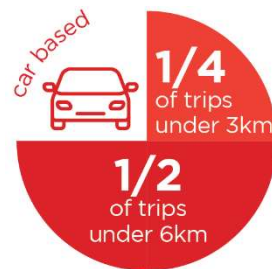


12. 1 Sustainable Movement and the Neighbourhood Approach

In line with the provisions of Chapter 5 and providing ‘Connected Neighbourhoods’ Chapter 7 of the plan sets out specific policies and objectives which will facilitate sustainable movement patterns within each neighbourhood and throughout the County.

Such measures not only aim to promote sustainable modes of transport but also focus on the need for transport by facilitating measures which will allow people to have access in so far as possible to all the services they need in their day to day lives by active modes such as walking and cycling. These provisions are supported by the RSES which promotes the 10-minute settlement concept whereby all community facilities and services are accessible within a 10-minute walk or cycle from home or accessible via public transport services connecting people to larger scaled settlements where such services are available.

The specific transport objectives set out in Chapter 7 and depicted in this chapter have been informed by sustainable movement studies which have been developed for each area with the support of the NTA.



Travel Data for the County Indicates:

The detail of such studies is set out in under the sustainable movement section for each Neighbourhood Area and aims to;

- **Paint a picture of movement issues within each area;**
- **Identify measures to increase active transport modes (walking and cycling), public transport and reduce unnecessary car use**

The Studies Identify Various measures including:

- **Improvements to public transport waiting facilities**
- **Traffic calming measures**
- **Footpath widening and surface enhancement**
- **Creating more permeable connections for walking and cycling**
- **Improvements to cycle lane and cycle parking provision**



The studies have identified and collated a list of specific projects within the County which is set out in the Sustainable Movement Report for the County which sits as an accompanying report to this plan. Significant funding is available from the NTA to carry out these improvements. Over time the implementation of these measures will result in more people walking, cycling and using public transport and less people using the private car.

Such measures will result in many widespread benefits including:



A more active and healthy population



An increase in road safety



A reduction in greenhouse gas emissions and consequent positive climate impact



A reduction in traffic congestion



Improved air quality

**Citywest/Saggart/Rathcoole/Newcastle****1. Introduction and Context**

The Citywest/Saggart/Rathcoole/Newcastle neighbourhood is located 13km west of Dublin City Centre, forming the central western part of South Dublin County, part of Dublin City suburbs and the wider Metropolitan Area. It lies west of Tallaght and generally to the south of the N7. The new district at Fortunestown is a key development area located within the neighbourhood, identified for residential growth. This neighbourhood area also includes the historic villages of Saggart, Rathcoole, and Newcastle further west along the R120. The remainder of the neighbourhood is rural in character.

The neighbourhood includes bus transportation links to Dublin City Centre and to Tallaght. The Red Luas Line serves 3 stops within the area including the terminus stop at Saggart. Several business and industrial parks and retail centres are located within the boundary of the neighbourhood and serve a key role in employment and economic development.

2. Core Strategy and Settlement Strategy

This neighbourhood is made of four distinct settlements. Table 2.1 below provides a breakdown of their 2016 populations and the projected growth set out in the Plan for each of the distinct settlements located within this neighbourhood area.

Year/Settlement Area	2016 Census Population	Population Growth	2028 Projected Population
Citywest/Fortunestown	8,238	7,662	15,900
Saggart	3,133	398	3,531
Newcastle	3,093	1,946	5,039
Rathcoole	4,351	2,058	6,409

The Citywest/Fortunestown area forms part of the wider Dublin City and Suburbs settlement. This relatively new district area has been developing over the last number of years at a significant pace and is subject to a Local Area Plan. Its proximity to the Citywest Business Park has facilitated the delivery of housing and employment beside each other, which is supported by the Red Luas Line. The level 3 District Centre of Citywest shopping centre forms the centre of the new district area. It has been one of the most active areas in terms of the delivery of housing for the County during the 2016 – 2022 Development Plan period. The delivery of commensurate levels of social and physical infrastructure to match recent and continued growth is supported in the Plan.

This neighbourhood also has three separate settlements which fall outside Dublin City and Suburbs namely Saggart, Newcastle and Rathcoole. Saggart is identified in Chapter 2 as a ‘Self-Sustaining Town’ recognising significant levels of past growth and its connection to Citywest/Fortunestown. The settlements of Newcastle and Rathcoole are identified as ‘Self-Sustaining Growth Towns’, falling within the category of medium sized towns. It is important that both these areas develop at an incremental pace, based on the delivery of social, physical and transport infrastructure and services. The capacity of zoned lands is considered to be sufficient to meet long term demand for each of these settlements.

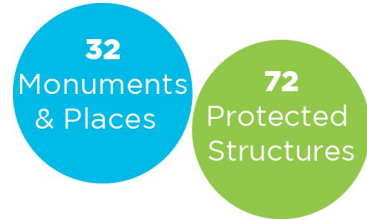


3. Natural/Cultural and Built Heritage



The landscape character for this area is 'Urban' and has formed around existing natural features as an extension of Dublin City Centre. An area of the Grand Canal running west of the neighbourhood is identified as a proposed Natural Heritage Area.

The area contains rich heritage, the conservation and preservation of which forms an important part of the Plan. In line with the provisions of Chapter 3, new development will need to respect the historic built environment, a key component of this area's identity.



Rathcoole and Newcastle villages both have Architectural Conservation Areas (ACA) recognising high-quality groups of structures within the village areas. Newcastle comprises landmark medieval structures and relict field system morphology and a built form that underscores the historical significance of the area. Rathcoole contains a variety of landmark seventeenth to nineteenth-century structures and some remaining medieval landscape features in the extant linear plots behind Main Street properties, all of which provide it with a distinct historic character. Saggart's historic legacy can still be seen through the surviving mill fabric and other fine examples of vernacular buildings and features.

4. Green Infrastructure (GI)



Chapter 4 of the Plan and Appendix 4 set out the GI strategy for the County. This strategy has identified potential for the natural and riparian features within the Fortunestown LAP lands to enhance amenity and water quality, as well as provide for connections to the open spaces within the Fortunestown lands.

The open space at and beside Rathcoole Park, offers an opportunity for greater pedestrian and cycle linkages between Rathcoole and Saggart to serve both communities.

The Green Infrastructure Strategy has identified potential for a network of natural and semi-natural green spaces, linking parks, gardens, rivers, woodlands, trees and hedgerows. Key Green Infrastructure connections identified within this neighbourhood area are symbolised in the Neighbourhood Area Map below located at the end of this section.

5. Quality Design and Healthy Placemaking



Policies in Chapter 5 support the development of successful and sustainable neighbourhoods throughout the County that are connected to and provide for a range of local services and facilities. New development will be required to implement 'The plan approach'. This approach aims to ensure that all development is designed and developed around eight key principles with the aim of ensuring every opportunity is harnessed to drive and support the vision for South Dublin to create attractive, connected and functional places to live, work, visit, socialise and invest in.



Each of the villages in this neighbourhood has a unique character and offers a diverse range of professional and retail services serving their local communities. Fortunestown is a developing area with district level facilities and good public transport. An emphasis on the delivery of high quality design and healthy placemaking is provided for in this Plan, so that all new development responds in a positive manner to its surroundings, contributing significantly towards the overall aim of delivering successful and sustainable neighbourhoods within South Dublin.



6. Housing



Chapter 2 of the Plan, in line with National and Regional policy provisions, sets out a compact settlement form which will require the consolidation of existing residential areas within this neighbourhood area in a manner which protects existing amenities and underpins existing and planned physical and community infrastructure.

In addition to the consolidation of the existing urban areas new residential development will be located within Fortunestown/Citywest areas and on lands within and contiguous to the village centres of Newcastle and Rathcoole. In line with the Core Strategy Chapter 2, Table 10, the combination of infill and new residential development within this entire neighbourhood area will facilitate 23% of the County's housing growth with the Citywest/Fortunestown area providing for 16% of this total. 7% of new homes are planned within the three settlements: Saggart, Newcastle and Rathcoole which will develop at an incremental pace based on the delivery of social, physical and transport infrastructure and services. This equates to an overall total of 4,147 new units over the lifetime of the plan.

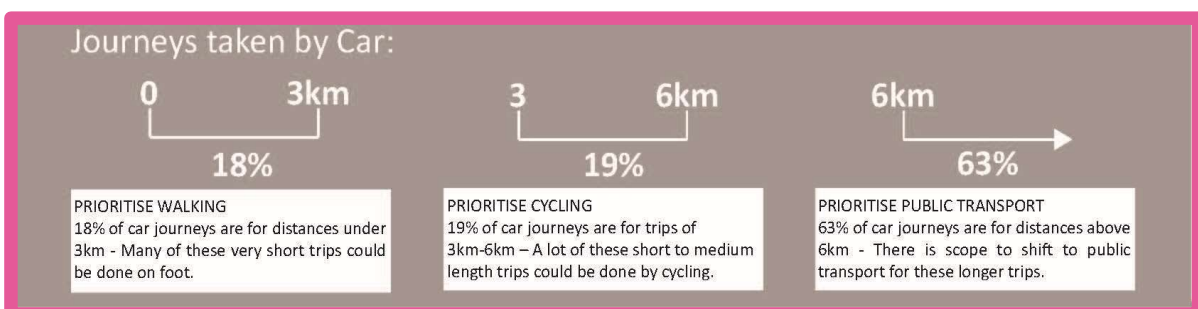
Chapter 6, Housing sets out the policies and objectives of the Plan ensuring that new housing is delivered in a manner which facilitates the needs of a diverse range of people, providing a balance of unit mix and tenure types. The design, function and layout of residential schemes can contribute significantly towards the delivery of healthy placemaking and Climate Action.

7. Sustainable Movement



Chapter 7 of the Plan contains policies and objectives for sustainable movement that facilitates an increase in walking, cycling and the use of public transport and a decrease in use of the private car. Sustainable Movement Studies carried out as part of the preparation of the Development Plan have informed this process and involved a close examination of movement within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport.

The Studies identify a number of key issues and proposed solutions for this area which are identified below.





MODES	SUMMARY OF MAIN ISSUES	PROPOSED SOLUTIONS
	<ul style="list-style-type: none"> Main streets of local villages are often thoroughfares where motorised vehicles are dominating the streetscape. 	Footpaths need to be widened, and traffic calming measures and further crossing facilities should be provided to ensure a safer and more pleasant walking experience, where cars and car parking are not dominating the public realm.
	<ul style="list-style-type: none"> Lack of cycle lanes along main streets and within estates makes it less attractive for cyclists who must share the road with cars, trucks and buses. 	Review cycling facilities within villages in addition to the Cycle South Dublin initiative that will provide cycle links between Newcastle, Saggart, Rathcoole, Citywest and West Tallaght. Bike parking is needed at key destinations such as shops and public transport stops.
	<ul style="list-style-type: none"> Bus waiting facilities and route options remain poor with a focus on routes towards the City as opposed to branching out within the County. 	Public transport options need to link seamlessly and offer upgraded on-street facilities (benches, shelters, etc). Bus Connects routes W4, W8 and S8 will offer much-needed orbital route choices in this area.
	<ul style="list-style-type: none"> Main streets lack spaces for people to occupy, relax and move through. Estates designed as cul-de-sacs with dead-ends result in weak permeability by creating barriers and obstacles to movement and make short trips longer 	Reclaim road space to widen footpaths; create on-street areas to relax (e.g. 'parklets'); install traffic calming measures; and remove barriers to shorten distances.

Addressing the issues identified in these movement studies alongside the significant program of works set out in 'Cycle South Dublin' and the National Transport Authority's Bus Connects programme will contribute significantly towards offering people of all ages and abilities an attractive and credible alternative to using the private car within this Neighbourhood Area.

8. Community Infrastructure and Open Space



Successful and Sustainable Neighbourhoods are supported by a range of community facilities that are fit for purpose, accessible and adaptable now and into the future.

This Neighbourhood Area has a number of existing Community facilities with a number of new facilities committed or planned over the plan period to cater for the existing and future population of the area.

Chapter 8 of the Plan sets out policies and objectives which will support and facilitate the delivery of new facilities. Such new provision will include the Rathcoole Library, the Rathcoole Courthouse refurbishment as a community centre. In Saggart, St. Mary's School House refurbishment as a community centre, and in Newcastle the extension of St. Finian's Community Centre. Parks upgrades are also envisioned in Rathcoole Park. This Plan in consultation with the Department of Education, has also identified 5 new school sites for this area.



9. Economic Development and Employment



The plan facilitates mixed use/employment growth within the identified centres within this neighbourhood area in a manner which protects and conserves its special character particularly within the villages of Saggart, Newcastle and Rathcoole.

Chapter 9 of the plan sets out policies and objectives to support economic and employment growth within the County. The industrial areas comprising a mix of largely warehousing and manufacturing facilities at Greenogue Business Park, Aerodrome Business Parks, Baldonnell Business Park and Magna Business Park provide a significant existing and future employment landbank within this area. Such areas are capable of



providing for a significant proportion of the County’s employment growth. The Plan identifies the ability of Citywest Business Campus to accommodate office/research/manufacturing facilities which will support the development of hi-tech manufacturing, research and development and associated uses.

Chapter 9 of the Plan also identifies tourism as a significant economic driver, supporting job creation across a diverse range of sectors. This plan supports the development of tourism within this area centred on the significant natural heritage and links within and between the villages of Saggart, Rathcoole and Newcastle and their rural hinterlands.

10. Energy



Chapter 10 sets out the policies and objectives relating to Energy. Promoting a compact development form facilitates opportunities to develop energy efficiencies within Neighbourhoods. This area could have potential for geothermal energy, subject to further assessment. While retrofitting established neighborhoods to major energy infrastructure may not always be feasible the Plan’s focus within such areas is to; promote energy efficiencies within existing buildings, encourage and facilitate retrofitting, require high quality design with energy efficient new homes in line with Chapters 5 and 6 and promote and facilitate more sustainable and active modes of transport and the roll out of E-charging points in line with Chapter 7 of this plan.

11. Infrastructure and Environmental Services



The alignment of land use and water and wastewater infrastructure will increase infrastructure efficiency within this area. Details on Infrastructure and Environmental Services are set out in Chapter 11.

This area is served by the Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart. Consultation with Irish Water identifies no issues with the Strategic Water Supply. Localised issues have been identified with Wastewater infrastructure which may require local distribution upgrades or network extensions depending on the scale of development. Such works will be developer led in conjunction with Irish Water. Irish Water is delivering Drainage Area Plans in Dublin to improve the performance of the wastewater networks, protect the environment and facilitate social and economic development over the coming years.

12. Citywest Neighborhood Area - Climate Action Audit



The provisions set out in the Development Plan aim to promote a compact and connected settlement form. Consolidation of existing residential areas will contribute towards this compact development form and the delivery of a climate resilient Neighbourhood Area.

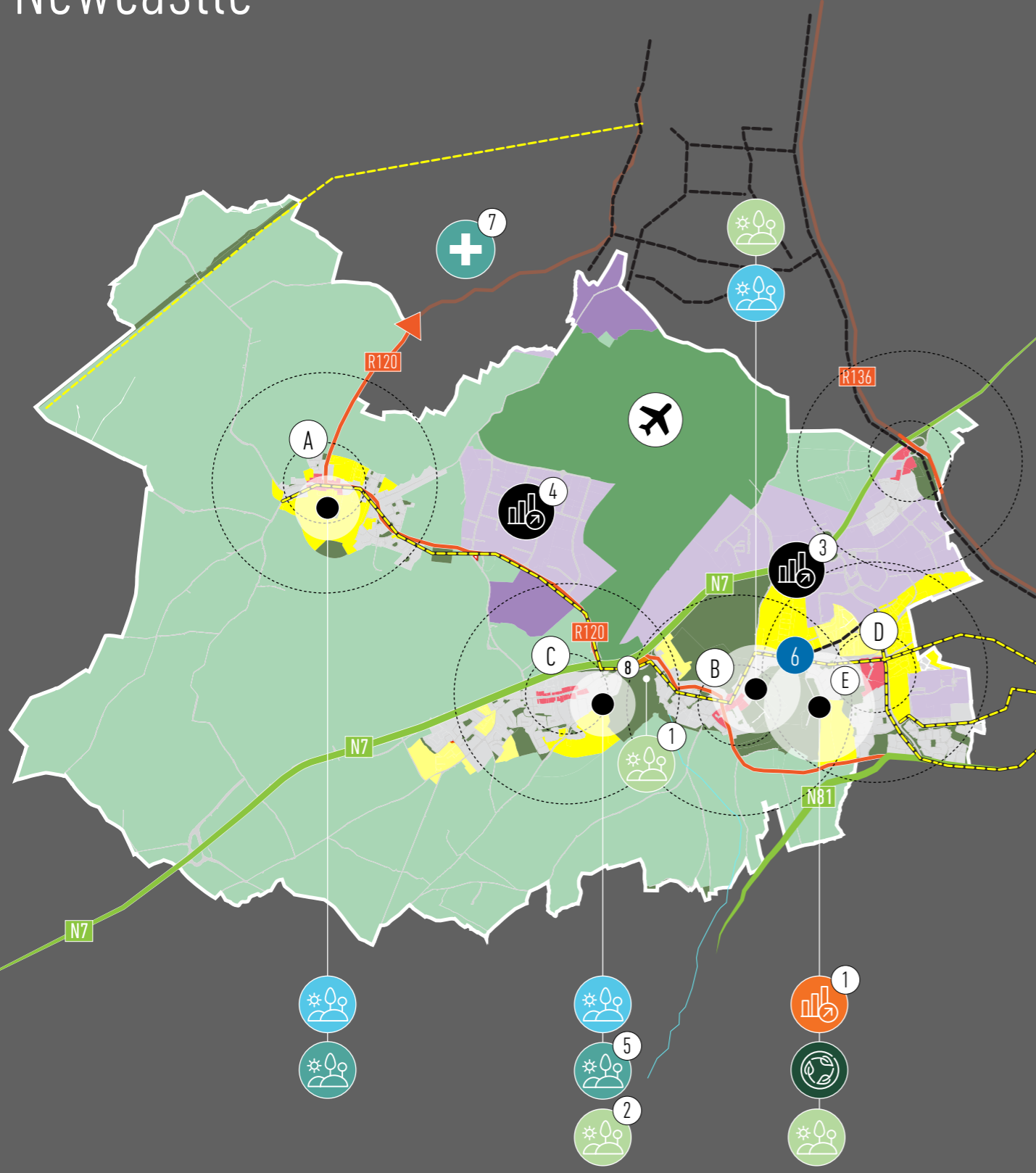
The Plan aims to facilitate an efficient use of land within this neighbourhood focusing on the development of key Village centers and the LAP lands. This will facilitate the achievement of development densities and uses that can support vibrant, compact, walkable places that prioritise pedestrian and cyclist movement.

Through focused growth and an ecosystem services approach to development, natural areas can be supported and enhanced through green infrastructure, providing benefits to people and to the natural environment as set out in Chapter 3.



Citywest / Saggart / Rathcoole / Newcastle



18,815 **30,879**
 Current Population 2028 Projected Population



4 Greenogue Business Park



5 Proposed Library



3 Citywest Business Campus



8 Avoca



1 Citywest Shopping Centre



2 Rathcoole Park

- | | | | |
|----------------------------------|------------------------------------|-------------------------------------|----------------------------|
| New Schools | Motorway | A Newcastle | New Residential |
| Parks and Recreation | National Roads | B Saggart | Town/Village/Local Centres |
| Community Facilities New/Upgrade | Road | C Rathcoole | Employment Growth |
| Green Infrastructure | c.10 minute walking band | D Citywest | Parks and Recreation |
| Economy (Retail) | c.10 minute cycle band | E Fortunestown | Open Space |
| Economy (Employment) | Existing and Improved Cycle Routes | 1 Citywest Shopping Centre | Rural Land |
| Casement Aerodrome | Proposed Cycle Schemes | 2 Rathcoole Park Upgrades | Neighbourhood Boundary |
| Sustainable Movement/ Luas Stop | | 3 Citywest Business Campus | |
| | | 4 Greenogue Business Park | |
| | | 5 Proposed Rathcoole Library | |
| | | 6 Saggart Luas Stop | |
| | | 7 Peamount Hospital | |
| | | 8 Avoca | |



Clondalkin/Clonburris/Grange Castle

1. Introduction and Context

The Clondalkin/Clonburris/Grange Castle neighbourhood is located 11km west of Dublin City Centre, part of Dublin City suburbs and the wider Metropolitan Area. It lies on the northern side of the N7 economic corridor and generally to the south of the Grand Canal and Kildare rail line, stretching westwards towards the Kildare boundary.

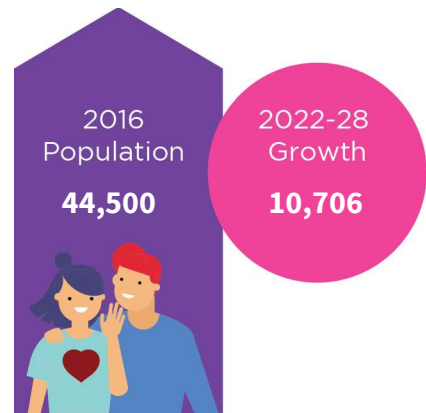
The Regional Spatial and Economic Strategy identifies this area as part of the south-west strategic residential and employment corridor. The aim of these corridors is to create sustainable compact communities with improved housing choice, access to social and economic opportunities and enhanced services and amenities.

The South-West corridor supports the consolidation of the western suburbs of Clonburris and Kilcarbery and employment growth at Grange Castle. Consolidation is to be supported by increased transport capacity through the electrification of the Kildare line, and additional bus connections.

2. Core Strategy and Settlement Strategy



The census in 2016 indicated a population of 44,500 people. The area is targeted to grow to 55,206 people over the life of the plan. The Neighbourhood is located within the Dublin City Suburbs Settlement Boundary as set out in Chapter 2 Table 14. The plan sets out that the continued development of the various urban centres in Dublin City and Suburbs will provide for new mixed-use development as the engines to drive growth in the urban environment.



Clondalkin is a secondary administrative centre for South Dublin County and identified as a Level 3 Retail Centre in the Regional Spatial and Economic Strategy. The plan identifies that there is significant potential for development on brownfield lands adjacent to Clondalkin Town Centre.

Outside of the centre, the area is characterised by low density suburban neighbourhoods that are based around a network of local retail centres. A key component of this Development Plan is to support the consolidation of urban areas with access to services focused within local and town centres. This will support the concept of everyone being with a 10-minute walk or cycle of day to day services in line with regional and national policy.

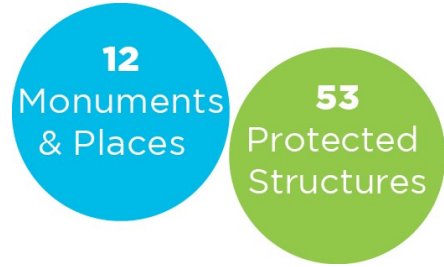
Lands at Clonburris were approved as an SDZ Planning Scheme in 2019. This represents a major expansion of the footprint of Clondalkin along the Dublin-Cork rail corridor. Significant funding has been achieved through the Urban Regeneration and Development Fund to provide essential infrastructure to facilitate early development of the Clonburris lands, during the lifetime of the Development Plan.



3. Natural, Cultural and Built Heritage



The landscape character for this area is 'Urban' and has formed around existing natural features as an extension of Dublin City Centre. The Grand Canal dissects this neighbourhood and is recently designated as a Proposed Natural Heritage Area (pNHA). Corkagh park also provides an important green and amenity space in a mainly urban location with a number of recorded protect structures and monuments and places on site. The area contains rich heritage, the conservation and preservation of which forms an important part of the Plan.



In line with the provisions of Chapter 3 new development will need to respect the historic built environment, a key component of this area's identity. It is essential to recognise, protect and maintain these attributes now and into the future.

Clondalkin village is identified as an Architectural Conservation Area (ACA) providing a high-quality group of structures within the village area, including the historic Round Tower (which dates back to the 7th century), which now acts as a community hub for residents, while providing a tourist location for visitors to the area. A tree preservation order (TPO) is currently placed at St. Brigid's along the New road in Clondalkin.

4. Green Infrastructure (GI)



The River Camac extends from the west at Grange Castle right through to Clondalkin Village forming a key connection alongside the significant ecological corridor that the Grand Canal embodies. These waterbodies form the key axis for the GI network within this Neighbourhood Area. The area also contains a significant number of mature trees which form a key component of the GI network.

The Green Infrastructure Strategy, set put in Chapter 3, with local objectives in Appendix 4, has identified potential for a network of natural and semi-natural green spaces, linking parks, gardens, rivers, woodlands, trees and hedgerows with key features symbolised in the Neighbourhood Area Map.

5. Quality Design and Healthy Placemaking



It is a policy in Chapter 5 to support the development of successful and sustainable neighbourhoods throughout the County that are connected to and provide for a range of local services and facilities. New development will be required to implement 'The plan approach'. This approach aims to ensure that all development is designed and developed around eight key principles with the aim of ensuring every opportunity is harnessed to drive and support the vision for South Dublin to create attractive, connected and functional places to live, work, visit, socialise and invest in.



Within this neighborhood area and in line with Policy QDP1 of Chapter 5 the network of urban centres as the targeted locations for new or improved mixed-use development is re-enforced. High quality urban design will be provided for, respecting the existing context and enhancing connectivity within the neighbourhood area. The provision of a high-quality public realm such as the Grand Canal to Lucan Urban Greenway will act as a key tourism connection between this area and Lucan while also improving accessibility within both neighbourhood areas. The provision of upgrades to the Clondalkin Civic Offices and Plaza will also improve the public realm within this area. Such measures will enable the delivery of successful and sustainable neighbourhoods.



6. Housing



Chapter 2 of the Plan in line with National and Regional policy provisions sets out a compact settlement form which will require the consolidation of existing residential areas in a manner which protects existing amenities and underpins existing and planned physical and community infrastructure.

In addition to the consolidation of the existing urban area new residential development will be located within the Clonburris SDZ planning scheme and at Kilcarbery as set out in Neighbourhood Area map below. Clonburris SDZ planning scheme provides for a further 11,000 new homes within a wider community with retail, employment and services. This area is highlighted in map 12.2 below. Clonburris will develop homes along the rail line which connects to Dublin city and the rest of the country. Kilcarbery housing development will offer more than 1,000 homes on Local Authority lands. The scheme will provide a mixed tenure including 310 social houses to the wider community over 4 years, as well as delivering 50 discounted units to the market. In line with the Core Strategy Chapter 2, Table 10 outlines that infill and new residential development within this area will facilitate c. 30% of the County’s housing growth. This equates to 5,385 new units over the lifetime of the plan.

In line with the provision of Chapter 6 Housing, the policies and objectives of the plan aim to ensure that new housing is designed in a manner which facilitates the needs of a diverse range of people, providing a balance in terms of unit mix and tenure types. The design, function and layout of such schemes can contribute significantly towards the delivery of healthy placemaking and Climate Action.

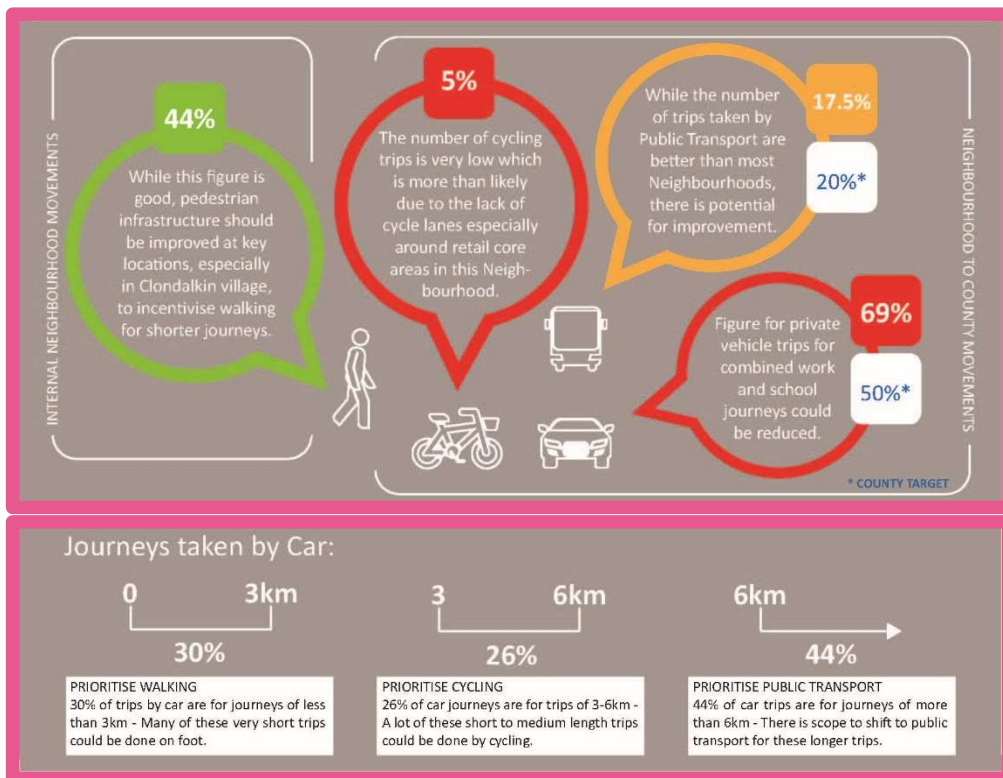


7. Sustainable Movement



Chapter 7 of the plan contains policies and objectives for sustainable movement that over time, will facilitate an increase in walking, cycling and the use of public transport and a decrease in use of the private car. Sustainable Movement Studies carried out as part of the preparation of the Development Plan have informed this process. They involved a close examination of movement within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport

The Studies identify a number of key issues and proposed solutions for the area which are identified below.





MODES	SUMMARY OF MAIN ISSUES	PROPOSED SOLUTIONS
	<ul style="list-style-type: none"> In specific locations such as Fonthill Road, Nangor Road and Monastery Road, footpaths require substantial works. 	Upgrade pedestrian facilities on key streets/roads within the neighbourhood. Consider pedestrian only sections within Clondalkin village centre and the proposed Clonburris urban centres.
	<ul style="list-style-type: none"> Cycling connections between Grange Castle and Clondalkin Village are lacking and create an unsafe environment for cyclists, particularly along the R134. 	Provide further cycle lanes to improve connections between the settlements within this neighbourhood. Implement traffic calming measures within Clondalkin village to promote active travel.
	<ul style="list-style-type: none"> Walls and gates act as barriers to access to public transport throughout the Neighbourhood. 	Prepare and implement a strategy to remove walls and other barriers to movement near key public transport facilities and reimagine movement through residential areas to remove obstacles.
	<ul style="list-style-type: none"> Poor permeability is an issue with walls and gates preventing access, especially to parks. 	Improve accessibility to the Canal greenway to encourage more cycling and walking trips along the canal. Create further access points to parks.

Other initiatives in the neighbourhood include Gaelscoil Chuáin Dolcain in the School Street Initiatives, which aims to restrict motorised traffic within an agreed street, or zone, outside the school gate to create a safer environment in which children can feel encouraged to cycle, walk or scoot to school. South Dublin County Council and the National Transport Authority are partners in the Initiative. The significant transport improvements planned for this area, alongside the implementation of the potential improvements identified, will contribute significantly towards offering people of all ages and abilities an attractive and credible alternative to using the private car.

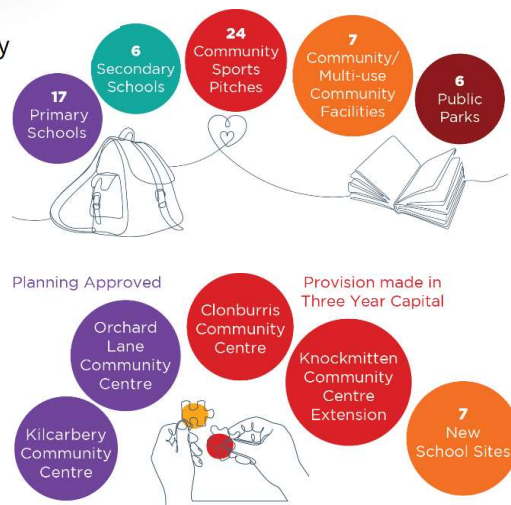
8. Community Infrastructure and Open Space



Successful and Sustainable Neighbourhoods are supported by a range of community facilities that are fit for purpose, accessible and adaptable now and into the future.

This Neighbourhood Area has a number of existing Community facilities with further facilities committed or planned over the plan period to cater for the existing and future population of the area.

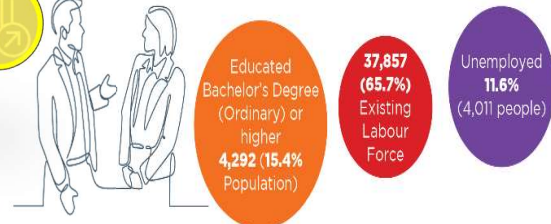
Chapter 8 of the plan sets out policies and objectives which will support and facilitate the delivery of new facilities within this neighbourhood area. Such new provision will include upgrades to St. Cuthberts Park, Corkagh Park and new or enhanced community facilities at Kilcarbery, Orchard Lane, Clonburris and Knockmitten. The new North Clondalkin Library will also contribute significantly to the community facility offer. This Plan in consultation with the Department of Education, has also identified 7 new school sites within this Neighbourhood Area.



9. Economic Development and Employment



The plan aims to facilitate mixed use/employment growth within the identified centres within this neighbourhood area alongside the significant potential for new employment development at Grange Castle and Clonburris.



Grange Castle is identified in the south west strategic corridor of the RSES and has an existing and future employment landbank to cater for a significant proportion of the county's growth promoting high-tech, manufacturing and research and development industry within this area. This area already contains many of the top Fortune 500 companies and will be developed to continue to attract high value business.



Chapter 9 of the Plan also identifies tourism as a significant economic driver, supporting job creation across a diverse range of sectors. This plan supports the development of tourism within this area centred on the significant built heritage assets such as the Clondalkin Round Tower and the Grand Canal Greenway. The 12th Lock located to the west of this neighbourhood area has the potential to act as a hub linking residential growth areas at Adamstown and Clonburris to Grange Castle, while also having the potential to act as a key tourism centre along the Grand Canal Greenway.

10. Energy



Chapter 10 sets out the policies and objectives relating to Energy. Promoting a compact development form facilitates opportunities to develop energy efficiencies within this Neighbourhood with potential identified for the delivery of Low Carbon District Heating at Clonburris/Grange Castle and Clondalkin. District- heating utilises waste-heat from sources such as electricity generation through a network of insulated pipes typically providing space heating and hot water to residential and commercial buildings.

In addition to the above potential the Plan places a focus on; promoting energy efficiencies within existing buildings, encouraging and facilitating retrofitting, requiring high quality design with energy efficient new homes in line with Chapters 5 and 6 and promoting and facilitating more sustainable and active modes of transport and the roll out of E-charging points in line with Chapter 7 of this plan.

11. Infrastructure and Environmental Services



The alignment of land use and water and wastewater infrastructure will increase infrastructure efficiency within this area. Details on Infrastructure and Environmental Services are set out in Chapter 11. This area is served by the Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart and the Belgard Reservoir and the Leixlip Water Treatment Plant via the Peamount Reservoir. Capacity upgrades to the strategic sewer serving this area are required and include storm water storage. Such provisions have been provided for in the Irish Water Investment Plan. Key infrastructure provision within this area will include the Clonburris SDZ Surface Water Scheme and the Grange Castle West Access road, which will facilitate access to EE lands within the county.

The Water Supply Project for the Eastern and Midlands Region will be piped to a new termination point reservoir located at Peamount, which will supply treated water to all communities within the region. As well as investment in water infrastructure, Eirgrid will continue to upgrade Irelands electrical infrastructure. Eirgrid have recently reinforced the electricity network to meet the demands in Grange Castle ensuring sufficient capacity is provided to cater for future growth.

12. Clondalkin Neighborhood Area - Climate Action Audit


The provisions set out in the plan aim to promote a compact and connected settlement form making the best use of public transport and existing infrastructure investment.



The plan aims to facilitate the efficient use of land within this neighbourhood. The focus will be on the development of the key centres of Clondalkin and Clonburris alongside the consolidation of local centres. This will facilitate the achievement of development densities and uses that can support vibrant, compact, walkable places that prioritise pedestrian and cyclist movement facilitating the delivery of climate resilient Neighbourhood Area.


Through focused growth and an ecosystem services approach to development, natural areas can be supported and enhanced through green infrastructure, providing benefits to people and to the natural environment as set out in Chapter 3.

Clondalkin



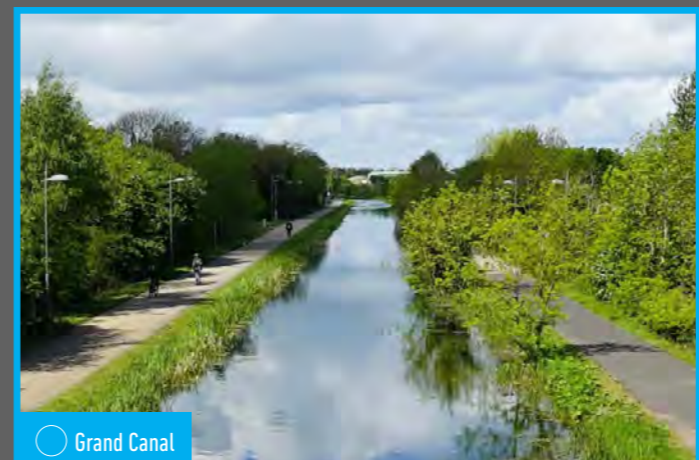
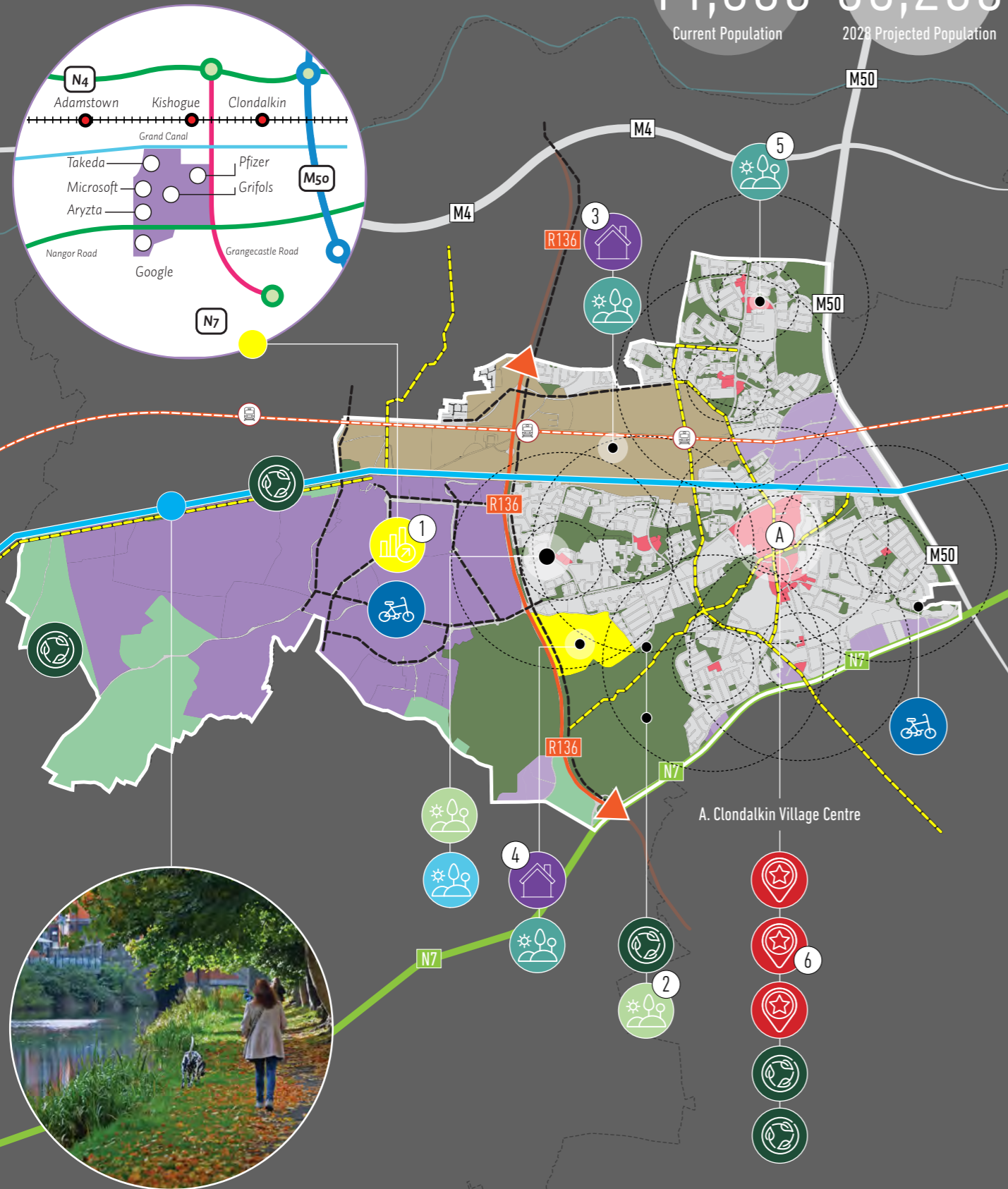
44,500

 Current Population



55,206

 2028 Projected Population



- | | | | |
|----------------------------------|------------------------------------|--------------------------------------------|------------------------------|
| School Sites | Motorway | A Clondalkin Village | New Residential |
| Parks and Recreation | National Roads | 1 Grange Castle Business Park | Town/Village/Local Centres |
| Community Facilities New/Upgrade | Road | 2 Corkagh Park | Employment Growth |
| Green Infrastructure | c.10 minute walking band | 3 Clonburris SDZ | Parks and Recreation |
| Sustainable Movement | c.10 minute cycle band | 4 Kilcarbery Housing Development | Rural Space |
| Public Realm Enhancements | Existing and Improved Cycle Routes | 5 North Clondalkin Library | Residential-led regeneration |
| Housing | Proposed Cycle Schemes | 6 Plaza at Clondalkin Civic Offices | SDZ |
| Grand Canal | Rail Line | | Neighbourhood Boundary |
| | Train Station | | |



Lucan/Palmerstown/Adamstown

1. Introduction and Context

The Lucan, Adamstown and Palmerstown neighbourhood is located between 9km and 16km west of Dublin city centre, with Palmerstown located inside the M50 orbital route closer to the city centre. The area forms the northern portion of South Dublin County, part of the Dublin City Suburbs and the wider Dublin Metropolitan Area. The neighbourhood is bounded to the north by the River Liffey which provides the natural division with Fingal, is dissected by the N4 and M50 transport and economic corridors and by the Kildare rail line with a station at Adamstown. The boundary of the neighbourhood to the south-west follows the ecological and amenity corridor of the Grand Canal.

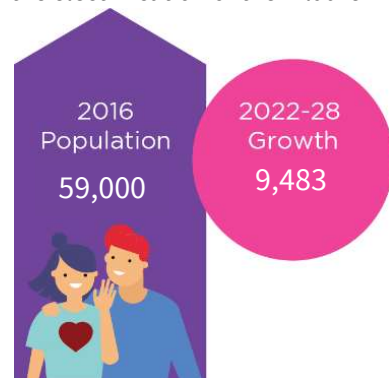
Lucan and Palmerstown are two historic villages within South Dublin County, both developed due to their proximity to the River Liffey. The Regional Spatial and Economic Strategy identifies this area as part of the South-West strategic residential and employment corridor. The aim of these corridors is to create sustainable compact communities with improved housing choice, access to social and economic opportunities and enhanced services and amenities.

Consolidation is to be supported by increased transport capacity through the electrification of the Kildare line, and additional bus connections.

2. Core Strategy and Settlement Strategy



The Census in 2016 indicated a population of 59,000 people. The area is targeted to grow to 68,483 people over the life of the plan. The Neighbourhood is located within the Dublin City Suburbs Settlement Boundary as set out in Chapter 2 Table 13. The Plan sets out that the continued development of the various urban centres in Dublin City and Suburbs will provide for new mixed-use development as the engines to drive growth in the urban environment.



Lucan and Palmerstown are characterised as villages surrounded by generally low-density suburban neighbourhoods that are based around a network of local retail centres. Lands at Adamstown SDZ Planning Scheme provide for an expansion of the footprint of Lucan along the Dublin-Cork rail corridor. Significant funding has been achieved through the Urban Regeneration and Development Fund to provide essential enabling infrastructure which will facilitate the further development of this area over the lifetime of the plan.

3. Natural, Cultural and Built Heritage



This neighbourhood has a rich natural heritage, with its ecological corridors and abundance of biodiversity of plant, animals, birds, insects and their associated habitats.





In line with the provisions of Chapter 3, the Liffey Valley is defined as a specific Landscape Character Area within South Dublin County by virtue of the important ecological corridor of the River Liffey. The Liffey River Valley is an area of significant amenity value, which is further compounded by the Liffey Valley Special Amenity Area Order and proposed Natural Heritage Area (pNHA) designations details of which are set out in section 3.3.



The Grand Canal is also an area of significant amenity value and is designated pNHA and is an important ecological and amenity corridor which dissects the neighbourhood, linking Dublin Bay with the River Shannon.

In line with provisions of chapter 3 new development will need to respect the historic built heritage of this area. It is essential to protect, preserve, conserve and find appropriate reuse for these assets to prolong their existence into the future.

Lucan Village and Palmerstown Lower - Mill Complex are both Architectural Conservation Areas within the neighbourhood. Lucan village offers high quality buildings along its linear main street and remaining examples of industrial buildings on the southern bank of the Liffey. The Mill Complex in Palmerstown is protected for its surviving fabric of the extensive mill industry that once existed on the banks of the Liffey.

4. Green Infrastructure



The River Liffey enters the County to the west and meanders eastwards towards Dublin City. The Grand Canal dissects the area from east to west, while the Griffeen River rises near Saggart, flowing through Clondalkin into Griffeen Valley Park and into Lucan village where it enters the Liffey. These significant waterbodies form key ecological pathways in addition to the trees, hedgerows and woodlands in parks and open spaces, to form the Green Infrastructure network.

The Green Infrastructure Strategy set out in Chapter 4, with local objectives in Appendix 4 has identified potential for a network of natural and semi-natural green spaces linking parks, gardens, rivers, woodlands, trees and hedgerows with key features symbolised in the Neighbourhood Area Map.

5. Quality Design and Healthy Placemaking



It is a policy in Chapter 5 to support the development of successful and sustainable neighbourhoods throughout the County that are connected to and provide for a range of local services and facilities. New development will be required to implement 'The plan approach'. This approach aims to ensure that all development is designed and developed around eight key principles with the aim of ensuring every opportunity is harnessed to drive and support the vision for South Dublin County to create attractive, connected and functional places to live, work, visit, socialise and invest in.



Within this neighbourhood area and in line with Policy QDP1 of Chapter 5 the network of urban centres as the targeted locations for new or improved mixed-use development is emphasised. High quality urban design will be provided for, respecting the existing context and enhancing connectivity within the neighbourhood area.

The provision of a high-quality public realm such as the Grand Canal to Lucan Urban Greenway will act as a key tourism connection between this area and Lucan, improving accessibility within both neighbourhood areas. Such measures will enable the delivery of successful and sustainable neighbourhoods.





6. Housing



Chapter 2 of the Plan, in line with National and Regional policy provisions, sets out a compact settlement form which will require the consolidation of existing residential areas. This will have to be done in a manner which protects existing amenities and underpins existing and planned physical and community infrastructure.

In addition to the consolidation of the existing urban area, new residential development will be focused within the Adamstown SDZ planning scheme as set out in the Neighbourhood Area map below. In line with the Core Strategy Chapter 2, Table 10 the combination of infill development and new residential development within this area will facilitate c. 19% of the County’s housing growth. This equates to 3,322 new units over the lifetime of the plan.

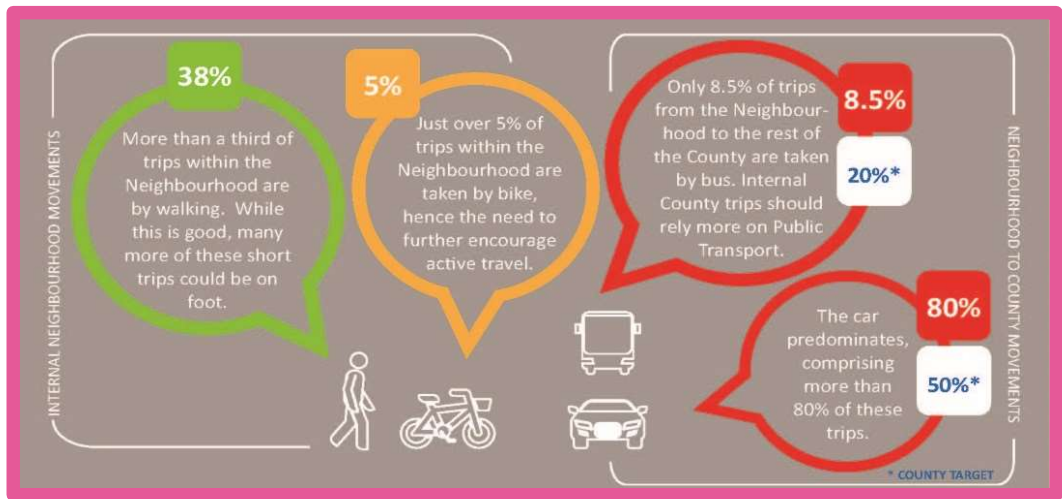
In line with the provision of Chapter 6 the policies and objectives of the plan aim to ensure that new housing is designed in a manner which facilitates the needs of a diverse range of people, providing a balance in term of unit mix and tenure types. The design, function and layout of such schemes can contribute significantly towards the delivery of healthy placemaking and Climate Action.



7. Sustainable Movement



Chapter 7 of the plan contains policies and objectives for sustainable movement that over time, will facilitate an increase in walking, cycling and the use of public transport and a decrease in use of the private car. Sustainable Movement Studies carried out as part of the preparation of the Development Plan have informed this process. They involved a close examination of movement within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport. The Studies identify a number of key issues and proposed solutions for the area which are identified below.





MODES	SUMMARY OF MAIN ISSUES	PROPOSED SOLUTIONS
	<ul style="list-style-type: none"> There is a general lack of continuity and easy access for pedestrians, such as around Palmerstown and Hermitage Park. Walls and other obstacles act as barrier to walking, prevent easy access to public transport stops and make disability access particularly difficult. 	<p>Improve permeability for pedestrians along the R136 (Ballyowen Road) and ensure good footpath quality within the Neighbourhood. Provide access into Hermitage Park from Lana Bhaile Eoghain. Carry out permeability projects such as paving desire lines and creating openings in walls and other barriers to open up pedestrian links.</p>
	<ul style="list-style-type: none"> There is a lack of cycle Lanes on key routes including Liffey Valley to Lucan Village, Adamstown Road north of the N4 and the Lucan to Leixlip road. Several cycle lanes around the neighbourhood end abruptly, thus creating an uneven cycle lane coverage throughout. 	<p>The implementation of the Canal Loop Greenway and the Cycle South Dublin network will address some of the deficiencies and will improve cycling within the Neighbourhood.</p>
	<ul style="list-style-type: none"> Frequency of bus services within Adamstown and between Lucan and UCD is poor. Hermitage Clinic is also poorly served. Rail service frequency to Adamstown is poor. 	<p>Further orbital route options will be provided as part of Bus Connects to serve the County and create better connection with Fingal to the north and Tallaght to the South. Service to UCD should be improved. Proposed Luas to Lucan and upgrade to Dart service on the Kildare line will significantly improve rail services in this area.</p>
	<ul style="list-style-type: none"> Many gates and railings are present throughout the Neighbourhood's estates, preventing permeability and more direct access to parks, public transport facilities and schools. 	<p>Implementation of permeability projects will better connect estates to key amenities and facilities by removing obstacles and opening up dead-ends or cul-de-sacs in particular areas, and will allow for easier travel by active modes and better access to public transport stops.</p>

8. Community Infrastructure and Open Space

Successful and Sustainable Neighbourhoods are supported by a range of community facilities that are fit for purpose, accessible and adaptable now and into the future.

This Neighbourhood Area has a number of existing community facilities with a number of new facilities committed or planned over the plan period to cater for the existing and future population of the area.

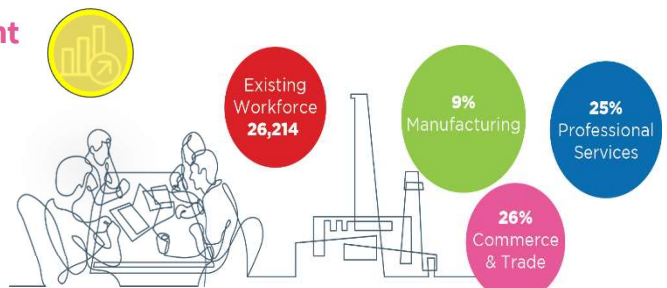


Chapter 8 of the Plan sets out policies and objectives which will support and facilitate the delivery of new facilities within this neighbourhood area. New provision will include Lucan swimming pool and Airlie Park and Tandy's Lane Park within Adamstown. A third park in Adamstown at Tobermaclugh also has permission.

Community facilities at Palmerstown (Kennelsfort Rd) and Balgaddy have been granted approval and funding has been made available for Adamstown community facility and a sports pavilion at Griffeen Valley Park. It is also an objective in the Plan to support the delivery of a new library service for Adamstown. This Plan in consultation with the Department of Education, has also identified 2 new school sites for this area at Adamstown.

9. Economic Development and Employment

The Plan aims to facilitate mixed use/employment growth within the identified centres within this neighbourhood area alongside the significant potential for new employment development at Grange Castle and Clonburris.



The plan promotes consolidation and improvement of the retail core areas in Lucan and Palmerstown villages, local and district centres and for the development of a new district centre in Adamstown. Liffey Valley Shopping Centre is a key employer in the neighbourhood and is a Level 2 Major Retail Centre, as set out in the RSES. Lands remain for retail opportunity identified in the Plan in Section 9.4 and 9.5 of Chapter 9.

Chapter 9 of the Plan also identifies tourism as a significant economic driver, supporting job creation across a diverse range of sectors. The Plan supports the development of tourism within this area centred on the significant built and natural heritage assets such as the River Liffey and associated Parks at Waterstown and Lucan Demesne, Lucan Weir, and the development of Lucan as a 'destination town'. The Grand Canal Greenway and Canal Loop Greenway will be tourist assets. The 12th Lock on the Grand Canal has the





potential to act as a hub linking the residential and employment growth in Adamstown and Grangecastle, while also having the potential to act as a key tourism centre along the Grand Canal Greenway.

10. Energy



Chapter 10 sets out the policies and objectives relating to Energy. Promoting a compact development form facilitates opportunities to develop energy efficiencies within Neighbourhoods. While retrofitting established neighborhoods to major energy infrastructure may not always be feasible the Plan's focus within such areas is to; promote energy efficiencies within existing buildings; encourage and facilitate retrofitting of buildings; require high quality design with energy efficient new homes in line with Chapters 5 and 6 and; promote and facilitate more sustainable and active modes of transport and the roll out of E-charging points in line with Chapter 7 of this plan.

11. Infrastructure and Environmental Services



The alignment of land use and water and wastewater infrastructure will increase infrastructure efficiency within this area. Details on Infrastructure and Environmental Services are set out in Chapter 11.

This area is served by the Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart and the Belgard Reservoir and the Leixlip Water Treatment Plant via the Peamount Reservoir. The area falls under the Dodder Valley Drainage Area Plan. Irish Water is delivering Drainage Area Plans in Dublin to improve the performance of the wastewater networks, protect the environment and facilitate social and economic development over the coming years. Capacity upgrades to the strategic sewer serving this area are required alongside storm water storage.

Weston Aerodrome is located within this area and operational, safety and technical requirements are critical and should be safeguarded as set out in Chapters 11 and 13.



12. Neighbourhood Area - Climate Action Audit

The provisions set out in the plan aim to promote a compact and connected settlement form. The plan aims to facilitate and efficient use of land within this neighbourhood. The focus will be on the development of the key centres of Lucan, Palmerstown and Adamstown alongside the consolidation of local and district centres. This will facilitate the achievement of development densities and uses that can support vibrant, compact, walkable places that prioritise pedestrian and cyclist movement facilitating the delivery of a climate resilient Neighbourhood Area.

Through focused growth and an ecosystem services approach to development, natural areas can be supported and enhanced through green infrastructure, providing benefits to people and to the natural environment as set out in Chapter 4.



Lucan / Palmerstown / Adamstown



59,000 **68,483**
 Current Population 2028 Projected Population



1 Adamstown SDZ



Grand Canal



4 Liffey Valley Shopping Centre



A Lucan Village



7 Griffen Valley Park



B Palmerstown Village

School Sites	Motorway	A Lucan	SDZ
Parks and Recreation	National Roads	B Palmerstown	Town/Village/Local Centres
Community Facilities New/Upgrade	Road	1 Grand Canal Greenway	Employment Growth
Green Infrastructure	c.10 minute walking band	2 Adamstown SDZ	Parks and Recreation
Economy (Major Retail)	c.10 minute cycle band	3 Liffey Valley SAAO	Rural Land
Public Realm Enhancements	Existing and Improved Cycle Routes	4 Liffey Valley Shopping Centre	Residential-led regeneration
Sustainable Movement	Proposed Cycle Schemes	5 Arlie Park (New)	Retail
Housing	Rail Line	6 Tandy's Lane Park (New)	Major Retail
Natural Heritage	Train Station	7 Griffen Valley Park	Neighbourhood Boundary
Transport Interchange			
Weston Airport			
Hermitage Clinic			



Naas Road

1. Introduction and Context

The Naas Road Neighbourhood which includes Ballymount, is situated at a strategic location within South Dublin and Dublin City, to the south of the Grand Canal and adjoining Dublin City Council’s (DCC) administrative boundary to the east. It is a significant landbank in regional terms and includes major retail facilities, office, industrial and employment areas. It is on a national and key economic transport corridor with a direct Luas connection and bus links to Dublin City.

The planned transformation of this Neighbourhood, to be facilitated by a strategic masterplan and ultimately a statutory plan, is in accordance with key national and regional objectives and the proper planning of Dublin as a sustainable compact city integrating land use and sustainable transportation. By delivering smart and compact growth and providing for a greater choice for housing, employment and mobility, the area will be focused on liveability and quality of life. This area will be a key growth enabler in the Dublin City and Metropolitan Area.

2. Core Strategy and Settlement Strategy

Located within the RSES identified South West Corridor, the Naas Road lands are a significant landbank identified in the Metropolitan Area Strategic Plan for re-intensification of underutilised brownfield industrial lands and development of a new mixed-use district with residential development and more intensive employment/mixed uses. Significant investment and site assembly will be required to fully deliver on the potential of the lands.

The population target within the lifetime of the Development Plan is 3,349 (from 1,384 existing population 2016 Census). The short-term projected growth for this area as indicated does not represent the overall development potential of the lands which will be set out in the Masterplan for the area which is currently being developed. The vision and potential for the lands will be set out in a joint Masterplan for the area with Dublin City Council. The Masterplan is being part funded through the government’s Urban Regeneration Fund. The development of these lands will take time, and ensuring it is plan-led with stakeholders is central to the successful development of the County and wider region.



The delivery of a Masterplan for the regeneration of the Naas Road lands in conjunction with Dublin City Council which underpins the strategic aims of the National Planning Framework and Regional Spatial Economic Spatial Strategy is a strategic objective of this Development Plan.





3. Natural/Cultural and Built Heritage



The landscape character within the Naas Road lands is defined as urban and is primarily industrial in nature. The Grand Canal Greenway, a proposed Natural Heritage Area, and associated greenway define the northern boundary of the Naas Road lands and is an important natural, cultural and built heritage asset in this area. The Grand Canal and River Camac – which also traverses the Naas Road lands – together provide opportunities for Green and Blue Infrastructure within this urbanised area and are supported by GI objectives within this Development Plan. Drimnagh Castle and attendant grounds, located within Dublin City Council administrative area to the northeast of the Naas Road lands, is considered to be an important heritage asset in the local area.

4. Green Infrastructure (GI)



The Naas Road lands are traversed by two Primary Green Infrastructure Corridors – Grand Canal Corridor and River Camac Corridor – as identified in the GI Corridor Map 12.4 in this Development Plan.

The River Camac is currently largely culverted within the Naas Road lands. Chapter 4 of the Plan, Objective GUR-1 encourages and promotes the re-naturalisation of the River Camac where it has been culverted including within the Naas Road lands. It is also an objective of the Plan, Objective GUR-8 to encourage and link areas of high GI importance such as the Grand Canal with areas used for other purposes (commercial, amenity, residential) including within the Naas road lands by walking and cycling pathways.

An emerging objective within the Naas Road lands is to transform the area from grey to green through an aspirational target of 50% green cover facilitating future development which will be climate resilient, carbon neutral and will enhance biodiversity. The area presents opportunities for Green and Blue Infrastructure by utilising existing water ways such as the Grand Canal and River Camac, and for north-south connections of green spaces to link Phoenix Park to Tymon Park as a habitat and green movement corridor. The next stage of the master planning process will focus on exploring and developing scenarios around the overarching objectives for the area.

5. Quality Design and Healthy Placemaking



It is the aim of this Development Plan to achieve an efficient use of land with a focus on key urban centres, and to achieve development densities that can support vibrant, compact, walkable places that prioritise pedestrian movement. The implementation of such measures requires a compact development form and when successfully achieved can play a significant role in climate action, reducing the need for car-based travel and carbon emissions while also facilitating opportunities for the use of more sustainable and renewable energy sources.

It is a policy in chapter 5 to support the development of successful and sustainable neighbourhoods throughout the County that are connected to and provide for a range of local services and facilities. New development will be required to implement ‘The plan approach’. This approach aims to ensure that all development is designed and developed around eight key principles with the aim of ensuring every opportunity is harnessed to drive and support the vision for South Dublin to create attractive, connected and functional places to live, work, visit, socialise and invest in. The Naas Road Masterplan will have regard to the eight principles for developing sustainable and successful neighbourhoods.





The Naas Road area poses particular challenges in terms of designing for healthy placemaking and connected Neighbourhoods (See Chapter 5 section 5.2.3 & 5.2.4). There are major transport corridors traversing this area such as the M50 running north-south along its western border and the Luas Red Line and Naas Road (R110) running east-west through the centre of the neighbourhood. The streetscape within the area is informed by the industrial nature of the buildings and service yard facilities.

The emerging vision for the Naas Road Masterplan area is to create an extension of the City, that is highly sustainable, ecological and transport orientated. In this regard, the concept of the ‘10-minute neighbourhood’ will be promoted along with an emphasis on a placemaking approach that will create attractive and vibrant spaces and places throughout the Masterplan area.

6. Housing



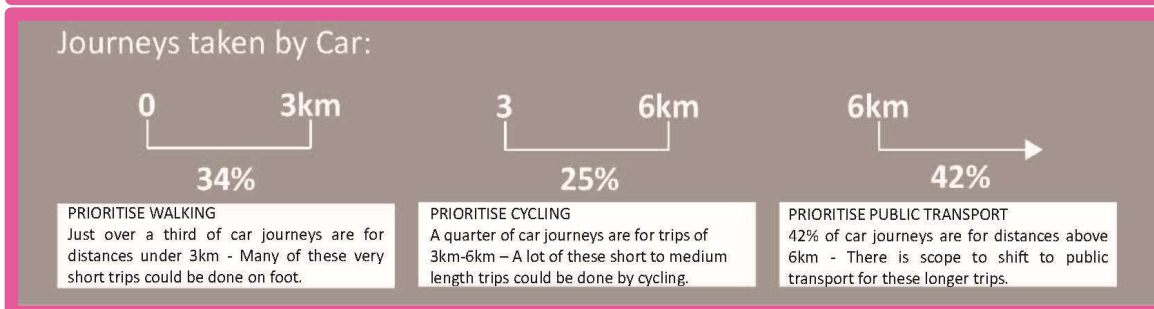
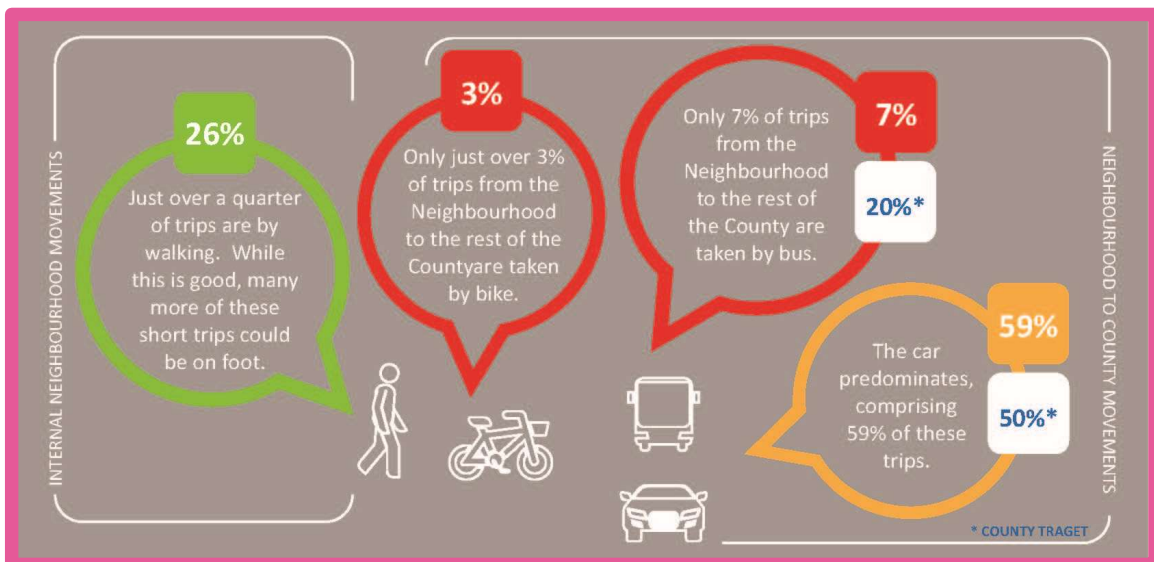
The development framework for this neighbourhood – as part of the Naas Road / Ballymount / Park West URDF Masterplan – will set out the number of new homes to be provided over the longer-term within a wider community with retail, employment and services. This area is one of the strategic growth areas not only for South Dublin but also for the Dublin Region, providing for compact growth with higher densities along strategic rail corridors and existing and new bus connections.

The emerging vision for the Masterplan area in relation to housing is to accommodate a range and variety of new homes of varying tenure and mix.

7. Sustainable Movement



This Neighbourhood Area includes the Ballymount Industrial Lands east of the M50 as well as the Western Industrial Estate to the north of the Neighbourhood. The Naas Road cuts through the area on an east to west axis. Sustainable Movement Studies were undertaken for each Neighbourhood Area, as described in section 11.1. The results of the study carried out for this area are set out below.





MODES	SUMMARY OF MAIN ISSUES	PROPOSED SOLUTIONS
	<ul style="list-style-type: none"> At present, it is unsafe and difficult to cross the Naas Road, in particular. Pedestrian crossings within the Industrial Estates are also lacking. 	<p>Provision of designated crossing facilities along the Naas Road at key junctions will allow for better north - south travel and create a more pedestrian friendly environment. Crossing facilities at the Red Cow Inn entrance via Robinhood Road should also be envisioned.</p>
	<ul style="list-style-type: none"> There is a clear lack of designated cycle lanes throughout the entire Neighbourhood and bike parking facilities are also absent. 	<p>Stronger cycling links are needed to connect cycle lanes to the Luas Stops at Red Cow and at Kylesmore as well as providing good cycling facilities throughout the Neighbourhood and linking with Dublin City. The M50 Greenway proposed as part of the Cycle South Dublin Initiative will run along the eastern boundary of this area.</p>
	<ul style="list-style-type: none"> Despite the employment function of the area, bus services generally serve main routes and do not penetrate within industrial estates, with consequent low bus usage. 	<p>Bus Connects proposals will address the deficiency in bus services with new orbital routes W2, W4, and S4 connecting the area with Liffey Valley, Tallaght, Blanchardstown and UCD in addition to several new spine routes. Public Realm improvement will also be needed to encourage walking to bus facilities and better connection to Luas.</p>
	<ul style="list-style-type: none"> The area is primarily industrial in character with a lack of public parks, quality of public realm and placemaking. 	<p>A masterplan is being prepared to establish a strategic framework for the Neighbourhood. The project is investigating how a plan-led evidence based new mixed-use urban quarter can be successfully developed as an organic extension of the city. A new Luas stop and a new train station on the Kildare Line are envisaged as part of the regeneration.</p>

Within this neighbourhood, the existing street network has largely developed around post Second World War planning policy to segregate industrial/manufacturing uses from surrounding residential neighbourhoods at edge city locations where the private motor car was the preferred mode of transport.

The movement study for Naas Road has identified that 26% of internal movements are on foot. A particular barrier to pedestrian movement is the lack of pedestrian crossing points within the industrial estates and along the Naas Road and Luas Red line that cut through the middle of the neighbourhood. Furthermore, despite the employment function of the area, bus services generally serve main routes and do not penetrate within industrial estates, with consequent low bus usage of only 7% for trips from the neighbourhood to the rest of the County.

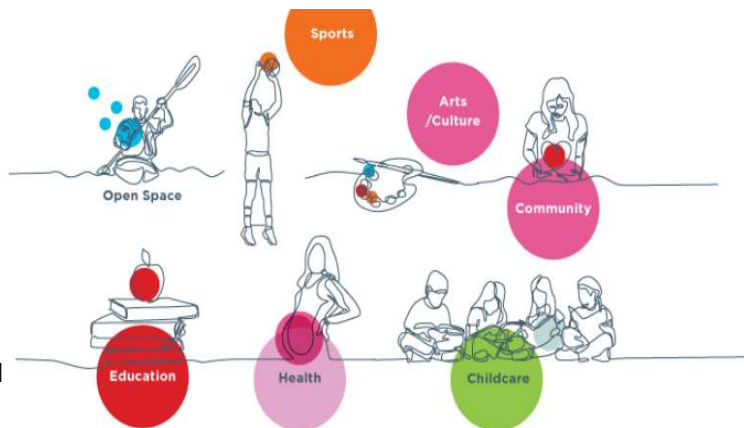
The map below identifies the existing key public transport and road networks which serve this neighbourhood.

8. Community Infrastructure and Open Space



This area is surrounded by the communities of Bluebell, Walkinstown, and Drimnagh. The area is also close to several other communities including Crumlin, Inchicore, Fox and Geese, Ballyfermot and Parkwest. There are a number of existing parks close to the Masterplan area including Walkinstown Avenue Park, Ballymount Park and Tymon Park.

A primary aim of this plan is to promote the provision of a high-quality public realm identifying the need for the enhancement of existing and provision of new additional civic and public spaces and parks, through a hierarchy of spaces (See Chapter 8 section 8.7.1). The Development Plan also aims to maximise the potential to provide for a connected network of natural green spaces identified within the Green Infrastructure Network (Chapter 4) of this plan.



This Development Plan will facilitate a coordinated approach and vision to any future sustainable development of the Naas Road Masterplan area in consultation with Dublin City Council and all relevant



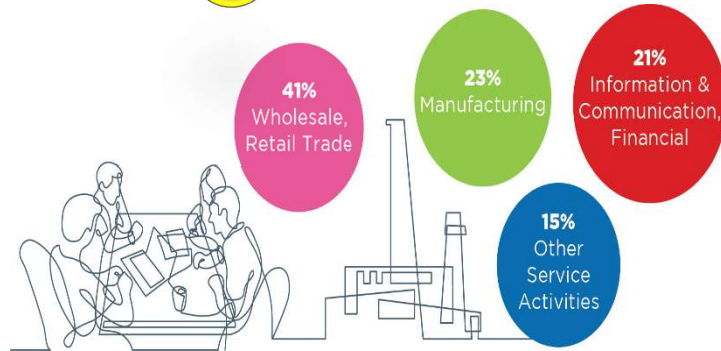


stakeholders including the local community, to ensure that the needs of the existing and new community will be met, and the provision of necessary community and physical infrastructure is delivered in tandem with any new development.

9. Economic Development and Employment



The regeneration lands at Naas Road and Ballymount are identified as key strategic employment areas in the RSES. The existing employment profile for this area of the County highlights 41% of total employees in 'Wholesale/Retail Trade', with 'Information and Communications, Financial' accounting for 21% of total employees.



As the Naas Road area changes and becomes more intensely developed there will be an inevitable shift in land uses with more mixed-use development taking place over time. The Council fully recognises the important role of existing businesses in the area in offering employment opportunities but also in helping the County to function. The Council will need to prepare a plan that takes account of existing operations, including what industry will need to stay and what will be able to move. The potential displacement of existing uses in the area and their consolidation or relocation elsewhere is a key factor for consideration as part of the ongoing master planning exercise.

10. Energy/Infrastructure and Environmental Services



The regeneration of the Naas Road lands under a carefully developed Masterplan offers the opportunity to ensure growth is built on a platform of sustainable infrastructure with significant environmental, wellbeing and placemaking benefits. Opportunities for localised zero-carbon energy infrastructure and battery storage and designing for energy resilience are being explored as part of the master planning process. New development that meets high levels of passive performance to reduce the overall demand for energy is also to be expected.

11. Naas Road Neighborhood Area - Climate Action Audit

The provisions set out in the plan aim to promote a compact and connected settlement form with significant new residential areas targeted for locations close to existing public transport and/or employment areas. The master planning project, will seek to ensure a sustainable and co-ordinated approach to the future development of the Naas Road area, including the optimisation of strategically important regeneration land and infrastructure investment.



Emerging objectives for the Naas Road Masterplan such as extensive green cover, the 10-minute city concept and zero-carbon energy infrastructure all support national, regional and development plan objectives for transitioning to low carbon and climate resiliency. Focusing growth in these key areas, supports an ecosystems approach, protects natural areas while also seeking to enhance existing green networks both within the natural and urban environment.



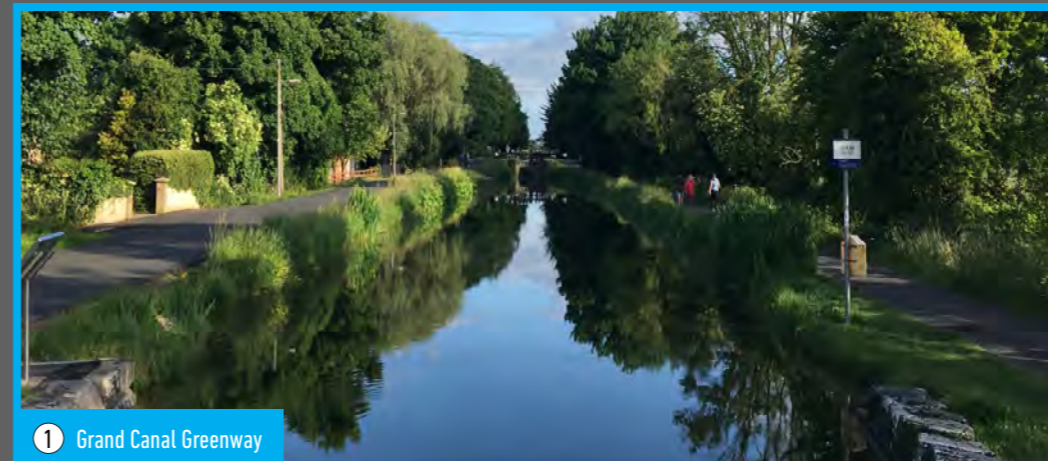
Naas Road

1,384

 Current Population

3,349

 2028 Projected Population



1 Grand Canal Greenway



Bus Corridor



Sustainable Movement



Red Cow Roundabout



Housing



2 Walkinstown Park

- | | | | |
|----------------------------------|------------------------------------|---------------------------|------------------------------|
| New Schools | Motorway | Walkinstown | Town/Village/Local Centres |
| Parks and Recreation | National Roads | Dublin City | Parks and Recreation |
| Community Facilities New/Upgrade | Road | Grand Canal Greenway | Residential-led Regeneration |
| Green Infrastructure | c.10 minute walking band | Walkinstown Park | Neighbourhood Boundary |
| Economy | c.10 minute cycle band | Red Cow Luas Stop | |
| Camac Flood Alleviation | Existing and Improved Cycle Routes | Kylemore Luas Stop | |
| Sustainable Movement/ Luas Stop | Proposed Cycle Schemes | Bluebell Luas Stop | |
| Bus Corridor | | Greenhills to City Centre | |
| Stream/River | | Clondalkin to Drimnagh | |
| Red Cow Roundabout | | | |



Rural Uplands

1. Introduction and Context

The Rural/Uplands neighbourhood is locally known as the Dublin Mountains, extending from Rockbrook in the east, adjacent to the M50, to Badgerhill in the west. The southernmost point of the County is 27km from Dublin City. The area consists of small rural clusters at Glenasmole and Redgap and the rural settlement of Brittas.

The N81 National Secondary Road dissects the neighbourhood from Brittas to the M50 orbital route with a series of regional and local roads spanning the foothills and uplands.

This neighbourhood is characterised by a rural landscape with an abundance of places of scenic and natural beauty with popular amenity areas and a rich archaeological and architectural heritage. The Dublin Mountains have a high landscape value and sensitivity value, with a rich biodiversity that is partially designated as a Special Area of Conservation (SAC) and Special Protection Area (SPA), and a proposed Natural Heritage Area (pNHA). Most of the neighbourhood is recognised in the Plan as an Area of Significant Amenity Value- Dublin Mountains.

2. Core Strategy and Settlement Strategy



The Census in 2016 indicated a population of 2,670 people within the Rural uplands area. Within the Core Strategy the rural area combined with the rural hinterland equates to a population of 5,552 persons.

Growth in this neighbourhood is anticipated to take place through the efficient re-use of existing rural housing stock while also providing for local need through policy set out in the rural settlement strategy section of Chapter 6, Housing.



The Dublin Metropolitan Area Strategic Plan (MASP) defines the entire county as being in the Dublin Metropolitan Area with the rural areas of the County under strong urban influence for housing. The Plan will manage the growth of the rural areas, in accordance with the Sustainable Rural Housing Guidelines 2005 and avoid overdevelopment, while sustaining vibrant rural communities in line with the NPO 15 and NPO 19.

3. Natural, Cultural and Built Heritage



This neighbourhood has a rich natural heritage, with its ecological corridors and abundance of biodiversity of plant, animals, birds, insects and their associated habitats.

In line with the provisions of Chapter 3, The River Dodder and Glenasmole Valley are designated as a Landscape Character Area within the Landscape Character Assessment of South Dublin County and provide linear corridors of high ecological value.





The elevated nature of the neighbourhood offers many scenic views and prospects of places of natural beauty or interest within our own county, but also adjoining counties and views of Dublin Bay and these should be preserved and protected as per Chapter 3 Policy NCBH3 and NCBH3 Objective 1.

Section 3.3 of Chapter 3 acknowledges the significance of this neighbourhood area which boasts European and National designations in Glensmole Valley SAC for its Orchid-rich Calcareous Grassland, Molinia Meadows and Petrifying Springs, Wicklow Mountains SAC for its Blanket Bogs, Old Oak Woodlands, protected species (e.g. otters), and Wicklow Mountain SPA which is an important breeding and foraging ground for Merlin and Peregrine. The area is also partially designated as a pNHA. The cultural heritage of the area associated with traditional farming practices and its rural communities adds to the diversity of the County.

This neighbourhood also has a rich and diverse archaeological and architectural heritage, with numerous protected structures and significant amounts of archaeological clusters. Vernacular structures are important in this area and provides an understanding and appreciation of rural settlements and the use of traditional building methods and materials. The protection and conservation of this unique heritage is important.

4. Green Infrastructure



Green Infrastructure (GI) is a network of natural and semi-natural areas with other environmental features to deliver a range of ecosystems services. The Regional Spatial and Economic Strategy recognises that the Dublin Mountains and River Dodder are key GI assets in the Dublin Metropolitan Area.

The River Dodder rises in Glensmole Valley and flows through South Dublin County, Dublin City Council and Dun Laoghaire-Rathdown administrative areas and into the Grand Canal Basin at Ringsend. This significant network provides a unique opportunity to connect South Dublin County's GI network with adjacent counties. The River Dodder is a strategic GI corridor for biodiversity, linking several Natura 2000 sites, the Dublin/Wicklow Mountains and the Irish Sea.

Chapter 4 of this Plan recognises the importance of protecting and enhancing the River Dodder Corridor, to monitor any negative impacts on biodiversity and protected species in order to maintain the high value of this Corridor as a GI link through the County. This strategic corridor is represented as 'Corridor 1 - The Dodder River' in Chapter 4.

The Green Infrastructure Strategy is set out in Chapter 4, with local objectives detailed in Appendix 4. Such details include the potential for a network of natural and semi-natural green spaces linking parks, gardens, rivers, woodlands, trees and hedgerows.

5. Quality Design and Healthy Placemaking



This neighbourhood area is characterised by its agricultural and rural setting and associated environmental, economic, heritage and amenity values. Glensmole, Redgap and Brittas comprise the built environment of the area with associated farm and agricultural buildings, small clusters and single rural housing and rural economic /tourism enterprises.

The rural sense of place is rooted in the community, through families and community connections, through the long-standing experience of meitheal, and in the local history and heritage of the area and the people who formed it.

Chapter 5 aims to support the development of successful and sustainable neighbourhoods throughout the County that are connected to and provide for a range of local services and facilities.

There are many physical elements of a settlement that give character and a sense of place. These include the urban grain of the historic core, existing buildings of high architectural merit and local characteristics



such as local materials, building lines, walls, building heights, rivers, streams, trees, hedgerows and other local landscape features. Recognising and enhancing the existing context and character is a key component for any development or plan within the rural upland area.

Chapter 5, Policy QDP11 seeks to protect and promote the sense of place and culture and the quality, character and distinctiveness of the County’s rural areas that make it an attractive place to live, work and visit.

6. Housing



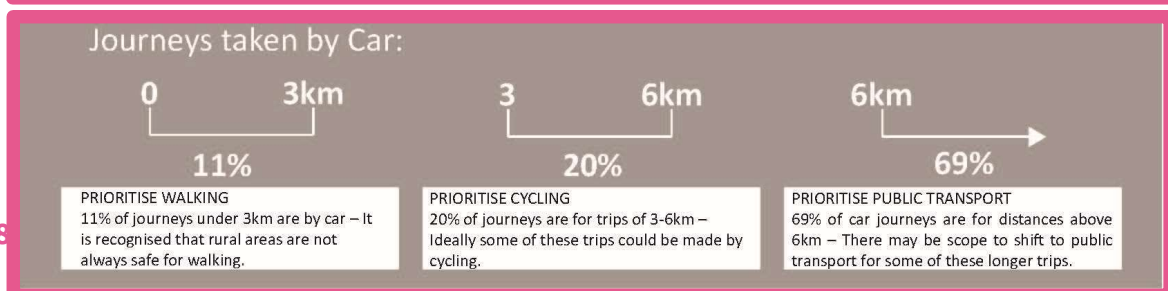
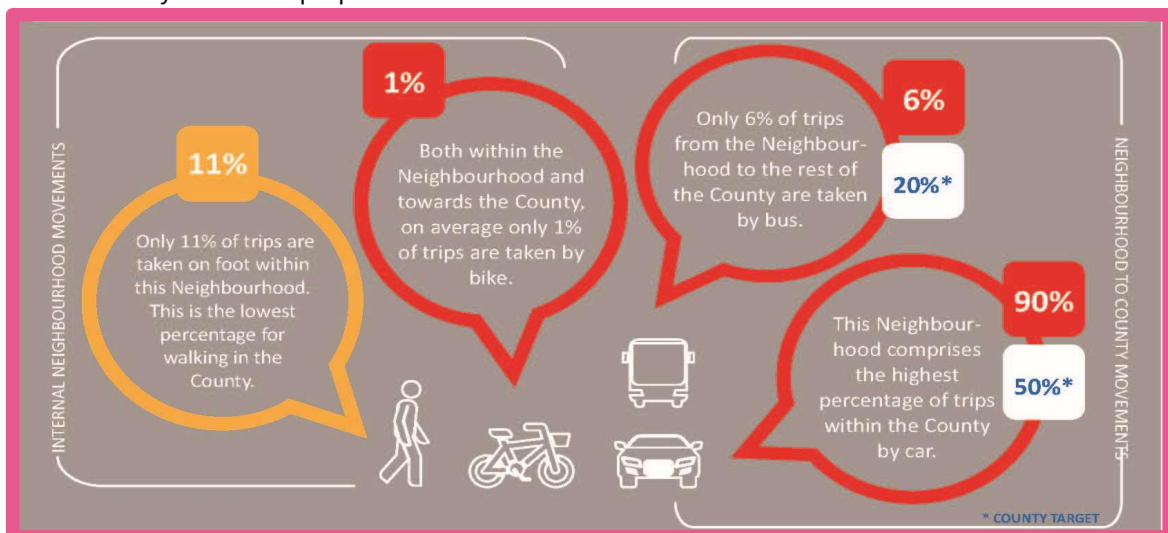
The entire rural area of the County is identified as being under strong urban influence as set out in the Dublin Metropolitan Area Strategic Plan. National policy sets out that provision of single housing in the countryside will be based on considerations of demonstrable economic or social need to live in a rural area.

In line with such provisions the plan seeks to strike a balance between facilitating housing for people who have a genuine need to live in rural areas of the County and that will contribute to the rural community and economy, while protecting such areas from urban generated housing and housing that would adversely impact on landscape character, environmental quality and visual amenity.

The rural housing policies contained in chapter 6 section 6.10 of this Development Plan apply to lands that are designated RU: Rural Amenity; HA-DM and; HA-DV which aim to protect and enhance the Dodder Valley and Dublin Mountains Areas.

7. Sustainable Movement

Chapter 7 of the plan contains policies and objectives for sustainable movement that over time, will facilitate an increase in walking, cycling and the use of public transport and a decrease in use of the private car. Sustainable Movement Studies carried out as part of the preparation of the Development Plan have informed this process. They involved a close examination of movement within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport. The Studies identify a number of key issues and proposed solutions for the area which are identified below.





MODES	SUMMARY OF MAIN ISSUES	PROPOSED SOLUTIONS
	<ul style="list-style-type: none"> The small rural settlements of the Neighbourhood lack good footpath provision and are disconnected from the remainder of the County, due to their remote location. 	Investigate ways to provide footpaths to settlements where feasible; develop hill-walking tourism initiatives; provide better connections to Dublin Mountains Way.
	<ul style="list-style-type: none"> There are no cycle lanes within this Neighbourhood and traffic on rural roads presents a real danger for cyclists. 	Better cycling facilities should be provided for this area both from an active transport and leisure perspective. Safer cycling options need to be provided along popular cycling routes currently shared with motorised vehicles.
	<ul style="list-style-type: none"> Lack of public transport services and the dispersed nature of settlements mean car travel dominates and bus services are hard to provide and access. 	Expand TFI Local Link public transport service and provide better waiting facilities.
	<ul style="list-style-type: none"> The disconnect and lack of network infrastructure provision around this Neighbourhood promotes car usage for both residents and visitors alike instead of harnessing its unique location potential. 	Improve connectivity to key tourism nodes where feasible, and within and to the main rural settlements from the immediately surrounding areas.

Successful and Sustainable Neighbourhoods are supported by a range of community facilities that are fit for purpose, accessible and adaptable now and into the future.

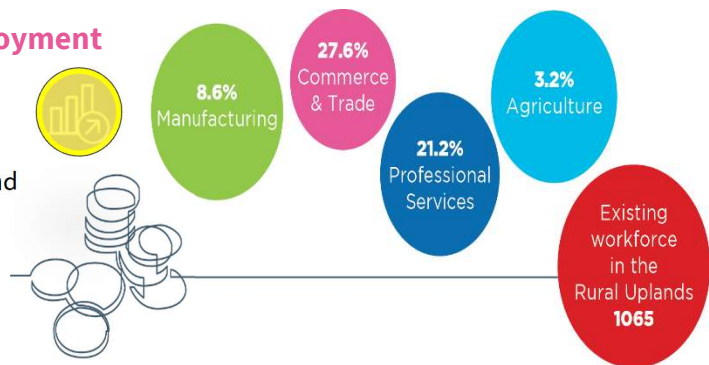
This neighbourhood is bolstered by its people and the communities in which they live. The rural uplands are characterised by a remoteness and isolation but for this reason communities are drawn closer. The two community centres in the area contribute towards this and provide a hub for social and recreational gatherings. Improving the quality of life of rural communities and providing necessary community infrastructure is important in encompassing social inclusion and integration for the future.



Chapter 8 of the Plan set out policies and objectives which will support and facilitate the delivery of new facilities including the phased development of Kiltipper ecological parkland and extension to Bohernabreena graveyard. An extension of Glensmole Community Centre has also been approved, see Map 12.5.

9. Economic Development and Employment

This neighbourhood’s employment opportunities are centred around rural enterprises, agriculture, extractive industries and tourism amenities. ‘The Action Plan for Rural Development, Realising our Rural Potential’ identifies two key pillars relating to supporting rural enterprise/employment and maximising rural tourism and recreational potential.



Rural diversification opportunities are vital for sustaining a viable rural economy. Such economic developments as The Dublin Mountain Visitor Centre will support rural employment and foster rural tourism. The recreational amenities of the Dublin Mountains will be supported by the Dodder Greenway corridor connecting Dublin City Centre to Glensmole. Local tourism and heritage trails will continue to be supported across the Dublin Mountains with potential identified to link Brittas-Saggart-Rathcoole.

Traditional rural enterprises such as agriculture, horticulture and forestry will continue to be supported where such proposals are subordinate to the primary agricultural use and subject to traffic and environmental safeguards. Farm diversification and agri-tourism enterprises are examples of such enterprises.





10. Energy



Chapter 10 sets out the policies and objectives relating to Energy. Promoting a compact development form facilitates opportunities to develop energy efficiencies within Neighbourhoods. Within this Neighbourhood Area the Plans focus is to; ensure that urban generated housing is resisted to reduce unsustainable urban sprawl and commuting; promote energy efficiencies within existing buildings, encourage and facilitate retrofitting, require high quality design with energy efficient new homes in line with Chapters 5 and 6.

11. Infrastructure and Environmental Services



The alignment of land use and water and wastewater infrastructure will increase infrastructure efficiency within this area. Details on Infrastructure and Environmental Services are set out in Chapter 11. Mountain water run-off is a huge challenge facing this neighbourhood and requires careful management. The Glensmole Valley and Bohernabreena Waterworks on the valley floor is sensitive to this water run-off. Section 11.6 of the Plan prohibits development within the restricted area identified on the Bohernabreena / Glensmole Reservoir Restricted Areas Map.

Prominent infrastructure supports such as powerlines and telecommunication apparatus can also have an impact on the visual amenity and sensitive landscapes within this area and their siting must be carefully considered.

12. Neighbourhood Area - Climate Action Audit

The South Dublin Climate Action and Energy Plan recognises that agriculture as a livelihood is an important way of life for some residents of the County. The Plan supports rural diversification, such as agri-business adventures around new forestry plantations that can play a vital role in the transition to a low carbon, climate resilient economy and society.

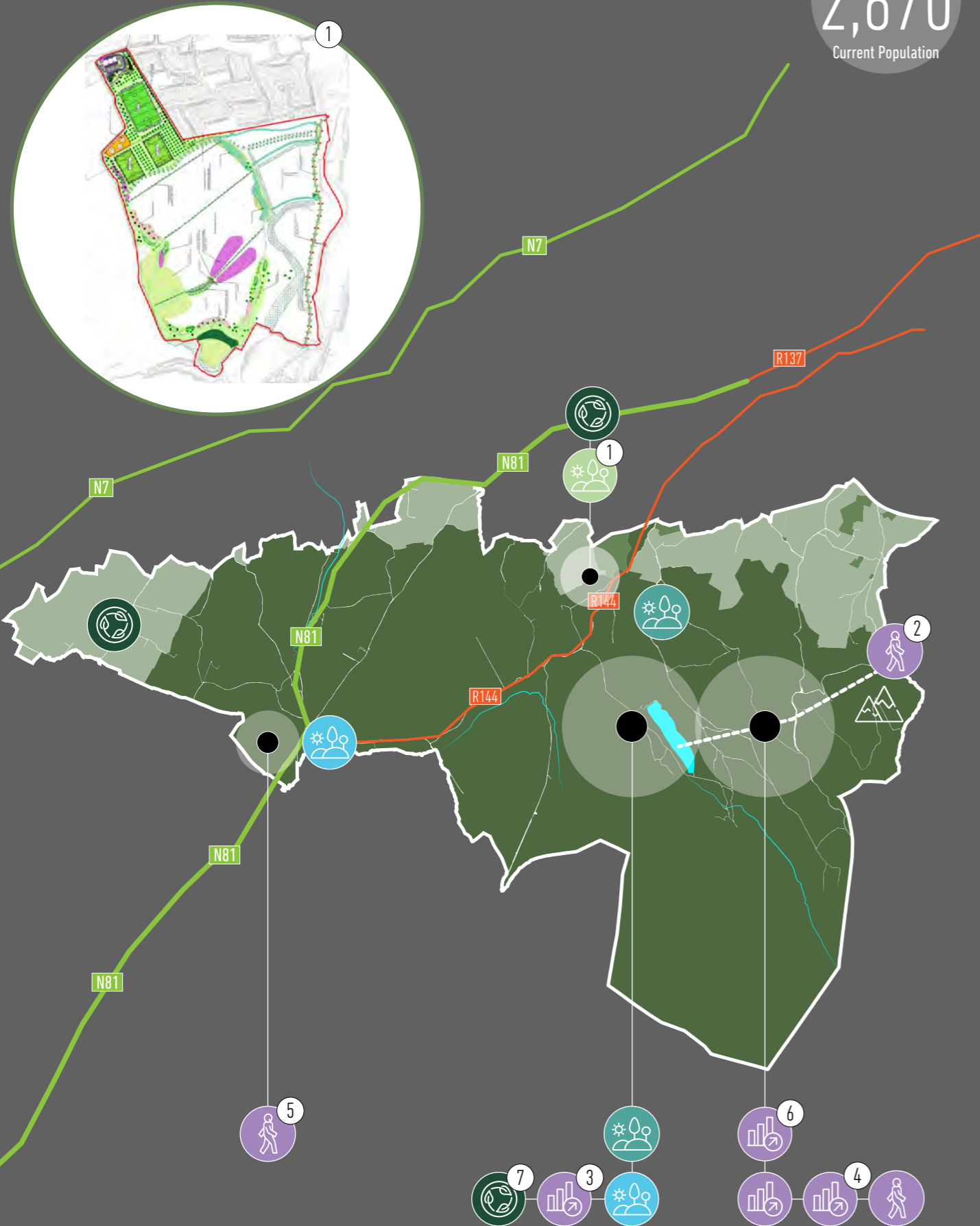
The protection of natural areas, enhancing existing green networks through the promotion and enhancement of existing pathways and green connections/corridors is key. The delivery of Kiltipper Park as part of the enhancement of the green infrastructure network in this area and will assist in carbon sequestration.

There is significant scope for movement and transport corridors to form important linkages in the Council's green infrastructure network, as they provide opportunities for additional and replacement tree and hedgerow planting of native species and pollinators, which will in turn contribute to biodiversity and carbon sequestration. The implementation of the Dodder Greenway will have the potential to reduce climate impacts of transport by encouraging a shift from private car to cycling.



Rural


2,670
 Current Population



3 Bohernabreena







5 Slade Valley



4 Hellfire Club



2 Dublin Mountain Trail

- | | | | |
|------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-----------------------------------------|--------------------------------------------------------------------------------------------------------------|
|  Existing Schools |  Motorway | 1 Kiltipper Park |  Parks and Recreation |
|  Parks and Recreation |  National Roads | 2 Dublin Mountain Trail |  Dublin Mountains |
|  Community Facilities New/Upgrade |  Road | 3 Bohernabreena/ Glenasmole |  Rural Land |
|  Green Infrastructure |  c.10 minute walking band | 4 Hellfire Club |  Neighbourhood Boundary |
|  Economy (Tourism) |  c.10 minute cycle band | 5 Slade Valley | |
|  Cruagh Mountains | | 6 Dublin Mountain Visitor Centre | |
|  Walking Trails | | 7 Bohernabreena Reservoir | |



Tallaght

1. Introduction and Context

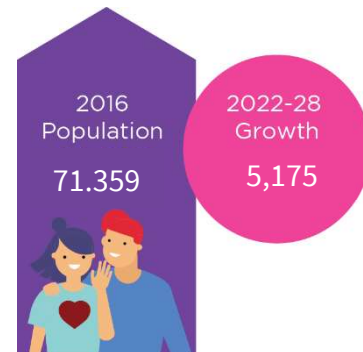
The Tallaght neighbourhood is located approx. 12km west of Dublin City Centre, forming the central part of South Dublin County, part of Dublin City suburbs and the wider Metropolitan Area. It lies on the southern side of the N7 economic corridor and to the west of the M50. The area forms part of the RSES identified South West strategic corridor and associated growth areas of the Naas Road and the City Centre.

The neighbourhood has a direct Luas connection and bus links to Dublin City. There are a number of distinct areas within the wider neighbourhood which surround Tallaght Town Centre and the historic core of Tallaght Village including Strategic Regeneration lands at Cookstown and Broomhill and the key employment lands located throughout this Neighbourhood located at Greenhills and Tallaght Industrial Estate.

2. Core Strategy and Settlement Strategy



The census in 2016 indicates a population of 71,359 people with a projected population of 76,525 people providing for a growth of 5,175 people over the plan period. The Neighborhood is located within the Dublin City Suburbs Settlement Boundary as set out in Chapter 2 Table 13. The plan sets out that the continued development of the various urban centres in Dublin City and Suburbs will provide for new mixed-use development as the engines to drive growth in the urban environment.



Tallaght is the primary administrative centre for South Dublin County and a Level 2 Retail Centre in the Regional Spatial and Economic Strategy. Outside of the centre, the area is characterised by low density suburban neighbourhoods that are based around a network of local retail centres. There is significant potential for development on brownfield lands throughout the neighbourhood.

The Cookstown and Broomhill Industrial estates in Tallaght are designated with a Zoning Objective Regeneration 'REGEN'. There are a number of complexities regarding the delivery of such brownfield lands which require a longer lead in time than greenfield development. With this understanding the role these lands will play, while significant, will take time to transition from underutilised urban areas beside high-capacity transport to residential and employment growth areas. Ensuring that the development of such areas are planned and co-ordinated in a manner which is capable of delivering successful and sustainable new neighbourhoods is a key objective of this plan.

3. Natural/Cultural and Built Heritage



The landscape character for this area is predominantly 'Urban' and has formed around existing natural features as an extension of Dublin City Centre. The Dodder flows along the south of this neighbourhood (a proposed Natural Heritage Area (pNHA)), with the Poddle flowing directly through the centre of the neighbourhood. Tymon Park also provides an area of high-quality amenity and recreational value



in a mainly urban location with a number of recorded monuments and places on site.

The area contains rich heritage, the conservation and preservation of which forms an important part of the Plan. In line with the provisions of Chapter 3 and 5 of the plan new development will need to respect the historic built environment, a key component of this area's identity. Tallaght village and the Balrothery Cottages are identified as an Architectural Conservation Area (ACA) providing a high-quality group of structures within the village area.



4. Green Infrastructure (GI)



As a long-established neighbourhood area, this area also has significant numbers of mature trees, all of which act as Green Infrastructure and Climate Adaptation measures. The River Dodder runs along the southern boundary of Tallaght. The Dodder Greenway forms a key connection alongside the significant ecological corridor that the Dodder represents. The River Poddle is also located within this area and opportunities to de-culvert will be explored. These waterbodies form the key axis for the GI network within this Neighbourhood Area. The area also contains a significant number of mature trees which form a key component of the GI network.

The Green Infrastructure Strategy carried out to support the policies and objectives set out in Chapter 4 of the plan has identified potential for a network of natural and semi-natural green spaces, linking parks, gardens, rivers, woodlands, trees and hedgerows. Within this urban area ensuring the impacts of lighting on the rural urban fringe are kept to a minimum will play a role in protecting biodiversity. Key Green Infrastructure connections identified within this neighbourhood area are symbolised in the Neighbourhood Area Map below located at the end of this section.

5. Quality Design and Healthy Placemaking



It is a policy in chapter 5 to support the development of successful and sustainable neighbourhoods throughout the County that are connected to and provide for a range of local services and facilities. New development will be required to implement 'The plan approach'. This approach aims to ensure that all development is designed and developed around eight key principles with the aim of ensuring every opportunity is harnessed to drive and support the vision for South Dublin to create attractive, connected and functional places to live, work, visit, socialise and invest in.



The provision of a high-quality public realm such as the Tallaght Public Realm and Civic Square planned for this Neighbourhood is key to the achievement of successful and sustainable neighbourhoods. This forms a part of the successful Tallaght 'Urban Regeneration and Development Fund' bid which aims to create a network of projects that collectively will enhance the public realm, encourage quality design and healthy placemaking. These projects relate to the provision of key infrastructure, services, civic, residential and amenity projects which will act as a catalyst for the wider and long-term growth of Tallaght, as a living town and the thriving heart of South Dublin County.

6. Housing



Chapter 2 of the plan in line with National and Regional policy provisions sets out a compact settlement form which will require the consolidation of existing residential areas within this neighbourhood area in a manner which protects existing amenities and underpins existing and planned physical and community infrastructure.



In addition to the consolidation of the existing urban area new residential development will be located within Tallaght Town Centre on the Identified 'REGEN' Lands and lands at Killinarden as set out in Neighbourhood Area map below. In line with the Core Strategy Chapter 2, Table 10 outlines that new residential development within this area will facilitate 11% of the County's housing growth. This equates to 2,000 new units over the lifetime of the plan.



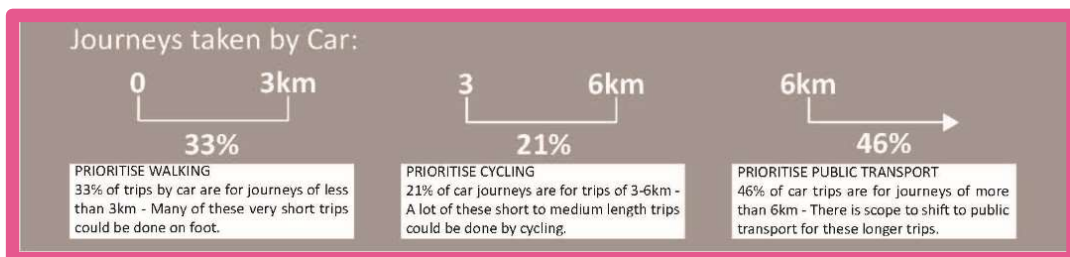
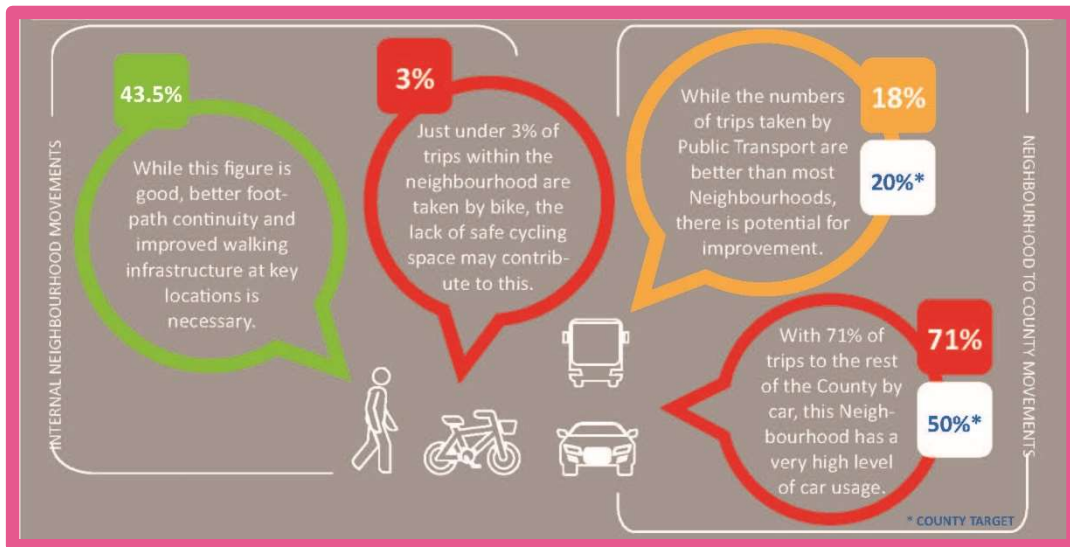
The 'REGEN' lands within Tallaght will be key to delivery of the longer term residential and mixed-use facilities (housing/retail/offices) within the core of Tallaght. These lands are located at a strategic location adjoining Tallaght Town Centre and benefit from access to high quality public transport, services and proximity to the city centre. Housing provision within identified lands at Killinarden housing will accommodate up to 500 homes in South Dublin on Local Authority lands. The scheme will provide up to 300 affordable houses and the development will also include a new community centre and sports pavilion to meet the community and sporting needs of residents.

In line with the provision of Chapter 6 Housing, the policies and objectives of the plan aim to ensure that new housing is designed in a manner which facilitates the needs of a diverse range of people, providing a balance in terms of unit mix and tenure types. The design, function and layout of such schemes can contribute significantly towards the delivery of healthy placemaking and Climate Action.

7. Sustainable Movement



Chapter 7 of the plan contains policies and objectives for sustainable movement that over time, will facilitate an increase in walking, cycling and the use of public transport and a decrease in use of the private car. Sustainable Movement Studies carried out as part of the preparation of the Development Plan have informed this process. They involved a close examination of movement within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport. The Studies identify a number of key issues and proposed solutions for the area which are identified below.





MODES	SUMMARY OF MAIN ISSUES	PROPOSED SOLUTIONS
	<ul style="list-style-type: none"> Main thoroughfares such as along the N81 Blessington Road, which leads to several schools, are lacking good footpath facilities. At present, footpaths end abruptly and edge treatments are missing, making walking unsafe. 	Better walking connections to schools and the N81 are necessary as well as an overall upgrading of all footpath facilities throughout the Neighbourhood to ensure a continuous and safe walking environment.
	<ul style="list-style-type: none"> Cycle lanes around TUD, The Square and Kililmanagh Shopping Centre are not segregated and are shared with bus lanes and car traffic, which creates a disincentive towards cycling. 	As part of the Cycle South Dublin scheme, the wider Tallaght area will be connected by a network of cycle lanes also linking to other parts of the County. Bike parking will be need at key destinations such as schools, shops and public transport stops.
	<ul style="list-style-type: none"> There is a lack of connection between bus and Luas, which should be rectified at all stops along the Red Luas line within the Neighbourhood. 	Bus Connects and the transport interchange at the Square will help address public transport issues. New orbital routes W2 and W4 will connect Tallaght with Clondalkin, Liffey Valley and Blanchardstown while several new spine/branch routes are also proposed. Many will directly link with the Tallaght LUAS stop.
	<ul style="list-style-type: none"> Cars are dominating the streetscapes and creating an unsafe and congested environment for other users. Streets need to be reclaimed for other modes ensuring safety and connectivity for cyclists and pedestrians alike. 	Traffic calming measures should be implemented especially within the centre of Tallaght where most facilities are found (i.e The Square Shopping Centre, Council Buildings, TUD, etc) in order to prioritise walking and cycling. This is also particularly relevant around the Hospital.

Other Initiatives in the neighborhood include the School Street Initiatives at Holy Spirit Schools, St. Marks National School and Scoil Maelruain National School which will aim to restrict motorised traffic within an agreed street, or zone, outside the school gate to create a safer environment in which children can feel encouraged to cycle, walk or scoot to school. South Dublin County Council and the National Transport Authority are partners in the initiative. The significant transport improvements planned for this area, alongside the implementation of the potential improvements identified, will contribute significantly towards offering people of all ages and abilities an attractive and credible alternative to using the private car.

8. Community Infrastructure and Open Space



Successful and Sustainable Neighbourhoods are supported by a range of community facilities that are fit for purpose, accessible and adaptable now and into the future. This Neighbourhood Area has a number of existing Community facilities with a number of new facilities committed or planned over the plan period to cater for the existing and future population of the area.

Chapter 8 of the plan sets out policies and objectives which will support and facilitate the delivery of new facilities within this neighbourhood area. This will include new facilities at Tymon Park and Sean Walsh Park and new or enhanced community facilities Killinarden and Tymon Bawn. This Plan in consultation with the Department of Education, has also identified a new school site adjoining Tallaght Town Centre.



9. Economic Development and Employment



The Plan aims to facilitate mixed use/employment growth within the identified centres within this neighbourhood area including within the town centre and on the identified 'REGEN' lands at Cookstown and Broomhill. Tallaght University Hospital provides significant employment both directly and indirectly and its influence can be seen in the medical related business within the town centre.

The TU Dublin-Tallaght Campus has a central role to play as the main higher education institution in South Dublin, with over 4,500 students. It is now incorporated within the Technological University of Dublin, with further expansion of the campus in the pipeline. Chapter 9, Policy EDE6 Objective 2, promotes the development of a Technology and Innovation pole with TU Dublin, Tallaght as an anchor.



This will provide support for incubator, innovation and business development initiatives that are located to build upon research and technology activities in TU Dublin; with supporting transport infrastructure; broadband infrastructure; and a diverse local sectoral mix.

The Plan also identifies tourism as a significant economic driver, supporting job creation across a diverse range of sectors. The development of tourism within this area is centred on the significant built heritage assets and the Dodder Valley Park and Greenway connecting this area and the County to the Dublin and Wicklow mountains.



10. Energy



Chapter 10 sets out the policies and objectives relating to Energy. Promoting a compact development form facilitates opportunities to develop energy efficiencies within this Neighbourhood. The delivery of Low Carbon District Heating through the Tallaght HeatNet Scheme is the first of its kind in Ireland. District-heating utilises waste-heat from sources such as electricity generation through a network of insulated pipes typically providing space heating and hot water to residential and commercial buildings, far more sustainably and economically than traditional methods using individual gas or oil boilers.

In addition to the above potential the Plan places a focus on; promoting energy efficiencies within existing buildings, encouraging and facilitating retrofitting, requiring high quality design with energy efficient new homes in line with Chapters 5 and 6 and promoting and facilitating more sustainable and active modes of transport and the roll out of E-charging points in line with Chapter 7 of this plan.

11. Infrastructure and Environmental Services



The alignment of land use and water and wastewater infrastructure will increase infrastructure efficiency within this area. Details on Infrastructure and Environmental Services are set out in Chapter 11. This area is served by the Ballymore Eustace Water Treatment Plant via the Belgard Reservoir. Capacity upgrades to the existing sewer network at Airton Road and Cookstown are required to support development.

12. Tallaght Neighborhood Area - Climate Action Audit



The provisions set out in the plan aim to promote a compact and connected settlement form with significant new residential areas targeted for locations close to existing public transport and or employment areas.

The plan aims to facilitate and efficient use of land within this neighbourhood focusing on the development of key areas of Tallaght town centre and regeneration lands alongside the consolidation of local centres achieving development densities and uses that can support vibrant, compact, walkable places that prioritise pedestrian and cyclist movement.



Focusing growth in these key areas, supports an ecosystems approach, protects natural areas while also seeking to enhance existing green networks both within the natural and urban environment through the promotion and enhancement of existing pathways and green connections within the Tallaght Neighbourhood Area.

Tallaght



71,350 **76,525**
 Current Population 2028 Projected Population



3 Tallaght Stadium



1 Tallaght Square




































2 Sean Walsh Park



4 Tallaght University Hospital



7 IQ Tallaght

- | | | | |
|------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
|  New Schools |  Motorway |  Tallaght Village |  New Residential |
|  Parks and Recreation |  National Roads |  Newlands Cross |  Town/Village/Local Centres |
|  Community Facilities New/Upgrade |  Road |  Tallaght Square |  Employment Growth |
|  Green Infrastructure |  c.10 minute walking band |  Sean Walsh Park Bowling |  Parks and Recreation |
|  Economy (Retail) |  c.10 minute cycle band |  Tallaght Stadium |  Open Space |
|  Public Realm Enhancements |  Existing and Improved Cycle Routes |  Tallaght University Hospital |  Residential-led regeneration |
|  Energy |  Proposed Cycle Schemes |  Killnarden Development |  Neighbourhood Boundary |
|  Transport Interchange | |  TU Dublin | |
|  Roads | |  IQ Tallaght | |
|  Tallaght Stadium | | | |



Templeogue/Walkinstown/Rathfarnham/Firhouse

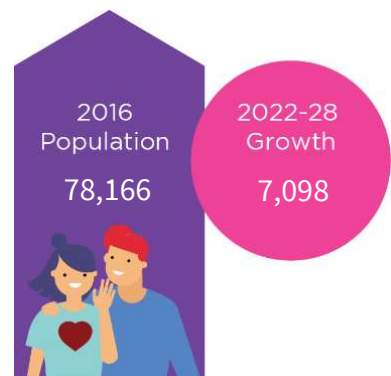
1. Introduction and Context

The Templeogue / Walkinstown / Rathfarnham / Firhouse neighbourhood is located 8km south-west of Dublin City Centre, forming the eastern part of South Dublin County, part of Dublin City suburbs and the wider Metropolitan Area. The lands are defined by the central spine of the River Dodder from west to east and the rural landscape setting along the southern boundary. The M50 motorway weaves through the neighbourhood from south-east to the north. Dublin City Council administrative area is located along the north-eastern Boundary.

The neighbourhood includes bus transportation links to Dublin City Centre and to Tallaght to the west. Strong neighbourhoods exist in this area crossing administrative boundaries. The eastern section is an established suburban area in South Dublin and is characterised by mature residential neighbourhoods including Templeogue, Walkinstown, Rathfarnham and Knocklyon.

2. Core Strategy and Settlement Strategy 

The census in 2016 indicates a population of 78,166 people with a projected population of 85,264 people. The Neighborhood is located within the Dublin City Suburbs Settlement Boundary as set out in Chapter 2 Table 14. The plan sets out that the continued development of the various urban centres in Dublin City and Suburbs will provide for new mixed-use development as the engines to drive growth in the urban environment.



A key component of this Development Plan is to support the consolidation of these key urban areas with more local day to day services focused within local centres as the plan strives towards a 10-minute settlement concept. The importance of the village and local centres within this Neighborhood Area cannot be underestimated and will play a key role as the plan strives towards delivering connected communities and the 10-minute settlement concept in line with the provisions of the RSES.





3. Natural/Cultural and Built Heritage



The landscape character for this area is 'Urban' and has formed around existing natural features as an extension of Dublin City Centre. The River Dodder is positioned across the centre of the neighbourhood with a section designated as a proposed Natural Heritage Area. The area contains rich heritage, the conservation and preservation of which forms an important part of the Plan.

32
Monuments
& Places

104
Protected
Structures

In line with the provisions of Chapter 3 new development will need to respect the historic built environment, a key component of this area's identity. It is essential to recognise, protect and maintain these attributes now and into the future.

Rathfarnham Village and Willbrook which includes St. Marys Terrace and Willbrook Road are Architectural Conservation Areas (ACA's). Rathfarnham Village provides a high-quality group of structures within the village area located opposite Rathfarnham Castle. Willbrook provides fine examples of groups of dwellings which add character to the area along with the Yellow House and the Church of the Annunciation.

The Loreto Abbey Complex and St. Enda's (Pearse Museum) are sites of National Importance due to their architectural, historical, technical and artistic interest. Four groups of cottages are also identified as ACA's within this neighbourhood.

4. Green Infrastructure



As a long-established neighbourhood area, this area also has significant numbers of mature trees, all of which act as Green Infrastructure and Climate Adaptation measures.

The Green Infrastructure Strategy carried out to support the policies and objectives set out in Chapter 4 of the plan has identified potential for a network of natural and semi-natural green spaces, linking parks, gardens, rivers, woodlands, trees and hedgerows. Within this urban area ensuring the impacts of lighting on the rural urban fringe are kept to a minimum and play a role in protecting biodiversity. Key Green Infrastructure connections identified within this neighbourhood area are symbolised in the Neighbourhood Area Map below located at the end of this section.

5. Quality Design and Healthy Placemaking



It is a policy in chapter 5 to support the development of successful and sustainable neighbourhoods throughout the County that are connected to and provide for a range of local services and facilities. New development will be required to implement 'The plan approach'. This approach aims to ensure that all development is designed and developed around eight key principles with the aim of ensuring every opportunity is harnessed to drive and support the vision for South Dublin to create attractive, connected and functional places to live, work, visit, socialise and invest in.



Within this neighborhood area and in line with Policy QDP1 of Chapter 5 the network of urban centres as the targeted locations for new or improved mixed-use development is re-enforced. High quality urban design will be provided for, respecting the existing context and enhancing connectivity within the neighbourhood area. This will enable the delivery of successful and sustainable neighbourhoods.





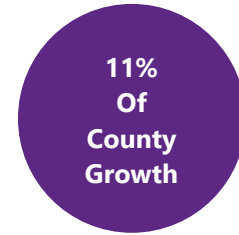
The capital program, the Council’s three-year rolling program of development works, has identified funding for Village improvement works at Templeogue Village and building and public realm works within Rathfarnham which will contribute towards the enhancement of this area.

6. Housing



Chapter 2 of the plan in line with National and Regional policy provisions sets out a compact settlement form which will require the consolidation of existing residential areas within this neighbourhood area in a manner which protects existing amenities and underpins existing and planned physical and community infrastructure.

In addition to the consolidation of the existing urban area new residential development will be located within the Ballycullen Local Area Plan lands as set out in Neighbourhood Area map below. In line with the Core Strategy Chapter 2, Table 10 outlines that infill and new residential development within this area will facilitate c. 11% of the County’s housing growth. This equates to 1,953 new units over the lifetime of the plan.



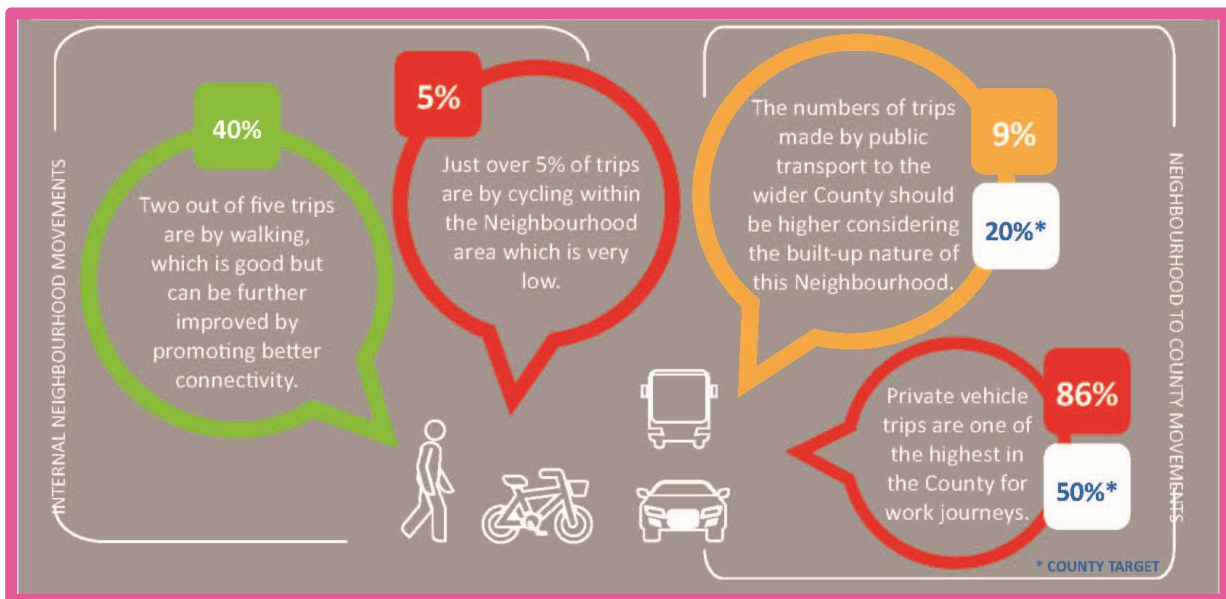
In line with the provision of Chapter 6 Housing, the policies and objectives of the plan aim to ensure that new housing is designed in a manner which facilitates the needs of a diverse range of people, providing a balance in terms of unit mix and tenure types. The design, function and layout of such schemes can contribute significantly towards the delivery of healthy placemaking and Climate Action.

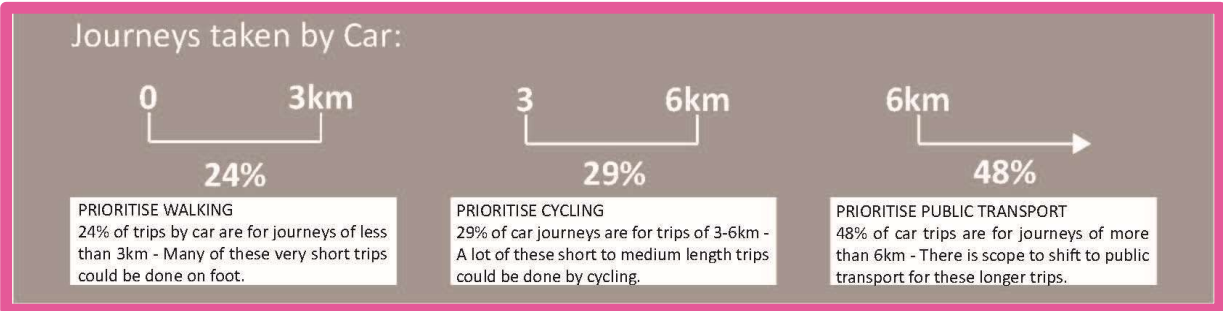
7. Sustainable Movement



Chapters 7 of the plan contains policies and objectives for sustainable movement that over time, will aim to facilitate an increase in walking, cycling and the use of public transport and a decrease in use of the private car. Sustainable Movement Studies carried out as part of the preparation of the Development Plan have informed this process and involved a close examination of movement within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport.

The Studies identify a number of key issues and proposed solutions for the area which are identified below.





MODES	SUMMARY OF MAIN ISSUES	PROPOSED SOLUTIONS
	<ul style="list-style-type: none"> There is a lack of connectivity between estates and the network of footpaths within the Neighbourhood, especially further south, at the foot of the Dublin Mountains. Footpaths are poor and haphazard and are generally not well maintained. 	Improve pedestrian connection and footpath quality such as along the southern side of Hunters Road and provide for additional safe crossing facilities.
	<ul style="list-style-type: none"> Cycle provision is uneven throughout the Neighbourhood and cycle lanes are often restricted by existing road constraints, resulting in sharing with bus lanes. Cycling provision is poor along the R113 and other rural roads which provide access to parks and the mountains and are heavily frequented by cyclists. 	A comprehensive network of cycle lanes will be rolled out in this area over the coming years including a cross-County link between Rathfarnham and Citywest and the completion of the Dodder Valley Greenway.
	<ul style="list-style-type: none"> Public transport accessibility is challenging within this Neighbourhood, where estates are often poorly connected to existing bus networks due to their configuration (cul-de-sacs, dead-ends, etc). 	Bus Connects will result in a significant improvement in bus services in this area including the introduction of orbital services S4, S6 and S8 which will connect the area with Tallaght, Liffey Valley, UCD, Blackrock and Dun Laoghaire. Several additional spine routes are also proposed.
	<ul style="list-style-type: none"> There is currently a lack of linkages, which creates a disconnected network of pedestrian and cycling routes between the Dodder Valley, urban centres, parks and key facilities and transport corridors within the Neighbourhood. 	Carry out permeability projects to ensure access and connectivity is facilitated throughout the Neighbourhood and in particular around retail centres, schools, parks and transport infrastructure.

Addressing the issues identified in these movements studies alongside the significant program of works set out in 'Cycle South Dublin' and the National Transport Authority's Bus Connects programme for the improvement of bus services will contribute significantly towards offering people of all ages and abilities an attractive and credible alternative to using the private car within this Neighbourhood Area.

8. Community Infrastructure and Open Space

Successful and Sustainable Neighbourhoods are supported by a range of community facilities that are fit for purpose, accessible and adaptable now and into the future.

This Neighbourhood Area has a number of existing Community facilities with a number of new facilities committed or planned over the plan period to cater for the existing and future population of the area.

Chapter 8 of the plan set out policies and objectives which will support and facilitate the delivery of new facilities within this neighbourhood area. Such new provision will include Tymon Park Intergenerational Centre off Wellington Lane and White Pines Community Centre both to proceed to planning in 2021.



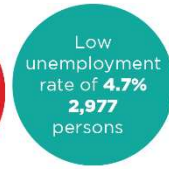


Provision has also been made for extensions to existing Community Centres at the Park and Ballyroan. This Plan in consultation with the Department of Education, has also identified 3 new school sites for this area at Knocklyon, Stocking Avenue and Hunters Road.

9. Economic Development and Employment



The plan aims to facilitate mixed use/employment growth within the identified centres within this neighbourhood area in a manner which protects and conserves its special character particularly within the historic villages of Rathfarnham and Templeogue.



Chapter 9 of the Plan also identifies tourism as a significant economic driver, supporting job creation across a diverse range of sectors. This plan supports the development of tourism within this area centred on the significant built heritage assets such as the historic villages and Pearse museum alongside the development of the Dodder Greenway facilitating access to the Dublin and Wicklow Mountains.

10. Energy



Chapter 10 sets out the policies and objectives relating to Energy. Promoting a compact development form facilitates opportunities to develop energy efficiencies within Neighbourhoods. While retrofitting established neighborhoods to major community infrastructure may not always be feasible the Plans focus within such areas is to; promote energy efficiencies within existing buildings, encourage and facilitate retrofitting, require high quality design with energy efficient new homes in line with Chapters 5 and 6 and promote and facilitate more sustainable and active modes of transport and the roll out of E-charging points in line with Chapter 7 of this plan.

11. Infrastructure and Environmental Services



The alignment of land use and water and wastewater infrastructure will increase infrastructure efficiency within this area. Details on Infrastructure and Environmental Services are set out in Chapter 11.

This area is served by the Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart and the Boherboy Reservoir and falls under the Dodder Valley Drainage Area Plan. Irish Water is delivering Drainage Area Plans in Dublin to improve the performance of the wastewater networks, protect the environment and facilitate social and economic development over the coming years in these regions.

12. Neighbourhood Area - Climate Action Audit


The provisions set out in the Development Plan aim to promote a compact and connected settlement form. Consolidation of existing residential areas will contribute towards this compact development form and the delivery of a climate resilient Neighbourhood Area.

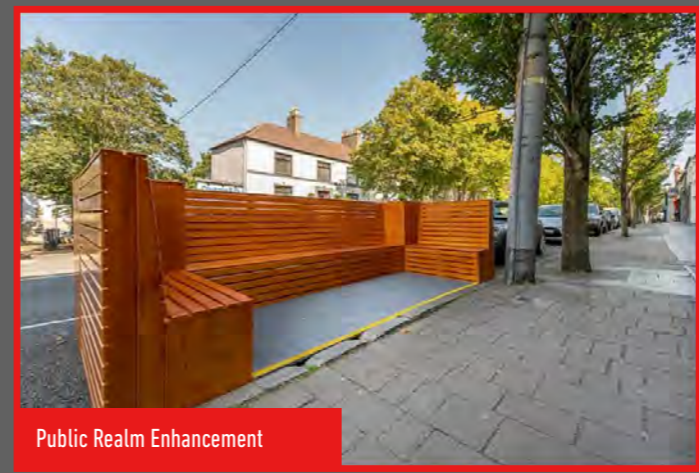
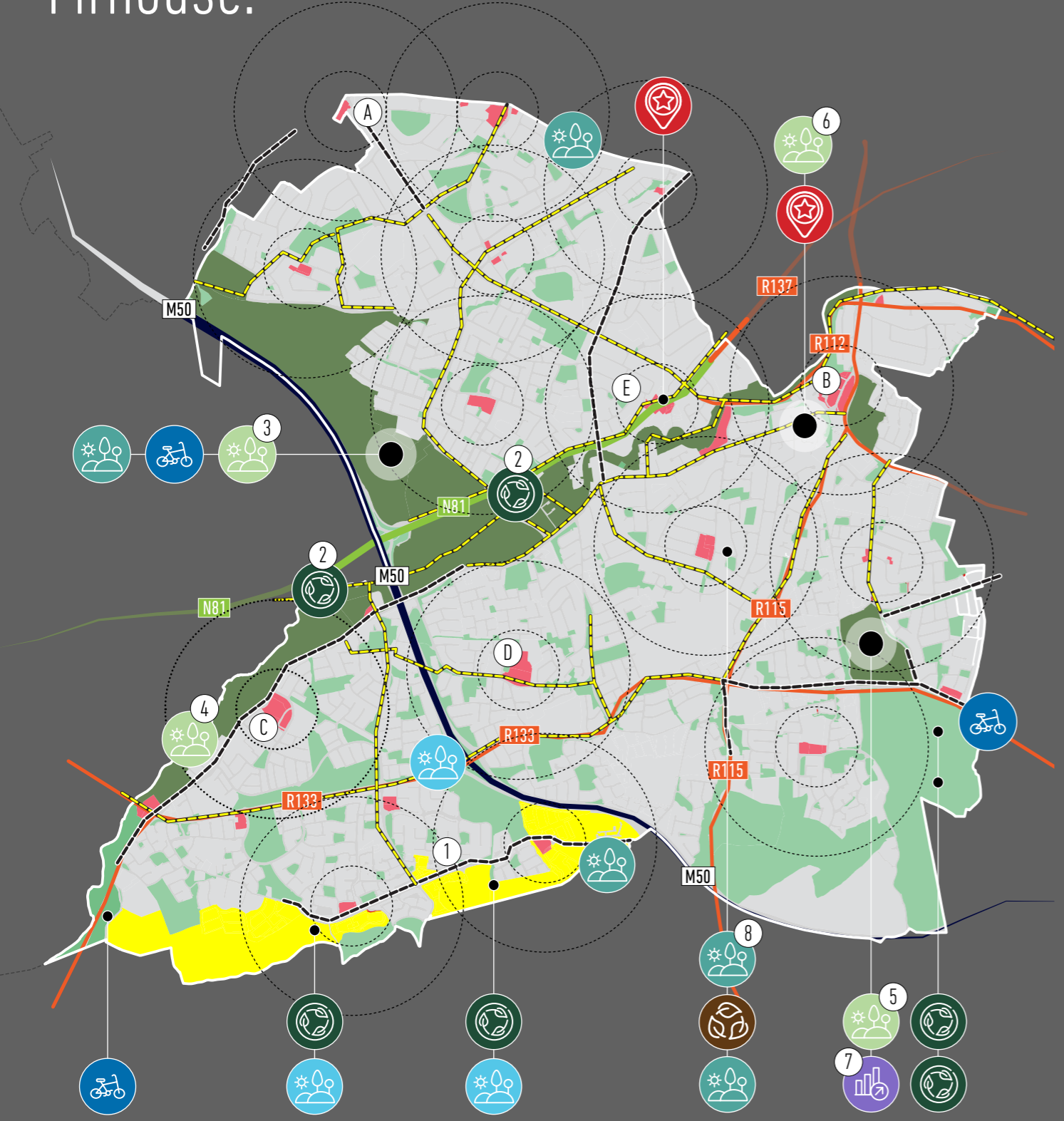
The Plan aims to facilitate an efficient use of land within this neighbourhood focusing on the development of key centers and the consolidation of Local Centres. This will facilitate the achievement of development densities and uses that can support vibrant, compact, walkable places that prioritise pedestrian and cyclist movement. Through focused growth and an ecosystem services approach to development, natural areas can be supported and enhanced through green infrastructure, providing benefits to people and to the natural environment as set out in Chapter 3.



Templeogue / Walkinstown / Rathfarnham / Firhouse.

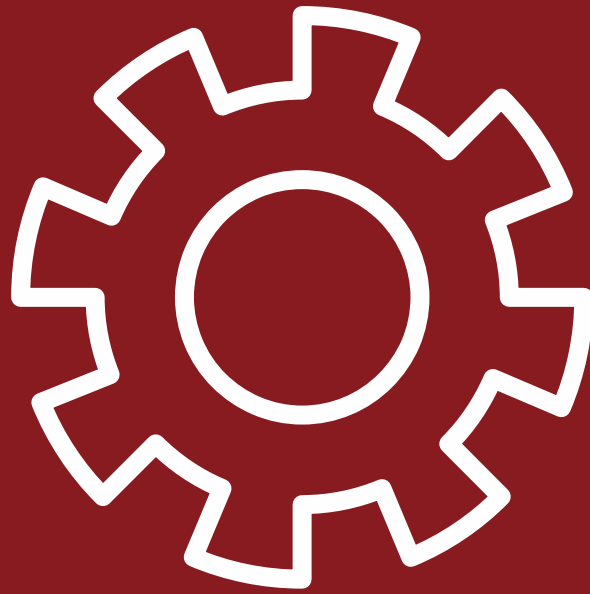

78,166
Current Population


85,264
2028 Projected Population



- | | | | |
|------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------|--------------------------------------------------------------------------------------------------------------------|
|  New Schools |  Motorway | A Walkinstown |  New Residential |
|  Parks and Recreation |  National Roads | B Rathfarnham |  Town/Village/Local Centres |
|  Community Facilities New/Upgrade |  Road | C Firhouse |  Employment Growth |
|  Green Infrastructure |  c.10 minute walking band | D Knocklyon |  Parks and Recreation |
|  Sustainable Movement |  c.10 minute cycle band | E Templeogue |  Open Space |
|  Public Realm Enhancements |  Existing and Improved Cycle Routes | 1 Ballycullen LAP |  Residential-led regeneration |
|  Flood Alleviation Scheme |  Proposed Cycle Schemes | 2 Dodder Valley |  Neighbourhood Boundary |
|  Grand Canal | | 3 Tymon Park | |
|  Economy (Tourism) | | 4 Dodder Riverbank Park | |
| | | 5 St. Enda's Park | |
| | | 6 Rathfarnham Park | |
| | | 7 Pearse Museum | |
| | | 8 Ballyroan Library | |

Chapter 13:



Implementation and Monitoring





13.0 Overview

This Chapter sets out development standards and criteria that arise out of the policies and objectives of the County Development Plan, to ensure that development occurs in an orderly and efficient manner and that it is in accordance with proper planning and sustainable development. It also sets out criteria for monitoring the implementation of Development Plan policies. The standards and criteria are grouped into a single chapter for ease of reference. Proposals for development will need to take account of all of the standards and criteria that apply to the particular development, in addition to being assessed for consistency with the policies and objectives set out in the preceding chapters of the Plan and compliance with relevant guidelines and legislative requirements.

Chapter 13 sets out standards and criteria for the following:

- 13.1 Land Use Zoning Objectives**
- 13.2 Natural, Cultural and Built Heritage**
- 13.3 Green Infrastructure**
- 13.4 Quality Design and Healthy Placemaking**
- 13.5 Residential Development**
- 13.6 Community Infrastructure**
- 13.7 Economic Development and Employment**
- 13.8 Sustainable Movement**
- 13.9 Infrastructure and Environmental Services**
- 13.10 Energy**
- 13.11 Monitoring**

13.1 Land-Use Zoning Objectives

The South Dublin County Development Plan 2022-2028 assigns Zoning Objectives to all lands in the County. The Zoning Objective and corresponding Land Use Zoning Tables identify the classes of development and uses that are permitted in principle, open for consideration or not permitted within each land use zone.

The Zoning Objectives are listed in Table 13.1. The maps that accompany this written statement identify the Zoning Objectives that apply throughout the County.

Table 13.1: Land-Use Zoning Objectives

Zone	Abbreviation	Objective
Existing Residential	RES	To protect and/or improve residential amenity
New Residential	RES-N	To provide for new residential communities in accordance with approved area plans
Strategic Development Zone	SDZ	To provide for strategic development in accordance with approved planning schemes
Regeneration	REGEN	To facilitate enterprise and/or residential led regeneration subject to a development framework





		or plan for the area incorporating phasing and infrastructure delivery.
Town Centre	TC	To protect, improve and provide for the future development of Town Centres
District Centre	DC	To protect, improve and provide for the future development of District Centres
Village Centre	VC	To protect, improve and provide for the future development of Village Centres
Major Retail Centre	MRC	To protect, improve and provide for the future development of a Major Retail Centre
Local Centre	LC	To protect, improve and provide for the future development of Local Centres
Enterprise and Employment	EE	To provide for enterprise and employment related uses
Retail Warehousing	RW	To provide for and consolidate retail warehousing
High Amenity Dublin Mountains	HA-DM	To protect and enhance the outstanding natural character of the Dublin Mountains Area
High Amenity Liffey Valley	HA-LV	To protect and enhance the outstanding character and amenity of the Liffey Valley
High Amenity Dodder Valley	HA-DV	To protect and enhance the outstanding character and amenity of the Dodder Valley
Open Space	OS	To preserve and provide for open space and recreational amenities
Rural and Agriculture	RU	To protect and improve rural amenity and to provide for the development of agriculture

13.1.1 Land-Use Zoning Tables

Land Use Zoning Tables are incorporated into this written statement to provide guidance in relation to the general appropriateness of particular development types or land uses in each land use zone. These tables are for guidance only. Development proposals will also be assessed against the policies, objectives, standards and criteria set out in the Plan, in addition to wider legislation and guidance.

A definition of use classes is included in Appendix 6 of this Plan. The use classes and definitions listed are intended as general guidance and are not exhaustive.

(i) Permitted in Principle

Land uses that are listed as 'permitted in principle' in the land use zoning tables are considered to be generally acceptable, subject to further assessment against the relevant policies, objectives and standards set out under this Plan.

(ii) Open for Consideration

Land uses that are listed as 'open for consideration' in the land use zoning tables may be acceptable to the Planning Authority subject to detailed assessment against the principles of proper planning and sustainable development, and the relevant policies, objectives and standards set out in this Plan.

Proposed uses in this category will be subject to full assessment on their own merits and particularly in relation to their impact on the development of the County at a strategic and a local level. Such uses may only be permitted where they do not materially conflict with other aspects of the County Development Plan.

(iii) Not Permitted

Land uses that are listed as 'not permitted' under each of the zoning objectives are considered not to be acceptable. Each use listed under this category would not, therefore, be favourably considered by the Planning Authority.

(iv) Transitional Areas



Abrupt transitions in scale and use should be avoided adjacent to the boundary of land use zones. Development proposals in transition areas should seek to avoid development that would be detrimental to the amenities of the contiguous zone. For example, regard should be had to the use, scale and density of development proposals in zones abutting residential or rural areas in order to protect residential or rural amenity, as appropriate.

(v) Other Uses

Uses that have not been listed under the land use zoning tables will be considered on a case-by-case basis in relation to conformity with the relevant policies, objectives and standards contained within the Plan, particularly in relation to the zoning objective of the subject site and its impact on the development of the County at a strategic and local level.

(vi) Non-Conforming Uses

There are instances throughout the County where land uses do not conform with the zoning objective of a site. These include instances where such uses:

1. were in existence on 1st October 1964 (i.e. prior to planning legislation), or
2. have valid permission, or
3. have no permission and may or may not be the subject of enforcement proceedings.

Development proposals that relate to uses referred to under categories 1 and 2 above, particularly those that would intensify non-conforming uses, will be permitted only where the proposed development would not be detrimental to the amenities of the surrounding area and would accord with the principles of proper planning and sustainable development. This includes the integration of land use and transport planning.

Table 13.2: Zoning Objective ‘RES’: ‘To protect and/or improve residential amenity’

Use Classes Related to Zoning Objective	
Permitted in Principle	Housing for Older People, Nursing Home, Open Space, Public Services, Residential, Residential Institution, Retirement Home, Shop-Local, Traveller Accommodation.
Open for Consideration	Advertisements and Advertising Structures, Allotments, Agriculture, Bed & Breakfast, Betting Office, Camp Site, Car Park, Caravan Park-Residential, Cemetery, Childcare Facilities, Community Centre, Crematorium, Cultural Use, Doctor/Dentist, Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Hotel/Hostel, Home Based Economic Activities, Industry-Light, Live-Work Units, Motor Sales Outlet, Office-Based Industry, Offices less than 100 sq.m, Offices 100 sq.m - 1,000 sq.m, Off-Licence, Petrol Station, Place of Worship, Primary Health Care Centre, Public House, Recreational Facility, Recycling Facility, Restaurant/Café, Service Garage, Shop-Neighbourhood, Sports Club/Facility, Stadium, Veterinary Surgery.
Not Permitted	Abattoir, Aerodrome/Airfield, Boarding Kennels, Concrete/Asphalt Plant in or adjacent to a Quarry, Conference Centre, Data Centre, Fuel Depot, Heavy Vehicle Park, Hospital, Industry-Extractive, Industry-General, Industry-Special, Nightclub, Offices over 1,000 sq.m, Outdoor Entertainment Park, Refuse Landfill/Tip, Refuse Transfer Station, Retail Warehouse, Rural Industry-Food, Science and Technology Based Enterprise, Scrap Yard, Shop-Major Sales Outlet, Social Club, Transport Depot, Warehousing, Wholesale Outlet, Wind Farm, Work-Live Units.

**Table 13.3: Zoning Objective RES-N: ‘To provide for new residential communities in accordance with approved area plans’**

Use Classes Related to Zoning Objective	
Permitted in Principle	Childcare Facilities, Community Centre, Cultural Use, Doctor/Dentist, Education, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Housing for Older People, Industry-Light, Nursing Home, Offices less than 100 sq.m, Open Space, Primary Health Care Centre, Public House, Public Services, Recreational Facility, Recycling Facility, Residential Institution, Residential, Restaurant/Café, Retirement Home, Shop-Local, Shop-Neighbourhood, Sports Club/Facility, Stadium, Traveller Accommodation, Veterinary Surgery.
Open for Consideration	Advertisements and Advertising Structures, Agriculture, Allotments, Bed & Breakfast, Betting Office, Camp Site, Car Park, Caravan Park-Residential, Cemetery, Crematorium, Embassy, Fuel Depot, Home Based Economic Activities, Hotel/Hostel, Industry-General, Live-Work Units, Motor Sales, Nightclub, Office-Based Industry, Offices 100 sq.m - 1,000 sq.m, Off-Licence, Petrol Station, Place of Worship, Refuse Transfer Station, Science and Technology Based Enterprise, Social Club, Wholesale Outlet, Work-Live Units.
Not Permitted	Abattoir, Aerodrome/Airfield, Boarding Kennels, Concrete/Asphalt Plant in or adjacent to a Quarry, Conference Centre, Data Centre, Heavy Vehicle Park, Hospital, Industry-Extractive, Industry-Special, Offices over 1,000 sq.m, Outdoor Entertainment Park, Refuse Landfill/Tip, Retail Warehouse, Rural Industry-Food, Scrap Yard, Service Garage, Shop-Major Sales Outlet, Transport Depot, Warehousing, Wind Farm.

Table 13.4: Zoning Objective ‘REGEN’: ‘To facilitate enterprise and/or residential-led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery.’

Use Classes Related to Zoning Objective	
Permitted in Principle	Advertisements and Advertising Structures, Childcare Facilities, Community Centre, Education, Enterprise Centre, Health Centre, Home Based Economic Activities, Hotel/Hostel, Housing for Older People, Industry-Light, Live-Work Units, Motor Sales Outlet, Office-Based Industry, Office less than 100 sq.m, Offices 100 sq.m – 1,000 sq.m, Offices over 1,000 sq.m, Open Space, Petrol Station, Public Services, Recreational Facility, Residential, Restaurant/Café, Residential Institution, Science and Technology Based Enterprise, Shop-Local, Sports Club/Facility, Stadium, Traveller Accommodation, Work-Live Units.
Open for Consideration	Allotments, Bed & Breakfast, Betting Office, Boarding Kennels, Car Park, Crematorium, Cultural Use, Data Centre, Doctor/Dentist, Embassy, Funeral Home, Garden Centre, Guest House, Hospital, Industry-General, Nursing Home, Off-Licence, Place of Worship, Primary Health Care Centre, Public House, Recycling Facility, Retail Warehouse, Retirement Home, Service Garage, Shop-Neighbourhood, Social Club, Veterinary Surgery, Warehousing, Wholesale Outlet.
Not Permitted	Abattoir, Aerodrome/Airfield, Agriculture, Camp Site, Caravan Park-Residential, Cemetery, Concrete/Asphalt Plant in or adjacent to a Quarry, Conference Centre, Fuel Depot, Heavy Vehicle Park, Industry-Extractive, Industry-Special, Nightclub, Outdoor Entertainment Park, Refuse Landfill/Tip, Refuse Transfer Station, Rural Industry-Food, Scrap Yard, Shop-Major Sales Outlet, Transport Depot, Wind Farm.

**Table 13.5: Zoning Objective ‘TC’: ‘To protect, improve and provide for the future development of Town Centres’**

Use Classes Related to Zoning Objective	
Permitted in Principle	Advertisements and Advertising Structures, Bed & Breakfast, Betting Office, Car park, Childcare Facilities, Community Centre, Conference Centre, Crematorium, Cultural Use, Doctor/Dentist, Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Home Based Economic Activities, Hospital, Hotel/Hostel, Housing for Older People, Industry-Light, Live-Work Units, Nightclub, Nursing Home, Office-Based Industry, Offices less than 100 sq.m, Offices 100 sq.m - 1,000 sq.m, Offices over 1,000 sq.m, Off-Licence, Open Space, Petrol Station, Place of Worship, Primary Health Care Centre, Public House, Public Services, Recreational Facility, Residential, Residential Institution, Restaurant/Café, Retail Warehouse, Retirement Home, Shop-Local, Shop-Major Sales Outlet, Shop-Neighbourhood, Sports Club/Facility, Stadium, Social Club, Veterinary Surgery, Work-Live Units.
Open for Consideration	Allotments, Industry-General, Motor Sales Outlet, Outdoor Entertainment Park, Recycling Facility, Science and Technology Based Enterprise, Service Garage, Transport Depot, Traveller Accommodation, Warehousing, Wholesale Outlet.
Not Permitted	Abattoir, Aerodrome/Airfield, Agriculture, Boarding Kennels, Camp Site, Caravan Park-Residential, Cemetery, Concrete/Asphalt Plant in or adjacent to a Quarry, Data Centre, Fuel Depot, Heavy Vehicle Park, Industry-Extractive, Industry-Special, Refuse Landfill/Tip, Refuse Transfer Station, Rural Industry-Food, Scrap Yard, Wind Farm.

Table 13.6: Zoning Objective ‘DC’: ‘To protect, improve and provide for the future development of District Centres’

Use Classes Related to Zoning Objective	
Permitted in Principle	Advertisements and Advertising Structures, Bed & Breakfast, Betting Office, Car park, Childcare Facilities, Community Centre, Cultural use, Doctor/Dentist, Education, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Home Based Economic Activities, Housing for Older People, Industry-Light, Live-Work Units, Nursing Home, Office-Based Industry, Offices less than 100 sq.m, Offices 100 sq.m - 1,000 sq.m, Offices over 1,000 sq.m, Off-Licence, Open Space, Petrol Station, Place of Worship, Primary Health Care Centre, Public House, Public Services, Recreational Facility, Recycling Facility, Residential, Residential Institution, Restaurant/Café, Retail Warehouse, Retirement Home, Shop-Local, Shop-Neighbourhood, Social Club, Sports Club/Facility, Stadium, Veterinary Surgery, Work-Live Units.
Open for Consideration	Allotments, Conference Centre, Crematorium, Embassy, Hotel/Hostel, Motor Sales Outlet, Nightclub, Science and Technology Based Enterprise, Service Garage, Shop-Major Sales Outlet, Traveller Accommodation, Warehousing, Wholesale Outlet.
Not Permitted	Abattoir, Aerodrome/Airfield, Agriculture, Boarding Kennels, Camp Site, Caravan Park-Residential, Cemetery, Concrete/Asphalt Plant in or adjacent to a Quarry, Data Centre, Fuel Depot, Heavy Vehicle Park, Hospital, Industry-Extractive, Industry-General, Industry-Special, Outdoor Entertainment Park, Refuse Landfill/Tip, Refuse Transfer Station, Rural Industry-Food, Scrap Yard, Transport Depot, Wind Farm.

**Table 13.7: Zoning Objective ‘VC’: ‘To protect, improve and provide for the future development of Village Centres’**

Use Classes Related to Zoning Objective	
Permitted in Principle	Bed & Breakfast, Betting Office, Car park, Crematorium, Childcare Facilities, Community Centre, Conference Centre, Cultural Use, Doctor/Dentist, Education, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Home Based Economic Activities, Housing for Older People, Live-Work Units, Nursing Home, Offices less than 100 sq.m, Off-Licence, Open Space, Petrol Station, Primary Health Care Centre, Public House, Place of Worship, Public Services, Recycling Facility, Residential, Residential Institution, Restaurant/Café, Retirement Home, Shop-Local, Shop-Neighbourhood, Social Club, Veterinary Surgery, Work-Live Units.
Open for Consideration	Advertisements and Advertising Structures, Allotments, Embassy, Fuel Depot, Hotel/Hostel, Industry-General ^k , Industry-Light, Motor Sales Outlet, Nightclub, Offices 100 sq.m - 1,000 sq.m, Recreational Facility, Refuse Transfer Station, Science and Technology Based Enterprise, Service Garage, Sports Club/Facility, Stadium, Traveller Accommodation, Wholesale Outlet.
Not Permitted	Abattoir, Aerodrome/Airfield, Agriculture, Boarding Kennels, Camp Site, Caravan Park-Residential, Cemetery, Concrete/Asphalt Plant in or adjacent to a Quarry, Data Centre, Heavy Vehicle Park, Hospital, Industry-Extractive, Industry-Special, Office-Based Industry, Offices over 1,000 sq.m, Outdoor Entertainment Park, Refuse Landfill/Tip, Retail Warehouse, Rural Industry-Food, Scrap Yard, Shop-Major Sales Outlet, Transport Depot, Warehousing, Wind Farm.

^k On sites and in existing premises currently used for industrial activity.

Table 13.8: Zoning Objective ‘MRC’: ‘To protect, improve and provide for the future development of a Major Retail Centre’

Use Classes Related to Zoning Objective	
Permitted in Principle	Advertisements and Advertising Structures, Betting Office, Car Park, Childcare Facilities, Enterprise Centre, Funeral Home, Garden Centre, Hotel/Hostel, Motor Sales Outlet, Offices less than 100 sq.m, Off-Licence, Open Space, Petrol Station, Public House, Public Services, Recreational Facility, Recycling Facility, Restaurant/Café, Retail Warehouse, Service Garage, Shop-Local, Shop-Major Sales Outlet, Shop-Neighbourhood, Veterinary Surgery, Wholesale Outlet.
Open for Consideration	Allotments, Crematorium, Cultural Use, Data Centre, Doctor/Dentist, Education, Health Centre, Hospital, Industry-Light, Nightclub, Offices 100 sq.m - 1,000 sq.m, Outdoor Entertainment Park, Place of Worship, Primary Health Care Centre, Social Club, Sports Club/Facility, Stadium, Transport Depot, Warehousing.
Not Permitted	Abattoir, Aerodrome/Airfield, Agriculture, Bed & Breakfast, Boarding Kennels, Camp Site, Caravan Park-Residential, Cemetery, Community Centre, Concrete/Asphalt Plant in or adjacent to a Quarry, Conference Centre, Embassy, Fuel Depot, Guest House, Heavy Vehicle Park, Home Based Economic Activities, Housing for Older People, Industry-Extractive, Industry-General, Industry-Special, Live-Work Units, Nursing Home, Office-Based Industry, Offices over 1,000 sq.m, Refuse Landfill/Tip, Refuse Transfer Station, Residential, Residential Institution, Retirement Home, Rural Industry-Food, Science and Technology Based Enterprise, Scrap Yard, Traveller Accommodation, Wind Farm, Work-Live Units.

**Table 13.9: Zoning Objective ‘LC’: ‘To protect, improve and provide for the future development of Local Centres’**

Use Classes Related to Zoning Objective	
Permitted in Principle	Advertisements and Advertising Structures, Bed & Breakfast, Betting Office, Car Park, Childcare Facilities, Community Centre, Cultural Use, Doctor/Dentist, Education, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Home Based Economic Activities, Housing for Older People, Live-Work Units, Nursing Home, Offices less than 100 sq.m, Off-Licence, Open Space, Petrol Station, Place of Worship, Primary Health Care Centre, Public House, Public Services, Recreational Facility, Recycling Facility, Residential, Residential Institution, Restaurant/Café, Retirement Home, Shop-Local, Shop-Neighbourhood, Social Club, Veterinary Surgery, Work-Live Units.
Open for Consideration	Allotments, Crematorium, Embassy, Hotel/Hostel, Industry-Light, Motor Sales Outlet, Office-Based Industry, Offices 100 sq.m - 1,000 sq.m, Refuse Transfer Station, Science and Technology Based Enterprise, Service Garage, Sports Club/Facility, Stadium, Traveller Accommodation, Wholesale Outlet.
Not Permitted	Abattoir, Aerodrome/Airfield, Agriculture, Boarding Kennels, Camp Site, Caravan Park-Residential, Cemetery, Concrete/Asphalt Plant in or adjacent to a Quarry, Conference Centre, Data Centre, Fuel Depot, Heavy Vehicle Park, Hospital, Industry-Extractive, Industry-General, Industry-Special, Nightclub, Offices over 1,000 sq.m, Outdoor Entertainment Park, Refuse Landfill/Tip, Retail Warehouse, Rural Industry-Food, Scrap Yard, Shop-Major Sales Outlet, Transport Depot, Warehousing, Wind Farm.

Table 13.10: Zoning Objective ‘EE’: ‘To provide for enterprise and employment related uses’

Use Classes Related to Zoning Objective	
Permitted in Principle	Abattoir, Advertisements and Advertising Structures, Boarding Kennels, Enterprise Centre, Fuel Depot, Heavy Vehicle Park, Home Based Economic Activities, Industry-General, Industry-Light, Industry-Special, Office-Based Industry, Office less than 100 sq.m, Open Space, Petrol Station, Public Services, Recycling Facility, Refuse Transfer Station, Science and Technology Based Enterprises, Scrap Yard, Service Garage, Shop-Local, Transport Depot, Traveller Accommodation, Warehousing, Wholesale Outlet.
Open for Consideration	Agriculture, Allotments, Car Park, Childcare Facilities, Concrete/Asphalt Plant in or adjacent to a Quarry, Data Centre, Garden Centre, Hotel/Hostel, Industry-Extractive, Motor Sales Outlet, Nightclub, Offices 100 sq.m - 1,000 sq.m, Offices over 1,000 sq.m, Public House, Refuse Landfill/Tip, Restaurant/Café, Retail Warehouse, Social Club, Sports Club/Facility, Stadium, Veterinary Surgery.
Not Permitted	Aerodrome/Airfield, Bed & Breakfast, Betting Office, Camp Site, Caravan Park-Residential, Cemetery, Community Centre, Conference Centre, Crematorium, Cultural Use, Doctor/Dentist, Education, Embassy, Funeral Home, Guest House, Health Centre, Hospital, Housing for Older People, Live-Work Units, Nursing Home, Off-Licence, Outdoor Entertainment Park, Place of Worship, Primary Health Care Centre, Recreational Facility, Residential, Residential Institution, Retirement Home, Rural Industry-Food, Shop-Major Sales Outlet, Shop-Neighbourhood, Wind Farm, Work-Live Units.

**Table 13.11: Zoning Objective RW: ‘To provide for and consolidate retail warehousing’**

Use Classes Related to Zoning Objective	
Permitted in Principle	Advertisements and Advertising Structures, Car Park, Industry-Light, Motor Sales Outlet, Office less than 100 sq.m, Open Space, Petrol Station, Public Services, Recycling Facility, Refuse Transfer Station, Retail Warehouse, Service Garage, Transport Depot, Warehousing, Wholesale Outlet.
Open for Consideration	Childcare Facilities, Enterprise Centre, Fuel Depot, Funeral Home, Garden Centre, Heavy Vehicle Park, Industry-General, Nightclub, Primary Health Care Centre, Restaurant/Café, Shop-Local, Veterinary Surgery.
Not Permitted	Abattoir, Aerodrome/Airfield, Agriculture, Allotments, Bed & Breakfast, Betting Office, Boarding Kennels, Camp Site, Caravan Park-Residential, Cemetery, Community Centre, Concrete/Asphalt Plant in or adjacent to a Quarry, Conference Centre, Crematorium, Cultural Use, Data Centre, Doctor/Dentist, Education, Embassy, Guest House, Health Centre, Home Based Economic Activities, Hospital, Hotel/Hostel, Housing for Older People, Industry-Extractive, Industry-Special, Live-Work Units, Nursing Home, Office-Based Industry, Offices 100 sq.m –1,000 sq.m, Offices over 1,000 sq.m, Off-Licence, Outdoor Entertainment Park, Place of Worship, Public House, Recreational-Facility, Refuse Landfill/Tip, Residential, Residential Institution, Retirement Home, Rural Industry-Food, Science and Technology Based Enterprises, Scrap Yard, Shop-Major Sales Outlet, Shop-Neighbourhood, Social Club, Sports Club/Facility, Stadium, Traveller Accommodation, Wind Farm, Work-Live Units.

Table 13.12: Zoning Objective ‘HA - DM’: ‘To protect and enhance the outstanding natural character of the Dublin Mountains Area’*

Use Classes Related to Zoning Objective	
Permitted in Principle	Agriculture, Car park ^{d,h} , Open Space.
Open for Consideration	Bed & Breakfast ^a , Cemetery ^d , Childcare Facilities ^a , Community Centre ^a , Cultural Use ^j , Doctor/Dentist ^{a,d} , Education ^b , Garden Centre ^{a,d} , Guest House ^{a,d} , Health Centre ^{a,b} , Home Based Economic Activities ^{a,d} , Hotel/Hostel ^{a,d} , Industry-Extractive ^{a,d} , Place of Worship ^{a,d} , Public House ^{a,d} , Public Services, Recreational Facility ^j , Residential ^{c,d} , Restaurant/Café ^{a,d} , Rural Industry- Food ^{a,d} , Sports Club/ Facility ^d , Shop-Local ^{a,d} , Veterinary Surgery ^{a,d} .
Not Permitted	Abattoir, Advertisements and Advertising Structures, Aerodrome/ Airfield, Allotments, Betting Office, Boarding Kennels, Camp Site, Caravan Park-Residential, Concrete/Asphalt Plant in or adjacent to a quarry, Conference Centre, Crematorium, Data Centre, Embassy, Enterprise Centre, Fuel Depot, Funeral Home, Heavy Vehicle Park, Hospital, Housing for Older People, Industry-General, Industry-Light, Industry-Special, Live-Work Units, Motor Sales Outlet, Nightclub, Nursing Home, Office-Based Industry, Offices less than 100 sq.m, Offices 100 sq.m-1,000 sq.m, Offices over 1,000 sq.m, Off-Licence, Outdoor Entertainment Park, Petrol Station, Primary Health Care Centre, Recycling Facility, Refuse Landfill/ Tip, Refuse Transfer Station, Residential Institution, Retail Warehouse, Retirement Home, Science and Technology Based Enterprise, Scrap Yard, Service Garage, Shop-Major Sales Outlet, Shop-Neighbourhood, Social Club, Stadium, Transport Depot, Traveller Accommodation, Warehousing, Wholesale Outlet, Wind Farm, Work-Live Units.

a In existing premises

b In Villages to serve local needs

c In accordance with Council policy for residential development in rural areas

d Not permitted above 350m contour

h For small-scale amenity or recreational purposes only

j Directly linked to the heritage and amenity value of the Dublin Mountains

*Note: The Division between the ‘HA-DM’ and ‘HA-DV’ zones occurs at Fort Bridge, Bohernabreena.



**Table 13.13: Zoning Objective ‘HA - LV’: ‘To protect and enhance the outstanding character and amenity of the Liffey Valley’**

Use Classes Related to Zoning Objective	
Permitted in Principle	Open Space.
Open for Consideration	Agriculture, Allotments, Bed & Breakfast ^a , Car Park ^{h,g} , Cemetery ^g , Childcare Facilities ^a , Community Centre ^a , Cultural Use ^g , Doctor/Dentist ^a , Education, Guest House ^a , Home Based Economic Activities ^a , Hotel/ Hostel ^a , Place of Worship ^g , Public House ^a , Public Services ^f , Recreational Facility ^{a,f,g,h} , Residential ^{a,c} , Restaurant/Café ^a , Rural Industry-Food ^a , Shop-Local ^a , Sports Club/Facility ^{f,g,h} , Traveller Accommodation ^g .
Not Permitted	Abattoir, Advertisements and Advertising Structures, Aerodrome/ Airfield, Betting Office, Boarding Kennels, Camp Site, Caravan Park-Residential, Concrete/ Asphalt Plant in or adjacent to a quarry, Conference Centre, Crematorium, Data Centre, Embassy, Enterprise Centre, Fuel Depot, Funeral Home, Garden Centre, Health Centre, Heavy Vehicle Park, Hospital, Housing for Older People, Industry-Extractive, Industry-General, Industry-Light, Industry-Special, Live-Work Units, Motor Sales Outlet, Nightclub, Nursing Home, Office-Based Industry, Offices less than 100 sq.m, Offices 100 sq.m-1,000 sq.m, Offices over 1,000 sq.m, Off-Licence, Outdoor Entertainment Park, Petrol Station, Primary Health Care Centre, Recycling Facility, Refuse Landfill/Tip, Refuse Transfer Station, Residential Institution, Retail Warehouse, Retirement Home, Science and Technology Based Enterprise, Scrap Yard, Service Garage, Shop-Major Sales Outlet, Shop-Neighbourhood, Social Club, Stadium, Transport Depot, Veterinary Surgery, Warehousing, Wholesale Outlet, Wind Farm, Work-Live Units.

a In existing premises

c In accordance with Council policy for residential development in rural areas

f Subject to acceptable landscape impact assessment

g All development classes shall not be permitted within 30m of the riverbank, in order to protect recreational amenity

h For small-scale amenity or recreational purposes only

Table 13.14: Zoning Objective ‘HA - DV’: ‘To protect and enhance the outstanding character and amenity of the Dodder Valley’*

Use Classes Related to Zoning Objective	
Permitted in Principle	Open Space.
Open for Consideration	Agriculture, Allotments, Bed & Breakfast ^a , Car Park ^{h,g} , Cemetery ^g , Childcare Facilities ^a , Community Centre ^a , Cultural Use ^g , Doctor/Dentist ^a , Education, Guest House ^a , Home Based Economic Activities ^a , Hotel/ Hostel ^a , Place of Worship ^g , Public House ^a , Public Services ^f , Recreational Facility ^{a,f,g,h} , Residential ^{a,c} , Restaurant/Café ^a , Rural Industry-Food ^a , Shop-Local ^a , Sports Club/Facility ^{f,g,h} , Traveller Accommodation ^g .
Not Permitted	Abattoir, Advertisements and Advertising Structures, Aerodrome/Airfield, Betting Office, Boarding Kennels, Camp Site, Caravan Park-Residential, Concrete/ Asphalt Plant in or adjacent to a quarry, Conference Centre, Crematorium, Data Centre, Embassy, Enterprise Centre, Fuel Depot, Funeral Home, Garden Centre, Health Centre, Heavy Vehicle Park, Hospital, Housing for Older People, Industry-Extractive, Industry-General, Industry-Light, Industry-Special, Live-Work Units, Motor Sales Outlet, Nightclub, Nursing Home, Office-Based Industry, Offices less than 100 sq.m, Offices 100 sq.m-1,000 sq.m, Offices over 1,000 sq.m, Off-Licence, Outdoor Entertainment Park, Petrol Station, Primary Health Care Centre, Recycling Facility, Refuse



	Landfill/ Tip, Refuse Transfer Station, Residential Institution, Retail Warehouse, Retirement Home, Science and Technology Based Enterprise, Scrap Yard, Service Garage, Shop-Major Sales Outlet, Shop-Neighbourhood, Social Club, Stadium, Transport Depot, Veterinary Surgery, Warehousing, Wholesale Outlet, Wind Farm, Work-Live Units.
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a In existing premises

c In accordance with Council policy for residential development in rural areas

f Subject to acceptable landscape impact assessment

g All development classes shall not be permitted within 30m of the riverbank, in order to protect recreational amenity

h For small-scale amenity or recreational purposes only

*Note: The Division between the 'HA-DM' and 'HA-DV' zones occurs at Fort Bridge, Bohernabreena.

Table 13.15: Zoning Objective 'OS': 'To preserve and provide for open space and recreational amenities'

Use Classes Related to Zoning Objective	
Permitted in Principle	Allotments, Community Centre, Cultural Use, Open Space, Recreational Facility, Sports Club/Facility.
Open for Consideration	Agriculture, Bed & Breakfast ^a , Camp Site, Carpark ^h , Cemetery ^e , Childcare Facilities, Crematorium, Education, Garden Centre, Guest House ^a , Home Based Economic Activities ^a , Hotel/Hostel, Housing for Older People, Outdoor Entertainment Park, Place of Worship ^a , Public Services, Recycling Facility, Residential, Restaurant/Café, Shop-Local, Stadium, Traveller Accommodation.
Not Permitted	Abattoir, Advertisements and Advertising Structures, Aerodrome/ Airfield, Betting Office, Boarding Kennels, Caravan Park-Residential, Concrete/Asphalt Plant in or adjacent to a Quarry, Conference Centre, Data Centre, Doctor/Dentist, Embassy, Enterprise Centre, Fuel Depot, Funeral Home, Health Centre, Heavy Vehicle Park, Hospital, Industry-Extractive, Industry-General, Industry- Light, Industry-Special, Live-Work Units, Motor Sales Outlet, Nightclub, Nursing Home, Office-Based Industry, Offices less than 100 sq.m, Offices 100 sq.m -1,000 sq.m, Offices over 1,000 sq.m, Off-Licence, Petrol Station, Primary Health Care Centre, Public House, Refuse Landfill/Tip, Refuse Transfer Station, Residential Institution, Retail Warehouse, Retirement Home, Rural Industry-Food, Science and Technology Based Enterprise, Scrap Yard, Service Garage, Shop-Major Sales Outlet, Shop Neighbourhood, Social Club, Transport Depot, Veterinary Surgery, Warehousing, Wholesale Outlet, Wind Farm, Work-Live Units.

a In existing premises

h For small-scale amenity or recreational purposes only

e If provided in the form of a lawn cemetery

**Table 13.16: Zoning Objective ‘RU’: ‘To protect and improve rural amenity and to provide for the development of agriculture’**

Use Classes Related to Zoning Objective	
Permitted in Principle	Aerodrome/Airfield, Agriculture, Allotments, Cemetery, Concrete/Asphalt Plant in or adjacent to a Quarry, Home Based Economic Activities ^a , Industry-Extractive, Open Space, Public Services, Rural Industry-Food.
Open for Consideration	Abattoir, Bed & Breakfast ^a , Boarding Kennels, Camp Site ^h , Car Park ^h , Childcare Facilities ^b , Community Centre, Crematorium, Cultural Use ^a , Doctor/Dentist ^b , Education, Embassy ^a , Enterprise Centre ^b , Fuel Depot ^b , Funeral Home ^b , Garden Centre, Guest House ^a , Health Centre ^b , Heavy Vehicle Park, Hotel/Hostel, Offices less than 100 sq.m ^b , Petrol Station ^b , Place of Worship ^b , Primary Health Care Centre ^b , Public House ^b , Recreational-Facility, Recycling Facility ^b , Refuse Landfill/ Tip, Residential ^c , Restaurant/Café, Service Garage ^b , Shop-Local ^b , Social Club, Sports Club/Facility, Stadium, Traveller Accommodation, Veterinary Surgery.
Not Permitted	Advertisements and Advertising Structures, Betting Office, Caravan Park-Residential, Conference Centre, Data Centre, Hospital, Housing for Older People, Industry- General, Industry-Light, Industry-Special, Live-Work Units, Motor Sales Outlet, Nightclub, Nursing Home, Office-Based Industry, Offices 100sq.m-1,000 sq.m, Offices over 1,000 sq.m, Off-Licence, Outdoor Entertainment Park, Refuse Transfer Station, Residential Institution, Retail Warehouse, Retirement Home, Science and Technology Based Enterprise, Scrap Yard, Shop-Major Sales Outlet, Shop- Neighbourhood, Transport Depot, Warehousing, Wholesale Outlet, Wind Farm, Work-Live Units.

a In existing premises

b In Villages to serve local needs

c In accordance with Council policy for residential development in rural areas

h For small-scale amenity or recreational purposes only



13.2 Natural, Cultural and Built Heritage

This section should be read in conjunction with the policies and objectives set out in Chapter 3: Natural, Cultural and Built Heritage.

13.2.1 Landscape Character Assessment

The Landscape Character Assessment (LCA) for South Dublin County identifies five **Landscape Character Areas**. These are:

- Liffey Valley
- Newcastle Lowlands
- Athgoe and Saggart Hills
- Dodder and Glenasmole
- Urban.

The LCA also identifies several **Landscape Character Types** within the County as follows:

- River Valley
- Canal
- Agricultural Lowlands
- Low Foothills
- Foothills
- Mountains
- Green Space
- Transport Corridor
- Urban
- Historic Urban
- Urban Fringe

There may be several Landscape Character Types within each Landscape Character Area.

The **capacity** of each Landscape Character Type to absorb new development will largely depend on the **sensitivity** of the landscape. Landscape capacity means the ability of a landscape to accommodate different amounts of change for a development of a specific type without adversely affecting the intrinsic character of the landscape. Assessment of sensitivity takes account of the overall landscape character, quality and condition of the landscape and considers its potential ability to adapt to change without losing its intrinsic character. Sensitivity is classed as Low, Moderate or High. Thus, a high sensitivity landscape would have a low capacity, but the level of the capacity will vary according to the type of development concerned.

For each Landscape Character Type, a set of **principles for development** has been devised. These principles will aid in the management of development including the designing of development proposals and the assessment of planning applications.

The tables below set out a brief summary of the characteristics of each Landscape Character Type, its sensitivity rating and principles for development.





Table 3.17: Landscape Character Types

LCT	Summary	Sensitivity
River Valleys	<ul style="list-style-type: none"> – Principal rivers of the county with alluvium soils draining to Dublin bay. – Generally, rise in the foothills or mountains and ultimately drain north-easterly to Dublin Bay. – Riparian vegetation and treelines including alluvial woodland are an attractive landscape and ecological feature – Varies between wider, more mature river valleys and incised, narrow valleys that create more dramatic landscapes 	Medium to high
Principles for Development		
<ul style="list-style-type: none"> – The natural and cultural characteristics of this LCT should be recognised and enhanced. – New development in this LCT if necessary, should reflect and contribute to character, avoiding overly engineered approaches and seek to add rather than detract through appropriate planting regimes. – Nature based solutions should be a principal design consideration. – New development adjacent to these LCTs should avoid extensive overlooking and effects of lighting on these river valleys in terms of landscape and wildlife should be a consideration. – Enhance and encourage riparian planting. – Reduce fragmentation of habitats and corridors. – Facilitate controlled or appropriate access to the river for a variety of users. – Recreational infrastructure such as walking paths, and signage should be low impact, discrete and consistent. 		
LCT	Summary	Sensitivity
Canals	<ul style="list-style-type: none"> – Artificial watercourses of historic importance. – Embankments are a feature and frequently alignment is closely associated with the railway lines. – Woodlands and habitats associated with the canal are important ecological features. – Offers an accessible recreational area for urban dwellers. 	Low to medium
Principles for Development		
<ul style="list-style-type: none"> – Enhance ecological connectivity. – Develop plans for providing, where feasible continuous access routes for recreational uses and others. – Appropriate levels of recreational infrastructure that are not overly engineered, reflective of local landscape character and provide discreet low key signage. – Enhancement of built heritage associated with the canal. – Consider and minimise effects on wildlife associated with increased recreational infrastructure and in particular lighting. – New development adjacent to this LCT should seek to contribute to and enhance the canal landscape character. – Additional planting of appropriate tree and shrub species and where possible measures from the All Ireland Pollinator plan should inform landscape treatments along the canal. 		
LCT	Summary	Sensitivity





LCT	Summary	Sensitivity
Limestone Farmland	<ul style="list-style-type: none"> – Gently undulating low-lying (generally below 100m) with limestone bedrock. – Land use includes tillage and pasture. – Generally dispersed settlement pattern. 	Medium
Principles for Development		
<ul style="list-style-type: none"> – This LCT represents a significant agricultural resource but is vulnerable to urbanising pressures. – It represents an important agricultural and green infrastructure buffer between the heavily urbanised eastern parts of the county. – Enhance and support the agricultural character by maintaining the integrity of this type. – Controls on urban expansion, ribbon development and other types of erosion and fragmentation of landscape character. – Its character as a rural landscape provides a distinct and important identity to this area and requires site planning guidance on the use of appropriate vernacular styles and treatments in new developments. 		
LCT	Summary	Sensitivity
Low Foothills	<ul style="list-style-type: none"> – Generally located between 100 to 200 m. – Bedrock largely sedimentary sandstones, shales and greywackes. – Landcover largely pasture and rough grazing. – Dispersed rural housing with a variety of architectural styles and treatments interspersed with generally single storey farmhouses with round gate pillars, a vernacular feature. – Golf courses and forest walks present. 	Medium to high
Principles for Development		
<ul style="list-style-type: none"> – The low foothills form an important backdrop to the lowlands and large scale development would diminish their landscape and visual value. – Hedgerows of native species remain a feature so should be encouraged as a boundary treatment to improve screening and locally enhance biodiversity. – Viewpoints and laybys – better boundary treatments would enhance these. 		
LCT	Summary	Sensitivity
Foothills	<ul style="list-style-type: none"> – Foothills bedrock is largely sedimentary sandstones, shales and greywackes. – These foothills rise well above 150m. – Landcover increasingly rough pasture with coniferous plantations at hilltops. – Recreation use with forest walks. 	Medium to high
Principles for Development		
<ul style="list-style-type: none"> – The foothills form an important backdrop to the lowlands and large scale development would diminish their landscape and visual value. – Hedgerows of native species remain a feature so should be encouraged as a boundary treatment to improve screening and locally enhance biodiversity. – Viewpoints and laybys – better boundary treatments would enhance these. – Opportunity to replant with more appropriate woodland species and reduce blocks of coniferous plantations. – Support ecological linkages for wildlife into uplands and lowlands and onwards to National Park. 		
LCT	Summary	Sensitivity



LCT	Summary	Sensitivity
Mountains	<ul style="list-style-type: none"> – Coniferous forests and heather moor/rough grazing are dominant land cover, with extensive blanket bog on summits. – Topography is variable, but core areas over 200m and rising to 757m Kippure on the Dublin/Wicklow Border. – Bedrock primarily granite and/sedimentary. 	High
Principles for Development		
<ul style="list-style-type: none"> – Maintain and enhance remote and rural character – The uplands and associated hills form a key backdrop to the greater Dublin region, framing the southern boundary and their importance merits recognition. – Clustering of archaeological features at summits reflects long cultural heritage association with these uplands. – Opportunity to replant with more appropriate woodland species and to reduce blocks of coniferous plantations. – Support ecological linkages for wildlife into uplands and lowlands and onwards to National Park. – Increased recreational related development or infrastructure should be carefully designed, not overly engineered and use appropriate local materials. – Potential effects of development on natural and cultural heritage should be assessed by professionally qualified experts. 		
LCT	Summary	Sensitivity
Green Space	<ul style="list-style-type: none"> – This refers specifically to the larger areas of parkland that function as both ecological refuge and green space for the urbanised lowlands. These can comprise former demesnes as in the case of Corkagh Demesne or Tymon Park or the green space associated with rivers such as the Dodder Valley Park. Essential for recreation and health of the population, quality of life and image of the County. – Key characteristics are variety of habitats, some include formal amenity space such as pitches and playgrounds, other spaces are more naturalistic and comprise a variety of habitats including water courses, ponds, woodlands. 	High
Principles for Development		
<ul style="list-style-type: none"> – Plan to enhance connections between areas of open space to former continuous networks of open space. – In addition to enhancing ecological corridors and recreational experiences, such a plan would integrate fragmented developments. – Consider the multi-functional potential of these spaces. – Retention and enhancement of variety of habitats. – Key component of green and blue infrastructure network frequently functions as a buffer for rivers. – Opportunities to enhance wildlife and ecological value through appropriate planting and management informed by ecological surveys. – Balance needs of informal and formal recreation. – Lighting effects should be carefully considered and designed to avoid adverse effects on wildlife. 		
Built Landscape Character Types		
LCT	Summary	Sensitivity
Transport Corridors	<ul style="list-style-type: none"> – Major transport routes that are typically of low permeability in that they often provide few places where the route can be crossed safely. – This includes railway lines, motorways, dual carriageways and by-passes. 	





LCT	Summary	Sensitivity
Principles for Development		
	<ul style="list-style-type: none"> – Stronger boundary treatments and greater screening through planting when appropriate/possible – Consider green infrastructure measures adjacent to/alongside such corridors where practical 	
LCT	Summary	Sensitivity
Urban	<ul style="list-style-type: none"> – Includes built land and historic settlements within the larger urban areas. – Primarily composed of established nucleated villages and towns that have developed historically – many of which saw significant improvements in the 19th century in terms of streetscapes. – These are surrounded by residential development of various origins but primarily 20th century with significant recent development in the past two decades. 	
Principles for Development		
	<ul style="list-style-type: none"> – Siting and boundary treatments of new residential developments. – Demonstrate through design statement /masterplan/planting plan how it relates to historic core where present. – Stronger use of hedgerows and trees as a visual screening. 	
LCT	Summary	Sensitivity
Historic Urban	<p>Historic urban: settlements that originated from ecclesiastical (early Christian) or medieval origins.</p> <p>Clondalkin Village Lucan Village Palmerstown Lower (Mill Complex) Rathfarnham Village including Willbrook Tallaght Village Saggart Village Rathcoole Village</p> <p>Then also the core of: Newcastle village – Local Area Plan boundary</p>	
Principles for Development		
	<ul style="list-style-type: none"> – Enhancement of the historic fabric of these villages – Use of appropriate building forms and materials in public realm – Consistency with and consideration of designations such as Architectural Conservation Areas – Compliance with the above in new developments and public realm projects. – Soft landscape treatments to enhance green infrastructure at smaller scale 	
LCT	Summary	Sensitivity
Urban Fringe	<ul style="list-style-type: none"> – Transitional lands that were largely rural, transforming into suburban or urban derived landuse. – Radiate from established settlements and close to transport links – Landuse is built land comprising transport, retail/business parks, quarries and urban derived housing 	
Principles for Development		
	<ul style="list-style-type: none"> – Screening through appropriate native broadleaf planting to provide a stronger visual boundary and definition as well as enhancing ecological connectivity. – Coherent approach to boundary treatments and design – Prepare plans to integrate transitional lands into landscape through appropriate planting and boundary treatments 	



High Amenity and Sensitive Landscapes

Development proposals in high amenity zones and sensitive landscapes, including proposals that could potentially impact on designated views or prospects, shall require a **Landscape Impact Assessment** to assess the visual impact of the development (including any ancillary works) on the landscape and to outline mitigation measures to reduce the impact of the development. At the discretion of the Planning Authority, smaller scale works that would be unlikely to impact on the landscape, such as dwelling extensions, will not be subject to this requirement. Development that enhances existing degraded landscapes should be supported. Landscape design shall ensure that:

- The **principles for development** set out in Table 3.17 Landscape Character Types are reflected in the proposal;
- Development is carefully sited, designed and of an appropriate scale;
- Existing site features such as specimen trees, stands of mature trees, hedgerows, rock outcrops and water features are properly identified and retained, as appropriate and new planting or other landscaping should be appropriate to the character of the area;
- The layout of new development is influenced by significant on-site natural features;
- Landscaping in new developments includes native Irish planting and pollinator-friendly species.
- Public Rights of Way and established walking routes are identified as part of any planning applications within the County.

Fencing

Fencing of lands that are open to or used by the public during the ten years preceding is not exempted development in accordance with Article 9(1)(a)(x) of the Planning and Development Regulations. The following requirements apply for new such fencing:

- Such fencing in upland or amenity areas shall conform to the best agricultural practice;
- Details shall be provided of the nature of the material to be used, the height of the fence, and in the case of a wire fence, the type of wire to be used;
- Stiles or gates at appropriate places may be required and, in such cases,, details of dimensions and materials shall be provided.

Sites with Varying or Steep Topography

- Proposals on sites with a steep and/or varying topography should be accompanied by a comprehensive site analysis (including **character appraisal** and **movement analysis**), **concept proposal** and **design statement** as described and illustrated within the *Urban Design Manual – A Best Practice Guide*, DEHLG (2009). Such analysis should be accompanied by comprehensive site sections and plans detailing any proposed changes in site level and demonstrating how the proposal incorporates the natural slope and drainage features of the site.
- Proposals should ascend the contours of the site with unique design solutions such as lower density split level housing and sloping gardens with planted boundary treatments. Where changes in ground level between buildings are unavoidable, planted banks may be utilised.

13.2.2 Ecological Protection

- In order to comply with European and National legislation on nature conservation, and to ensure that areas of biodiversity value are adequately protected, an **Ecological Impact Assessment** will be required for development proposals that have the potential to impact on environmentally sensitive sites. This includes sites that are protected under EU and National Legislation; sites that may be in use by, or contain protected species or habitats; or sites that are in proximity to significant watercourses.
- All development proposals should seek to enhance biodiversity and avoid or minimise loss of existing local habitats and wildlife corridors.



- Any proposals impacting on a known site, or likely to be a breeding or resting site of a species listed in Habitats Regulations will require a derogation license, as per Article 16 of the Habitats Directive issued by the NPWS.
- Any development proposals which may impact on European Sites should be screened for **Appropriate Assessment** and accompanied by a **Natura Impact Statement** (see section 13.2.3 below) if required and will be referred to the NPWS.
- In relation to development proposals on sites where invasive species are or were previously present, applicants should submit a **control and management program** with measures to prevent, control and/or eradicate the particular invasive species as part of the planning process and to comply with the provisions of the European Communities Birds and Habitats Regulations, 2011 (S.I. 477/2011).

13.2.3 Appropriate Assessment

Planning permission will only be granted for a development proposal that,

- either individually or in combination with existing and/or proposed plans or projects, will not have a significant effect on a European Site,
- or
- where such a development proposal is likely or might have such a significant effect (either alone or in combination), the planning authority will, as required by law, carry out an **appropriate assessment** as per requirements of Article 6(3) of the Habitats Directive 92/43/EEC of the 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, as transposed into Irish legislation.

Only after having ascertained that the development proposal will not adversely affect the integrity of any European site, will the planning authority agree to the development and impose appropriate mitigation measures in the form of planning conditions.

A development proposal which could adversely affect the integrity of a European site may only be permitted in exceptional circumstances, as provided for in Article 6(4) of the Habitats Directive as transposed into Irish legislation.

13.2.4 Environmental Impact Assessment

Environmental Impact Assessment (EIA) is a key instrument of EU environmental policy. The primary purpose of the EIA Directive (Directive 2011/92/ EU as amended by 2014/52/EU) is to ensure that public and private projects, which are likely to have significant effects on the environment are granted permission only after an assessment of the likely significant environmental effects of those projects has been carried out. The environmental factors against which projects should be assessed are set out in Article 3 of the Directive as:

- population and human health,
- biodiversity,
- land,
- soil,
- water,
- air and climate,
- material assets,
- cultural heritage and the landscape
- and the interaction between these factors.

Environmental Impact Assessment is a process to be undertaken in respect of applications for specified classes of development listed in the Directive before a decision in respect of development consent is made.





The process involves the preparation of an Environmental Impact Assessment Report (EIAR) by the applicant, consultations with the public, relevant prescribed bodies and any other affected Member States, and an examination and analysis of the EIAR and other relevant information leading to a reasoned conclusion by the competent authority, on the likely significant effects of the proposed development on the environment.

The Planning and Development Regulations, 2001 (as amended), specify mandatory thresholds above which Environmental Impact Statements (EIAR) are required in relation to types and scale of development proposals. Where it appears to the Planning Authority that a development proposal that falls below the thresholds set out in the Planning and Development Regulations would be likely to have a significant environmental effect, a subthreshold/discretionary EIS can be requested by the Planning Authority. All Planning applications will undergo EIA screening or preliminary assessment.

13.2.5 Archaeological Heritage

Development in the vicinity of archaeological sites shall accord with the requirements of the *Framework and Principles for the Protection of Archaeological Heritage*, DAHGI (1999) and shall be designed to have minimal impact on archaeological features. There is a presumption in favour of in-situ preservation of archaeological sites and monuments and avoidance of developmental impacts on archaeological heritage.

Regard shall be had in relation to the Emerging Historic Landscape Character Assessments contained within the *Landscape Character Assessment of South Dublin County (2021)* when assessing relevant planning applications. Regard shall also be had in relation to archaeological concerns when considering proposed infrastructure and roadworks located in close proximity to Recorded Monuments and Places.

All development proposals which may have implications for archaeological heritage shall be accompanied by an Archaeological Impact Assessment and Method Statement. This assessment will consist of the following:

- Pre-development archaeological testing, surveying, monitoring and recording, where appropriate, which should be carried out by a qualified archaeologist.
- Definition of the buffer area surrounding the monument which will preserve the setting and visual amenity of the site.
- Provision of details on protection measures to be used on site.
- A Conservation Plan may be required for development in the vicinity of a site or monument included in the Record of Monuments and Places, to ensure the ongoing protection of the monument and its setting.
- Refer to *Framework and Principle for the Protection of the Archaeological Heritage*, DAHGI (1999) for clarification on the significance of the site.

The following considerations should also be noted:

- A Visual Impact Assessment may be required for development proposals in the vicinity of upstanding remains.
- Full archaeological excavation shall be carried out where it is recommended by the National Monuments Service or any superseding body.
- Archaeological monitoring should be carried out during the course of development works where it is considered necessary to identify and protect potential archaeological deposits, features or objects.

All planning applications and other development proposals which are in, or might affect, sites and features of historical and archaeological interest, will be referred to the Minister through the Department of Housing, Local Government and Heritage and to the Heritage Council. In considering such planning applications, the Planning Authority will have regard to the views and recommendations of the National Monuments Service, Department of Housing, Local Government and Heritage and other interested bodies.



13.2.6 Protected Structures

(i) General

Works that would materially affect the character of a Protected Structure require planning permission. A Section 57 Declaration can be sought from the Planning Authority to list the type of works that would not affect the character of a Protected Structure and that do not require planning permission.

(ii) Works to a Protected Structure

All proposals for development or alterations to protected structures and all works to protected structures shall be designed and carried out in accordance with best practice conservation principles as set out in the **Architectural Heritage Protection Guidelines for Planning Authorities**, DAHG (2011) or superseding guidelines.

All planning applications relating to works to a Protected Structure should be accompanied by a **Conservation Report**, prepared by a suitably qualified Conservation Architect, which should include a **Method Statement** and **Schedule of Works** detailing the proposed works.

An **Architectural Heritage Impact Assessment** may also be required in the case of applications for extensive or complex works that have the potential to have a significant impact on a Protected Structure.

The following core principles should be considered when reimagining a Protected Structure or historic property:

- Assessments and reports (see above) should be prepared by a conservation specialist in accordance with the above Guidelines and should assess the likely effects of the proposed development on the special character of the Protected Structure and its setting.
- Alterations should reflect and respect the scale, setting and original building character, should not undermine the original built fabric, and should not detract from the significance or value of the structure.
- Design intervention should be well-considered and minimal rather than involving extensive structural alteration to avoid undermining the original structure.
- Original features of architectural and historic interest should be retained and new features should not be presented as original or older features.
- Extensions should be appropriately scaled and should complement and be subsidiary to the main structure.
- Original fabric should be retained and reused in-situ where possible and appropriate methods of upgrading and enhancement to improve thermal performance should be considered.
- High quality materials and finishes should be used and the design should reflect the best possible addition or revision to the structure and should contribute to the architectural interest of the structure.
- New uses should be compatible with the existing building and should respect key architectural and cultural characteristics.
- Proposals that include historic terraces or rows of houses should respect their overall uniformity and be consistent with rooflines, roof features and projecting returns.
- The structural integrity of paired return structures and shared chimney stacks should be retained.
- Chimney stacks in use as part of the ventilation regulation system for historic properties should be retained.
- The impact and insertion of new build should be reduced by utilising original boundaries, screen walls and return structures and mature planting/natural screening.
- The special interest of the structure should not be compromised when adhering to the requirements of Building Regulations. Regard should be had to the Advice Series on historic buildings published by the DEHLG.

(iii) Change of Use





The Planning Authority will consider proposals for the change of use or re-use of a Protected Structure based on the policies and objectives outlined in this Plan and may operate a level of flexibility to help safeguard the ongoing use and preservation of the structure. A **Design Rationale** and **Method Statement** should be submitted as part of any planning application for the adaptive reuse or repurposing of a Protected Structure.

(iv) Development in Proximity to a Protected Structure

Planning applications for development in proximity to a Protected Structure may require a **Design Statement** to outline how the proposal responds to the setting and special interest of the Protected Structure and its curtilage. Pastiche designs that confuse new features/structures with older and original features/structures should be avoided.

13.2.7 Architectural Conservation Areas

The carrying out of exterior works in an Architectural Conservation Area (ACA) can only be exempt where it is considered that the works would not materially affect the character of the area and where the works are consistent with the appearance of the structure itself and neighbouring structures.

All proposals for development within an ACA shall comply with the requirements of the *Architectural Heritage Protection Guidelines for Planning Authorities*, DAHG (2011) and shall seek to protect the historic character, existing amenities, visual setting and streetscape character of the ACA.

Planning applications for development within an ACA shall have regard to the following criteria:

- All proposals that relate to new development within or immediately contiguous to an ACA should include an **Architectural Impact Assessment Report** and **Design Rationale** addressing the following in relation to the site context:
 - Urban structure
 - Urban grain
 - Density and mix
 - Scale
 - Height
 - Materials and detailing
 - Landscape
 - Views and landmarks
 - Historical development.
- All developments should be site specific and should demonstrate an awareness of the historic context of its surroundings.
- Any new developments should be of a high standard of design and should positively contribute to the character of the ACA and reinforce its sense of place.
- The scale of new structures should be appropriate to the general scale of buildings within the ACA.
- Demolition of structures that positively contribute to the streetscape character of the ACA will not normally be permitted. Where demolition is proposed a vital consideration is the quality of any proposed replacement structure and whether it enriches the character of the ACA.
- Where it is proposed to demolish a structure or part of a structure that contributes to the character of an ACA, the onus is on the applicant to justify demolition and redevelopment as opposed to rehabilitation, renovation and re-use.
- Retention of original features such as windows, doors, renders, roof coverings and other significant fixtures and fittings is encouraged whilst concurrently promoting energy efficient designs.
- The sensitive use of appropriate colour, texture and pattern of materials, whether traditional or contemporary is also important.
- Where proposals include alterations and extensions affecting structures within an ACA, these should be sensitively designed and sited appropriately, should be generally be subservient to the





main structure, should not be visually obtrusive or should not detract from the character of the structure or its setting within the ACA.

- Any new developments within an ACA should reflect the existing building stock and should clearly read as a modern intervention within the ACA. Proposals should be sympathetic to the existing character and context of the area and take cognisance of the height, scale and mass of the historic urban form, especially in sensitive areas such as main streets and adjacent to cultural/historic cores. Proposals should also add architectural interest and varied design within the mix to provide different architectural styles. All designs should be of a high standard and should be finished to a high quality in terms of building materials.
- Any proposed new street furniture and public realm improvement works should be of high quality to reflect the historic setting of the ACA and consideration should be given to the location and siting of such items and/or materials to take cognisance of this setting and context.
- All development works within ACAs should seek to limit, reduce and remove urban and visual clutter including building signage, traffic signage, bollards, utility boxes and other free-standing installations. In addition to the general requirements of this Development Plan, signage proposals within ACAs shall have regard to the requirements outlined in Chapter 12 of the *Architectural Heritage Protection Guidelines for Planning Authorities*, DAHG (2011).
- Any proposed new advertising signage should be of high quality and should visually respect the existing character of the ACA.

13.2.8 Vernacular and Historic/Older Buildings, Estates and Streetscapes

- Proposals to extend and/or renovate older buildings and houses should seek to retain original features and finishes that contribute to their architectural or collective interest.
- All planning applications affecting vernacular and historic buildings should be accompanied by a **Written Report** including a description, historical background, photographs and methodology for the proposed works, which should be carried out by a suitably qualified professional with appropriate conservation expertise.
- Development proposals to demolish a dwelling that is not a Protected Structure or in an ACA but is considered to be of historic character or architectural interest will be carefully considered. In such cases, a strong justification for the demolition of the dwelling will be required, addressing the potential impact on the historic character and visual setting of the area.
- Life Cycle Costing will be required for all planning applications relating to demolition of older buildings that are not Protected Structures in order to ascertain the true economic and embedded carbon value of the building.
- Where demolition of older buildings and ground works is proposed in whole or in part, the application submitted should include an audit of the existing materials on site and a method statement regarding salvage, reuse or disposal.
- Where permission is sought to demolish a historic or traditional building on the grounds of structural defects or failure, or that it is not reasonably capable of being made structurally sound, such a contention must be convincingly demonstrated through a detailed report on the existing condition produced by a professional with appropriate conservation expertise and, preferably, an understanding of vernacular buildings. As part of such justification, details will be required of remedial works normally used in similar circumstances and setting out why these would not be appropriate or feasible.

13.2.9 Thermal Upgrading and Energy Efficiency in Historic and Traditional Buildings

- Care should be taken to achieve an appropriate balance between the conservation of historic buildings and environmental sustainability and the introduction of energy efficiency measures.



- The principles of minimal intervention should apply when undertaking works to upgrade the energy efficiency of a historic building. The existing fabric of the building should be retained and repaired rather than replaced.
- Measures to upgrade the energy efficiency of Protected Structures and historic/traditional buildings should acknowledge their inherent architectural characteristics, techniques and materials and should not have a detrimental physical or visual impact.

13.2.10 Industrial Heritage

A desktop survey of the industrial heritage of the County was carried out in 2012 (*South Dublin County Industrial Heritage Survey* (2012)). The industrial heritage inventory that resulted identifies bridges, infrastructure relating to water and sewage, waterways including the Grand Canal, weirs, bridges, mills, and railways.

- Development proposals that affect items of industrial heritage identified in the survey shall have regard to those items identified in the *South Dublin County Industrial Heritage Survey* (2012) and any subsequent surveys when assessing any relevant development proposals.
- Proposals that involve the adaptive re-use of industrial heritage structures shall be undertaken in a sensitive manner, ensuring that any change does not seriously impact on the intrinsic character of the structure and that all works are carried out in accordance with best practice conservation.

13.3 Green Infrastructure

This section should be read in conjunction with Chapter 4 and Appendix 4 and associated policies and objectives.

13.3.1 Green Infrastructure Definition and Spatial Framework

Green Infrastructure (GI) is defined as ‘a strategically planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of ecosystem services such as water purification, air quality, space for recreation and climate mitigation and adaptation.’

The spatial framework of GI in the County which is the basis of the GI Strategy incorporates primary GI Corridors (of regional importance) and Local GI Corridors. GI also includes stepping-stones which are important elements at the local level and which contribute to the overall GI network providing connections and opportunities which support the local and primary corridors.

GI Cores provide ecological resources of regional / national importance, and / or high levels of outstanding amenity.

GI Corridors provide for movement of flora and fauna between GI Cores. Primary GI Corridors operate at the regional level, linking GI Cores within and beyond our own County. Local GI Corridors link Cores or Corridors within the County.

GI Stepping Stones are discrete pieces of GI Infrastructure that are not linked to a wider network as yet but can act as a refuge for ecology or small zones of biodiversity and amenity within an urban or hard landscape area or an area of monoculture. GI stepping-stones can be improved on or linked-up over time to help connect existing corridors or become local or even primary GI Corridors themselves.

13.3.2 Green Infrastructure and Development Management

- All planning applications shall demonstrate how they contribute to the protection or enhancement of Green Infrastructure in the County through the provision of green infrastructure elements as part of the application submission.





- In the case of small scale developments this may consist of a simple landscape plan which includes objectives to protect or restore existing on site GI assets, provides for connection to local or primary GI corridors or includes elements which allow the site to act as a local stepping stone.
- Where the development site is located within or close to a Core or Corridor the development should, at a minimum, protect any existing GI assets and enhance same (e.g. not breaking a GI Corridor but enhancing same with a connecting piece of planting, retaining hedgerows or woodlands).
- The characteristics and assets of the proximate GI Core, Corridor or Stepping-Stone should be reflected within proposed development e.g. continuation of hedgerows, tree planting waterways etc.
- Development should seek to enhance or restore features that act as ecological corridors; particularly water features, hedgerows, tree lines, areas of un-cultivated land. These, or some element of them, should be incorporated into the proposed development to create pathways for wildlife and / or increase amenity value.
- Development sites which are not located proximate to designated GI Cores or Corridors should identify the nearest designated GI Core, Corridor or Stepping Stone and make provision for GI interventions on the site which could eventually provide a link to local Stepping Stones, Cores or Corridors.
- Developers should be aware that ecological corridors can also act to quickly spread non-native invasive species. Therefore identification and control of invasive species site should be included in planning applications and the GI Plan.

All development proposals shall be accompanied by a **Green Infrastructure Plan**, which will normally be submitted as part of the suite of Landscape Plans that that are required for a development. Plans shall include the following:

- Site location plan showing the development site in the context of the wider GI as shown on the Council's GI Plan for the County;
- Site survey and analysis, identifying existing GI Infrastructure and key assets within the site;
- Indicate how the development proposals link to and enhance the wider GI Network of the County;
- Proposed GI protection, enhancement and restoration proposals as part of the landscape plan, where appropriate, for the site.
- Proposals for identification and control of invasive species.

Applications for extensions or single houses will also require the submission of a GI infrastructure Plan which may be incorporated into the proposed landscape plan. This should clearly incorporate GI elements and provide links to local 'Stepping-Stones', Cores and Corridors where appropriate. Some smaller scale development may require more detailed GI Infrastructure Plans. Depending on location and context of the site, this will be decided on a case by case basis.

Regardless of development size or type, applicants must submit an overall site summary quantifying and detailing the following:

- tree and hedgerow removal,
- tree and hedgerow retention and
- new tree and hedgerow planting.

This information will be submitted in a digital format agreed with the Council to allow amalgamation and reporting on tree and hedgerow cover within the County over time.

Greening Factor

GI Proposals will be assessed against the policies and objectives contained within the Green Infrastructure Strategy set out in the County Development Plan and the **Greening Factor** outlined below:



“An urban greening factor is a ratio between the amount of built areas and non-built areas within an urban area. The urban greening factor tool is used to assess and quantify the amount and quality of urban greening that a scheme provides”.

An urban greening factor will be developed and applied during the lifetime of the Plan to all applications based on the submitted GI Infrastructure Plans and Landscape Plans. The urban greening factor will incorporate an appropriate scoring mechanism for greening urban areas based on best international practice and the unique GI features of the County.

13.3.3 Green Infrastructure Interventions

Developers will be required to implement all necessary measures to create GI connections to the wider GI network. The following comprises a non-exhaustive list of GI interventions that developers can implement in order to enhance the GI and ecosystem services provision of a site. Though the implementation of GI measures will ultimately depend on the specific case of each development, these measures are generally applicable in the context of South Dublin County:

- The use of natural features such as woodlands, hedgerows, trees, water courses, ponds and grasslands or other natural methods to strengthen GI assets and provide connections to the wider GI network.
- The incorporation of nature-based solutions such as SuDS schemes, permeable paving, green and blue roofs, green walls, swales, SuDS tree pits, raingardens, ponds to support local biodiversity and mitigate potentially harmful effects of development.
- The provision of new native tree and plant species as well as pollinator friendly species within developments, consistent with National Pollinator Plan.
- Where possible, no net loss of existing trees/hedgerows on site.
- The provision of bird boxes (as building façades for nesting sparrows or swift bricks), bat boxes, bee nesting boxes, hedgehog passes, and other wildlife interventions as required in landscape settings.
- The retention of heritage features such as old walls, bridges etc that have habitat value.
- The provision of allotments/orchards for residents to grow fruits and vegetables.
- Use of recycled/upcycled or locally sourced natural materials within the development.
- GI management/maintenance plans to be included as part of the landscape plans submitted for the Planning process. May include hedgerow/ tree and grassland management plans.
- The provision of environmentally sensitive recreation and connectivity between GI areas.

Where tree planting is required as part of a proposed development the following shall apply:

- Planting appropriate tree species to match the location and context of the site.
- Requiring street trees to be planted at frequent intervals within the public areas of all streets, integrated with the other elements of street design such as footpaths, public lighting and on street car parking.
- Facilitating or requiring the use of plant stock of local provenance at sensitive locations as appropriate.

13.3.4 Riparian Corridors:

The riparian corridors of the County include rivers, streams and other watercourses and are important green infrastructure and biodiversity links. Development within or affecting riparian corridors will be required to:

- Ensure that hydromorphological assessments are undertaken where proposed development is within lands which are partially or wholly within the Riparian Corridors identified as part of this Development Plan;
- Demonstrate how the integrity of the riparian corridor can be maintained and enhanced having regard to flood risk management, biodiversity, ecosystem service provision, water quality and hydromorphology.



- Promote and protect native riparian vegetation along all watercourses and ensure that a minimum 10m vegetated riparian buffer from the top of the riverbank is maintained/reinstated along all watercourses within any development site. This is a minimum and should be considered in light of the bullet points above.
- Uncover existing culverts where appropriate and in accordance with relevant river catchment proposals, restore the watercourse to acceptable ecological standards for biodiversity wherever possible, improving habitat connection and strengthening the County's GI network.

13.4 Quality Design and Healthy Placemaking

This section should be read in conjunction with Chapter 5 and associated policies and objectives.

13.4.1 Universal Design

This Section should be read in conjunction with **Chapter 8 Community Infrastructure and Open Space**, with particular reference to **Section 8.4.3 Universally Accessible Social/Community Facilities**.

Universal Design is the concept of creating an environment that can be used by all people, regardless of their age, size, disability or ability. Universal access creates liveable and sustainable neighbourhoods where everyone can live a full and active life as part of the community. The design and layout of development schemes, public realm and community infrastructure should incorporate universal design insofar as is feasible, having regard to the provisions of the National Disability Authority 'Building for Everyone: A Universal Design Approach - Planning and Policy' (2012).

Larger scale development proposals should include an **Access Statement** setting out how universal design approaches will be featured within the development. All development proposals should incorporate best practice design including the elements set out below, where relevant (it should be noted that some of these areas are regulated by other local authority functions such as Building Control):

- Promotion of lifetime housing design;
- Incorporation of adaptable home offices to facilitate working from home;
- Provision of designated accessible parking and set down points for people with disabilities and parents with children;
- Level pedestrian routes with sufficient width;
- Use of surfaces suitable for wheelchairs and buggies;
- Use of tactile and blister paving;
- Use of colour contrast, particularly in the public realm;
- Provision of wayfinding and signage at appropriate levels, particularly in the public realm;
- Ensuring level access to buildings from the street that is suitable for wheelchairs and buggies;
- Provision of automatic doors.

13.4.2 Design Considerations and Statements

'The Plan Approach' Compliance Report:

Applications for new development shall be accompanied by a statement from a suitably qualified person detailing how **'the plan approach'** has been taken into consideration and incorporated into the design of the development, including the materials and finishes proposed, and demonstrating how the eight



overarching principles for the achievement of successful and sustainable neighbourhoods have been addressed which are:

- The Context of an area (Character/Infrastructure –GI/Natural/Physical)
- Healthy Placemaking
- Connected Neighbourhoods
- Public Realm
- The Delivery of High-Quality and Inclusive development
- Appropriate Density and Building Heights
- Mix of dwelling types
- Materials, Colours and Textures.

The principles set out above shall be demonstrated through the submission of a report clearly detailing how careful consideration has been given to each element within the context and character of a site including analysis and integration in so far as possible of natural, cultural and built heritage and key green infrastructure elements in line with the policies and objectives set out in Chapters 3 and 4 of this Plan. In addition, all planning applications for development must demonstrate how the proposal constitutes a positive urban design response to the local context and how it contributes to placemaking and the identity of an area.

Design Statements:

In line with the provisions of Policy QDP7 Objective 1, all medium to-large scale and complex planning applications (30 + residential units, commercial development over 1,000 sq.m. or as otherwise required by the Planning Authority) shall be accompanied by a **Design Statement**. The Design Statement should address contextual and urban design issues and clearly explain the design process, the design options considered and the rationale behind the adopted design development strategy. A Design Statement should consist of:

- A detailed analysis of the proposal and statement based on the 12 design criteria set out in the 'Urban Design Manual' (2009) and reflected in the South Dublin County Council's Building Height and Design Guide as follow:





Detailed design including materials and external finishes should have regard to the policy, objectives and provisions of the South Dublin County Development Plan 2022-2028. In particular the guidance, and performance-based design criteria set out in the South Dublin County Height and Density Guide must be incorporated with due regard being had to relevant Ministerial Guidelines including the ‘*Urban Design Manual*’ (2009); ‘*Sustainable Residential Development in Urban Areas*’ (2009); ‘*Urban Development and Building Height – Guidelines for Planning Authorities*’ (2018); and ‘*Design Standards for New Apartments – Guidelines for Planning Authorities*’ (2018).

- A statement or Quality Audit addressing street design as outlined within the *Design Manual for Urban Roads and Streets*.

All planning applications for development must demonstrate how the proposal constitutes a positive urban design response to the local context and how it contributes to placemaking and the identity of an area. This should form part of ‘The plan approach’ statement demonstrating how the eight principles for sustainable and successful neighbourhood development have been addressed and responded to in the development proposal.

Materials, Colours and Textures

In addition to the above, design statements shall address the following criteria:

- Where individual larger buildings are proposed, they should generally be of contemporary architectural design and finish (including use of colour).
- The proposal should provide a richness to the detailing and high-quality materials.
- A material palette should be created that is simple and clear, sympathetic to surrounding urban fabric, has a connection to its context, builds and the established sense of place, whilst also creating order between the elements.
- Reflecting the material character of the surrounding neighbourhood can create a dialogue with the surrounding buildings, forging a connection.
- Materiality should be considered in conjunction with facade proportions.

13.4.3 Building Heights and Density

In line with the provisions of the *South Dublin Building Heights and Density Guide*, development proposals for increased building heights and densities shall be accompanied by a contextual analysis by which the suitability or otherwise of different density and height levels can be assessed with reference to the receiving environment of the proposed development.

Proposals are required to demonstrate to the satisfaction of the Planning Authority that the overall positive benefits of the development justify the scale of increased height being proposed.

In order to demonstrate the overall positive benefits and justify the scale of increased height being proposed a detailed analysis of the existing context and a demonstration that the proposed height increase is contextually appropriate will be required.

This process of analysis shall be considered alongside the provisions set out in the ‘*Urban Design Manual – A Best Practice Guide*’ (2009) which forms a key component in the design and planning processes for higher density and larger scale development proposals.

13.4.4 Public Realm: (At the Site Level)

Developments that include public realm proposals should provide for the following:

- Accessible public open space that retains natural or artificial landscape features such as trees, hedges, rivers/ streams using minimal visual or physical clutter.





- A landscape design that creates welcoming open spaces or a parkland setting, or a landscape to enhance an urban setting complementing the character of the area.
- A layout which allows the use of sustainable forms of transport such as walking, cycling and public transport, with clearly defined footpaths and cycleways linking all buildings and public areas. Parking areas should not be a dominant feature.
- The location of public space close to public transport connections and interchanges or other major linkages.
- Promote greater connectivity and permeability throughout the development through the provision of a network of well-connected public spaces and streets, with materials, and signage that is easily interpreted by all.
- Crossing points and routes should be clearly identifiable, appropriately located with respect to facilities and follow pedestrian desire lines.
- Quality of materials, especially at significant locations is important to sustainable placemaking.

13.4.5 Healthy Placemaking and Public Realm: (At the Neighbourhood Level)

Table 3.18: Key Principles for Healthy Placemaking and Public Realm at Neighbourhood level

Identity and Sense of Place	<ul style="list-style-type: none"> - Recognising the existing identity and sense of place within a Neighbourhood and Local area is an important component of healthy placemaking. These are the elements contributing to the success of an area that cannot be artificially replicated by placemaking actions. - Using a unified and restricted palette of materials and colours within the streetscape can help foster continuity and help define boundaries. - Planting can play a significant role in establishing and enhancing a sense of place. Understanding when certain plants come into bloom helps establish a seasonal rhythm, especially within corridors.
Moving Around	<ul style="list-style-type: none"> - Creating of a wide network of safe and appealing routes for walking and cycling for recreation and to access local shops, schools and workplaces, or to access public transport links. - Legibility and permeability of urban blocks. - Reviewing on-street parking arrangements in the area and utilising wayfinding signage to identify access to parking areas.
Safe, Inviting and Inclusive	<ul style="list-style-type: none"> - Neighbourhood and Local areas should be attractive, with a distinct sense of place and high-quality public realm. Good-quality local greenery such as tree and shrub planting, small urban and pocket parks, playgrounds and urban meadows, improve the look, feel and ambience of a space. - Neighbourhood and Local areas should be designed and constructed with all members of the community in mind. Streets and public spaces that are attractive, feel safe and are easy to access encourage people from different ages and backgrounds to be more physically active in outdoor spaces. - Particular consideration should be given to how Neighbourhood and Local areas and their streets and public spaces are experienced at night and how the design can improve this experience. As well as boosting safety, lighting can influence the flow of movement, as pedestrians will favour following a path of light over risking the darker pathways. - A high standard of architectural design and material quality of the built fabric and public realm. - Buildings or other features whose use is directly accessible from the public street or space which it faces, such as shopfronts, doors and entrances, or



	<p>residential upper floors with overlooking windows, provide activity and vitality within the public realm with people coming and going at different times of the day, providing natural surveillance and vibrancy.</p> <ul style="list-style-type: none"> – Incorporating different amenities into the streetscape, such as outdoor seating, litter bins, bike racks and wayfinding signage encourages people to stay longer and increase their enjoyment of an area.
Gateway Features & Signage	<ul style="list-style-type: none"> – Establishing the outer limits of an area through the use of gateway features that let users know they have entered a unique space. – Providing specialty wayfinding signs to let people know what services and attractions an area offers.

13.4.6 Shopfront Design

Development proposals for new or amended shopfront(s) should address the following design criteria:

- Relate to the architecture of the building of which it forms part of and respect the scale and proportions of the streetscape.
- Maintain the existing grain of development along the street by respecting the appropriate plot width.
- The scale of windows and frequency of openings should seek to maximise activity and surveillance to the adjacent street.
- Utilise materials, colours and textures that complement the architectural character of the building and integrate with the overall visual unity of the streetscape.
- Architecturally integrate signage that is of a high standard of design, finish and installation.
- Take a balanced approach to the design of security measures to ensure that the need to secure the premises does not conflict with visual amenity. For this reason, the use of roller-shutters will be restricted.
- Ensure canopies, outdoor seating and displays add to the attractiveness and vibrancy of an area and do not disrupt movement along footpaths.

Proposals for shopfronts, should have regard to the guidance set out in the South Dublin County Council *Shopfront Design Guide* (2019), which provides guidance in relation to the overall form of shopfronts and individual elements including materials, signage, lighting and security arrangements.

13.4.7 Signage – Advertising, Corporate and Public Information

Signage relates to all signs erected on the exterior of buildings, within windows, as stand-alone structures or attached to public utilities. Signage has the potential to give rise to visual clutter and to alter the character of an area and as such will be carefully assessed. Development proposals that include signage should take account of the following:

- In general, signs on a building should only advertise goods or services that are associated with the premises and no more than two advertising signs should be erected on any elevation.
- Signs should generally be limited to the ground floor of a building unless located directly over the entrance to a major commercial or retail building.
- Signs should be simple in design and integrate with the architectural language of the building and not obscure any architectural features.
- Signs should be proportionate to the scale of the building to which they are attached and sensitive to the surrounding environment.





- Signs attached to Protected Structures and in Architectural Conservation Areas should be in keeping with the character of the building and adhere to best practice conservation principles (see Section 11.5.3 Architectural Conservation Areas).
- Any sign or associated structure should not create an obstruction to pedestrian or cyclist movement or create a traffic hazard.
- Careful consideration should be given to the materials used in the construction of a sign and the methods used to light it.

All signage within the villages of the County must be respectful and enhance the context of the built and historical environment of the village.

The criteria outlined in Table 3.19 will also be applied:

Table 3.19: Signage

TYPE OF SIGNS	RESTRICTIONS ON USE	DESIGN CRITERIA
Backlit Signs	Generally appropriate.	Lettering should be no more than 400mm in height.
Bus Shelters	Generally appropriate	The primary purpose of illumination should be to light the shelter.
Digital Signs	Generally not appropriate with the exception of those that accord with the Council's signage strategy. May be considered in town centres and/or large retail precincts and at other suitable locations throughout the County. Not permitted on major roads unless signage relates to the signage strategy or traffic management and safety.	Should make a positive contribution to the public domain, omit no sound, have a minimum dwell period of 30 seconds (with a crossfade), not result in obtrusive light that will create unacceptable glare (adjusting to environmental conditions), have limited hours of operation (esp. at night), not contain dynamic content (i.e. video) and not constitute a traffic hazard.
Fascias and Box Signs	Generally appropriate.	Should not be internally illuminated. Lettering should be no more than 400mm in height.
Public Information Panels	Generally appropriate.	Should not obstruct footpath/cycle paths. Advertising permitted on public information panels will be restricted and should constitute not more than 50% of the total area.
Wall Panel/Poster Board Advertisements	Generally appropriate.	Should not exceed 30% of the surface of the wall or screening on which it is mounted.
Window signs	Generally appropriate.	Must not occupy more than 25% of window space.
Free Standing Advertisement Displays	Generally not appropriate. May be considered at the entrances to shopping centres/major commercial premises and service stations	A maximum of 7m in height. Freestanding signs on petrol station forecourts should not extend above the height of the canopy
Projecting Signs	Generally not appropriate.	Must be positioned no lower than 2.4 m above pavement level (but not on



		upper floors). Maximum of one per unit. Should not be internally illuminated.
Neon Signs	Generally not appropriate.	Should not be displayed in village centres.
Signs above Parapet	Not permitted.	
Prismatic/Moving Vane Signs	Not permitted.	
Structures on Public Footpaths and Public Area	Not permitted.	
Sundry Advertising Devices	Not permitted.	Includes pavement signs or sandwich boards, spotlights, flags, bunting, banners, neon moving message signs, fly posting and barrage/balloons.

13.5 Residential Development

This section should be read in conjunction with Chapter 6: Housing and associated policies and objectives.

13.5.1 Vacant Site Levy – Residential and Regeneration Lands

Land is a finite resource and should be used efficiently especially in urban areas. There are currently a considerable number of vacant sites in urban areas throughout the Country which are lying dormant and undeveloped. South Dublin County Council is committed to identifying and prioritising the development of vacant and under-utilised sites in the County for housing and regeneration purposes.

The Urban Regeneration and Housing Act 2015 sets out two broad categories of vacant land that the levy may apply to:

- Lands zoned primarily for residential purposes
- Lands in need of regeneration.

The following lands zoned for residential or primarily residential purposes are included for the purposes as set out in the Urban Regeneration and Housing Act, 2015 in relation to the vacant land levy:

- Objective RES and RES-N zoned lands as they have capacity to provide for residential accommodation.

The following zoned lands are included as lands with the objective of development and renewal of areas in need of regeneration:

- Objective REGEN (regeneration), and areas in need of regeneration within TC (town centre), DC (District Centre), VC (Village Centre) and LC (Local Centre).

These lands offer great potential for the significant supply of housing and employment space, as set out in their zoning objectives. Furthermore, the local, town, village and district centre zoned lands are included given their critical role for sustainable neighbourhoods and wider communities.

13.5.2 Mix of Dwelling Types

The overall dwelling mix in residential schemes should provide for a balanced range of dwelling types and sizes to support a variety of household types. On smaller infill sites, the mix of dwellings should contribute to the overall dwelling mix in the locality.





SPPR 1 of the document *Sustainable Urban Housing: Guidelines for New Apartments (2020)* states that residential development may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms.

The guidelines further note that statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence-based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).

The Housing Strategy and Interim HNDA contained within Appendix 11 of the Development Plan carries out an evidence-based assessment for the County up to 2028. In recognising the need to provide more family type housing within new apartments, the quantum of extant planning permissions with one and two bedroom units, and potential impact high concentrations of mono type housing has on areas, especially in regeneration area, the Development Plan has set a benchmark for 3-bedroom units, set out below.

Unit Mix

Proposals for residential development shall provide a minimum of 30% 3-bedroom units unless it can be demonstrated that:

- there are unique site constraints that would mitigate against such provision or
- that the proposed housing mix meets the specific demand required in an area, having regard to the prevailing housing type within a 10-minute walk of the site and to the socio-economic, population and housing data set out in the Housing Strategy and Interim HNDA.

Unit mix should also provide for:

- As part of the Housing Quality Assessment defined under Section 6 of the *Sustainable Urban Housing: Design Standards for New Apartments (2020)*, a **detailed breakdown** of the quantum of proposed unit types including the split between 1-bed, 2-bed, and 3-bed plus and which is in accordance with the minimum 30% 3-bed unit,
- A **statement** demonstrating how the scheme has been designed for / and could be adapted in the future for older people / persons with a disability / or lifetime homes, on a site or floor plan that:
 - Are designed and located having regard to the needs of older people and/or persons with a disability.
 - Are designed having regard to the concept of lifetime adaptable and/or multi-generational homes.
- In new identified residential areas, it is appropriate that schemes include a mix of house type and where a scheme is solely houses, smaller units of less than 3-bed providing for multi-generational homes, must be provided, subject to urban design and ensuring efficient use of urban land.

Further to the above requirement, Council Part 8 or Part 10 developments or such developments by Approved Housing Bodies for residential schemes may propose a different mix having regard to their specific function to deliver on the needs of the Council Housing Department and Housing List.

13.5.3 Unit Tenure

The Council will support the provision of a mix of tenure types across the County in creating suitable accommodation for all and will discourage undue segregation and over proliferation of a single tenure within any local area (10-minute walk of the proposed development) in line with the provisions of the Housing Strategy and Interim HNDA or any subsequent future Regional based HNDA.



Further to the above requirement, Council Part 8 or Part 10 or such developments by Approved Housing Bodies for residential schemes may propose a different mix having regard to their specific function to deliver on the needs of the Council Housing Department and Housing List.

13.5.4 Residential Standards

As outlined in Chapter 6: Housing, the design and layout of individual dwellings should provide a high-quality living environment for residents in new-build residential schemes. Designers should have regard to the standards set out in this Chapter, and details regarding room sizes, dimensions and overall floor areas when designing residential accommodation standards set out in the:

- *Quality Housing for Sustainable Communities Guidelines*, DEHLG (2007),
- The Guidelines for Planning Authorities on *Sustainable Residential Development in Urban Areas* (2009), the companion *Urban Design Manual – A Best Practice Guide*, DEHLG (2009),
- *Sustainable Urban Housing: Design Standards for New Apartments* (2020),

To demonstrate compliance with the housing and apartment standards set out below, all planning applications shall be accompanied by a **Schedule of Accommodation and Housing Quality Assessment** document in line with Section 6 of the *Sustainable Urban Housing: Design Standards for New Apartments*, 2020.

Housing

All houses must comply with or exceed the minimum floor area standards contained in the *Quality Housing for Sustainable Communities Guidelines*, DEHLG (2007), as shown in the table below and should also be designed to provide adequate room sizes that create good quality and adaptable living spaces.

Development proposals for housing must be required to accord with or exceed the minimum private open space standards set out in the table below. Generally, Private Open Space for housing should be located behind the front building line of the house and be designed to provide for adequate private amenity.

Table 3.20: Minimum Standards for Housing

Type of Unit	House Size	Private Open Space
One bedroom	50 sq.m	48 sq.m
Two bedrooms	80 sq.m	55 sq.m
Three bedrooms	92 sq.m	60 sq.m
Four bedroom or more	110 sq.m	70 sq.m

Housing applications which propose optional extensions shall indicate on the drawings the extent of such and demonstrate compliance with the above standards in new residential schemes.

Apartments

An apartment refers to a self-contained residential unit in a multi-unit building with grouped or common access and may comprise duplex units. For the purposes of clarity, all apartment floor area measurements should be internal wall-to-wall dimensions.



All apartments shall comply with the Specific Planning Policy Requirements (SPRRs), the standards set out under Appendix 1, and general contents of the *Sustainable Urban Housing: Design Standards for New Apartments*, Guidelines for Planning Authorities, DECLG (2020) (Apartment Guidelines).

The contents of the Guidelines have been incorporated below and the minimum floor areas set out in Table 3.21 in line with SPPR 3 of the Apartment Guidelines. The requirements of other relevant development standards including, but not limited to: minimum floor areas and width for kitchens, floor to ceiling heights, bedrooms public open space, private and communal space, play space, safety and security, acoustic and privacy standards, must also be complied which are set out below and within the Apartment Guidelines.

Table 3.21: Minimum Standards for Apartments

Type of Unit	Apartment	Private Open Space	Communal Open Space	Storage
Studio	37 sq.m	4 sq.m	4 sq.m	3 sq.m
One bedroom	45 sq.m	5 sq.m	5 sq.m	3 sq.m
Two bedrooms (3 person)	63 sq.m	6 sq.m	6 sq.m	5 sq.m
Two Bedrooms (4 person)	73 sq.m	7 sq.m	7 sq.m	6 sq.m
Three bedrooms (5 person)	90 sq.m	9 sq.m	9 sq.m	9 sq.m

Apartment Size Safeguards

In the interest of apartment sizes and promoting high quality schemes to ensure apartments are not built to a minimum standard, the following safeguards are a requirement of the Guidelines:

- In private residential developments, 2-bedroom (3 persons) units cannot exceed 10% of all proposed apartment units,
- The majority of apartments in any proposed scheme of 100 units or more shall exceed the minimum floor area standard for any combination of 1, 2 or 3 bed units, by a minimum of 10%. Any studio apartments must be included in the total but are not calculable as units that exceed the minimum by at least 10%.
- The majority of apartments in any proposed scheme of 10-99 units or more shall exceed the minimum floor area standard for any combination of 1, 2 or 3 bed units, by a minimum of 10%. In such schemes, it is acceptable to redistribute the minimum 10% additional floorspace requirement throughout the scheme, i.e. to all proposed units, to allow for greater flexibility.

Private Space

- The quantum of private open space for apartments shall accord with Table 3.21.
- This space shall be provided in the form of patios/terraces, and balconies or roof gardens at upper levels and should be located to optimise solar orientation and designed to minimise overshadowing and overlooking.
- Balconies shall not overhang onto the public path in the interest of safety and must be set back.
- Balconies should adjoin and have a functional relationship with the main living areas of the apartment.
- In certain circumstances, glass-screened ‘winter gardens’ may be provided. A minimum depth of 1.5 metres is required for balconies, in one useable length to meet the standards under Table 3.21.



- Where amenity space is proposed at ground level, it shall incorporate boundary treatments to ensure privacy.
- While private and communal amenity space may adjoin each other, there should generally be a clear distinction with an appropriate boundary treatment and/or a ‘privacy strip’ between the two.

Communal / Semi-Private Space

- High quality communal open space should also be provided in schemes that include apartments.
- Communal open spaces should form an integral part of scheme design, be screened from full public view and public access, and should be restricted through design and/or formal barriers.
- Communal amenity space within apartment and/ or housing developments should be provided as a garden within the courtyard of a perimeter block or adjoining a linear apartment block.
- The communal open space should be visible from, and accessible to, the maximum number of units within the proposed scheme.
- Inaccessible, hidden or otherwise back land communal open space, and narrow linear strips of communal open space will not be acceptable.

Internal Storage Standards

- Storage should be additional to kitchen presses and bedroom furniture.
- Hot press/boiler space will not count as general storage.
- In providing the storage in accordance with Table 3.21, no individual storage room should exceed 3.5sq.m and storage shall be provided within the apartment unit.

Floor to Ceiling Height

In line with SPPR 5 of the Apartment Guidelines, ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.

Lift and Stair Cores

In line with SPPR 6 of the Apartment Guidelines, a maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality and compliance with building regulations.

Separation Distances and Block Layout

All proposals for residential development, particularly apartment developments and those over three storeys high, shall provide for acceptable separation distances between blocks to avoid negative effects such as excessive overlooking, overbearing and overshadowing effects and provide sustainable residential amenity conditions and open spaces.

Section 10 of the *Urban Design Manual* (2009) addresses privacy and amenity. A separation distance of 22 metres should generally be provided between directly opposing above ground floor windows to maintain privacy. Reduced distances will be considered in respect of higher density schemes or compact infill sites where innovative design solutions are used to maintain a high standard of privacy.





- A minimum clearance distance of circa 22 metres, in general, is required, between opposing windows in the case of apartments up to three storeys in height. In taller blocks, a greater separation distance may be prescribed having regard to the layout, size, and design.
- In certain instances, depending on orientation and location in built-up areas, reduced separation distances may be acceptable.
- In all instances where the minimum separation distances are not met, the applicant shall submit a daylight availability analysis for the proposed development.

Privacy and Security Considerations

- Apartment blocks and buildings should overlook the public realm.
- Entrance points should be clearly indicated, well lit, and overlooked by adjoining dwellings.
- Particular attention should be given to the security of ground floor apartments and access to internal and external communal areas.
- Dwellings with direct street frontage, or ground floor apartments should generally include a privacy strip of at least 1.5 metres in depth or a front garden.
- This should be influenced by the design, scale and orientation of the building and by the nature of the street or public area and if provided, should be subject to appropriate landscape design and boundary treatment.

Dual Aspect

Dual aspect apartments should have openable windows on two or more walls which provides a view in more than just one direction. The use of windows, indents or kinks on single external elevations, in apartment units which are otherwise single aspect apartments, is not considered acceptable and/or sufficient to be considered dual aspect and these units, will be assessed as single aspect units. Preferably, the windows may be opposite one another, or adjacent around a corner. In line with SPPR 4 of the Apartment Guidelines:

- There shall be a minimum of 33% dual aspect units required in more ‘*central and accessible urban locations*’, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage.
- In ‘*suburban or intermediate locations*’ it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.
- For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.
- Where single aspect apartments are provided, the number of south facing units should be maximised, with west or east facing single aspect units also being acceptable.
- North facing single aspect apartments may be considered, where overlooking a significant amenity such as a public park, garden or formal space, or a water body or some other amenity feature.
- Particular care is needed where windows are located on lower floors that may be overshadowed by adjoining buildings.

Sunlight / Daylight

Residential Developments shall be guided by the quantitative performance approaches and recommendations under the ‘*Site Layout Planning for Daylight and Sunlight*’ (2nd edition): *A Guideline to Good Practice (BRE 2011)* and BS 8206-2: 2008 – ‘*Lighting for Buildings – Part 2: Code of Practice for Daylighting*’, and/or any updated guidance.

- A **daylight analysis** will be required for all proposed developments of 30+ units **or** in any other case where the layout or design could unduly impact on residential amenity.
- The impact of any development on existing habitable rooms should also be considered.





It is for the proposer of residential applications to demonstrate that the development can satisfy the standards set out above in relation to potential impacts on the quality and usability of spaces including public open spaces and communal spaces. This can potentially be achieved through appropriate heights and orientation of adjoining blocks to allow for adequate levels of sunlight to reach communal amenity space throughout the year.

Access Cores and Communal Areas

- Apartment schemes should seek to minimise the use of shared entrances, where possible, in favour of own door access at street level.
- Where shared access lobbies are proposed the number of units served by one entrance should be kept to a minimum.
- Projecting external staircases to access upper floors should be avoided as they can dominate the streetscape.

Clothes Drying Facilities

Adequately ventilated clothes drying facilities should be provided for apartment developments in the form of suitably sized communal facilities or individual facilities within each unit.

Building Lifecycle Report and Management Companies

Ensuring the consideration of the long-term running costs and the eventual manner of compliance of the proposals with the Multi-Unit Developments Act, 2011 (MUD Act) should be considered. The MUD Act sets out the legal requirements regarding the management of apartments developments.

As such, planning applications for apartment developments shall include a **building lifecycle report**. The contents of this, in line with the *Sustainable Urban Housing: Design Standards for New Apartments (2020)* includes:

- a) An assessment of long-term running and maintenance costs as they would apply on a per residential unit basis at the time of application,
 - i. Property Management of the Common Areas of the development
 - ii. Service Charge Budget.
- b) The report should demonstrate what measures have been specifically considered by the proposer to effectively manage and reduce costs for the benefit of residents.

Accordingly, when granting planning permission for such developments, which are not proposed to be Taken in Charge by the Council, planning authorities can attach appropriate planning conditions that require:

- Compliance with the MUD Act,
- Establishment of an Owners Management company (OMC) and:
- Establishment and ongoing maintenance of a sinking fund commensurate with the facilities in a development that require ongoing maintenance and renewal.

Building Design

- All new buildings during the design process shall incorporate sustainable technologies capable of achieving a Building Energy Rating in accordance with the provisions S.I. No. 666 of 2006 European Communities (Energy Performance of Buildings) Regulations, 2006.
- All new buildings will be required to incorporate water saving measures, which may include rainwater harvesting for internal service uses.



- In particular, all new dwellings with individual surface water collection systems will be required to be provided with water butts.
- The design of new buildings shall make provision for green and or brown roofs or walls to aid in both water absorption but also to contribute positively to the environment and visual amenity.

For more detail, see Chapter 4 Green Infrastructure and Chapter 11 Infrastructure and Environmental Services.

13.5.5 Build-to-Rent / Shared Living Accommodation

Build-to-Rent (BTR) accommodation consists of purpose-built, long-term rental apartment accommodation that incorporates dedicated residential amenities and facilities.

All proposed BTR accommodation must comply with SPPR 7 and SPPR 8 as set out under the of the Apartment Guidelines.

Shared accommodation consists of purpose-built and managed accommodation where individual rooms are rented within an overall development that includes access to shared or communal facilities and amenities.

In line with the SPPR 9 of the Apartment Guidelines, there shall be a presumption against granting planning permission for shared accommodation/co-living development unless the proposed development is required to meet specific demand identified under the Housing Need and Demand Assessment.

13.5.6 Nursing Homes / Assisted Living Accommodation

Central to the vision of *Sláintecare* (the Government programme to transform health and social care services) is a move towards providing as much care as possible as close to home as possible, so that people should only have to go to hospital when absolutely necessary; this is dealt with in Chapter 8, Community Infrastructure and Public Open Space. While recognising that different types of accommodation will be required for an ageing population, a number of criteria will be taken into consideration for nursing home or assisted living accommodation:

- Such facilities will be resisted in remote locations outside urban areas unless in proximity to high quality public transport links and provision of good footpath links.
- Facilities should be located in established neighbourhoods / residential areas well served by community infrastructure, and amenities. Future residents should expect reasonable access to local services such as shops and community facilities.
- The potential impact on residential amenities of adjoining properties should be considered.
- A reduction in the open space provision, subject to it meeting the needs of residents in terms of quantity and quality, may be considered where the quality of the space is of exceptional standard designed to meet the needs of residents.
- Adequate provision should be made for parking facilities.
- The size and scale of the proposal must be appropriate to the area.

13.5.7 Retirement Villages

Retirement villages i.e. housing developments made up of independent housing units, with limited / no on site care facilities will be required to locate on residentially zoned land in settlements (or where no local area plan exists, within the defined boundary of the settlement).

- Subject to the Planning Authority being satisfied that an acceptable level of residential amenity will be provided and maintained, a reduction in the normal quantitative standards for car parking and private open space may be considered in retirement villages.





- The dwelling units in such villages would normally be expected to be modest in scale (generally not exceeding 2 bedrooms or 75sqm in area), single storey, low maintenance and highly accessible, to reflect the needs of the target occupants.
- The entire site encompassed by the retirement village, including all housing units, infrastructure and amenities, shall be required to be held in single ownership with the overall site, with lease agreements to the occupants and a management company in place to manage and be responsible for all shared facilities.
- Where for the viability of the project the sale of individual units is required, this shall be strictly only on the basis of a legal agreement specifying that the units shall at all times be utilised only for accommodation for those of retirement age.

13.5.8 Residential Consolidation

Infill Sites

Development on infill sites should meet the following criteria:

- Be guided by the *Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities* DEHLG, 2009 and the companion Urban Design Manual.
- A **site analysis** that addresses the scale, siting and layout of new development taking account of the local context should accompany all proposals for infill development. On smaller sites of approximately 0.5 hectares or less a degree of integration with the surrounding built form will be required, through density, features such as roof forms, fenestration patterns and materials and finishes. Larger sites will have more flexibility to define an independent character.
- While the minimum standards set will be sought in relation to refurbishments schemes it is recognised that this may not achieve a positive planning outcome, particularly in relation to historic buildings, ‘living over the shop’ projects, and tight (less than 0.25 Hectares) urban centre infill developments. In order to allow for flexibility, the standards may be assessed on a case-by-case basis and if considered appropriate, reduced in part or a whole, subject to overall design quality in line with the guidelines *Sustainable Urban Housing: Design Standards for New Apartments*, 2020.
- Significant site features, such as boundary treatments, pillars, gateways and vegetation should be retained, in so far as possible, but not to the detriment of providing an active interface with the street.
- Where the proposed height is greater than that of the surrounding area a transition should be provided (See Chapter 5, Section 5.2.7, Section x of this Chapter and Appendix X: Building Height Design Guide).
- Subject to appropriate safeguards to protect residential amenity, reduced public open space and car parking standards may be considered for infill development, dwelling sub-division, or where the development is intended for a specific group such as older people or students. Public open space provision will be examined in the context of the quality and quantum of private open space and the proximity of a public park. Courtyard type development for independent living in relation to housing for older people is promoted at appropriate locations. Car parking will be examined in the context of public transport provision and the proximity of services and facilities, such as shops.
- Proposals to demolish a dwelling(s) to facilitate infill development will be considered subject to the preservation of the character of the area and taking account of the structure’s contribution to the visual setting or built heritage of the area.
- All residential consolidation proposals shall be guided by the quantitative performance approaches and recommendations under the ‘*Site Layout Planning for Daylight and Sunlight*’ (2nd edition): *A Guidelines to Good Practice* (BRE 2011) and BS 8206-2: 2008 – ‘*Lighting for Buildings – Part 2: Code of Practice for Daylighting*’. and/or any updated guidance.





- It should be ensured that residential amenity is not adversely impacted as a result of the proposed development.
- Delivery of Public Open Space and Contribution in Lieu shall be in accordance with the provisions set out under Section 8.7.4 of Chapter 8, Community Infrastructure and Open Space.

Corner/ Side Garden Sites

Development on corner and/or side garden sites should be innovative in design appropriate to its context and should meet the following criteria:

- In line with Policy 15: Residential Extensions, the site should be of sufficient size to accommodate an additional dwelling(s) and an appropriate set back should be maintained from adjacent dwellings ensuring no adverse impacts occur on the residential amenity of adjoining dwellings,
- Corner development should provide a dual frontage in order to avoid blank facades and maximise passive surveillance of the public domain.
- The dwelling(s) should generally be designed and sited to match the front building line and respond to the roof profile of adjoining dwellings where possible. Proposals for buildings which project forward or behind the prevailing front building line, should incorporate transitional elements into the design to promote a sense of integration with adjoining buildings.
- The architectural language of the development (including boundary treatments) should generally respond to the character of adjacent dwellings and create a sense of harmony. Contemporary and innovative proposals that respond to the local context are encouraged, particularly on larger sites which can accommodate multiple dwellings.
- A relaxation in the quantum of private open space may be considered on a case-by-case basis whereby a reduction of up to a maximum of 10% is allowed, where a development proposal meets all other relevant standards and can demonstrate how the proposed open space provision is of a high standard i.e. an advantageous orientation, shape and functionality.
- Any provision of open space to the side of dwellings will only be considered as part of the overall private open space provision where it is useable, good quality space. Narrow strips of open space to side of dwellings shall not be considered as private amenity space.

Backland Development

The design of development on backland sites should meet the criteria for infill development in addition to the following criteria:

- Be guided by a site analysis process in regard to the scale, siting and layout of development.
- Avoid piecemeal development that adversely impacts on the character of the area and the established pattern of development in the area.
- Development that is in close proximity to adjoining residential properties should be limited to a single storey, to reduce overshadowing and overlooking.
- Access for pedestrians and vehicles should be clearly legible and, where appropriate, promote mid-block connectivity.

Dwelling Sub-Division and Upper Floors

- Dwelling sub-division and ‘over the shop’ accommodation should accord with the relevant guidelines and standards contained in this Development Plan relating to apartments and contribute positively to the established character and amenities of the area.



- The design of ‘over the shop’ housing should include mitigation measures to address possible sources of external noise.
- A separate, distinctive point of entry with an identifiable address should also be provided. Dwelling sub-divisions should preserve the established character and amenities of the area.
- At the discretion of the Planning Authority and subject to appropriate safeguards to protect residential amenity, reduced internal space, open space and car parking standards may be considered in exceptional circumstances for dwelling subdivisions or ‘over the shop’ accommodation, subject to compensating amenity features that maintain the residential amenities of the development and/or the area

Extensions

The design of residential extensions should have regard to the permitted pattern of development in the immediate area alongside the South Dublin County Council House Extension Guide (2010) or any superseding standards.

Family Flats

A family flat is to provide semi-independent accommodation for an immediate family member (dependent of the main occupants of an existing dwelling). A family flat is not considered to represent an independent dwelling unit and as such open space and car parking standards are not independently assessed. Proposals for family flat extensions should meet the following criteria:

- The applicant shall be required to demonstrate that there is a genuine need for the family flat,
- The overall area of a family flat should not generally exceed 50% of the floor area of the existing dwelling house,
- The main entrance to the existing house shall be retained and the family flat shall be directly accessible from the front door of the main dwelling via an internal access door, and the design criteria for dwelling extensions will be applied.
- Any external doors permitted (to provide access to private / shared open space or for escape from fire) shall be limited to the side or rear of the house.
- Conditions may be attached to any grant of permission that the family flat cannot be sold, conveyed or leased separately from the main residence, and that when the need for the family flat no longer exists the dwelling must be returned to a single dwelling unit.

13.5.9 Rural Housing

The Rural Settlement Strategy outlined in Section 6.11 of Chapter 6 Housing sets out the policy and objectives to meet rural housing need that will be considered for housing on lands that are designated with Zoning Objective ‘RU’, ‘HA-DM’, ‘HA-LV’ and ‘HA-DV’.

This section outlines the details which support these policies and objectives. Applications for residential development will be assessed, on a case-by-case basis, and must establish:

- A genuine need to reside in proximity to their employment (such employment being related to the rural community), OR
- That the applicant has close family ties with the rural community.

Applicants must not have already been granted planning permission for a new rural dwelling and must clearly demonstrate compliance with the above through the submission of the following information:

- Documentary evidence to show how the applicant complies with rural housing policy;



- A map showing all existing family-owned property and lands;
- A rationale as to why a particular site has been chosen for development;
- A strong justification in relation to the need for an additional dwelling in the rural area;
- How their existing or proposed business contributes to and enhances the rural area supported by evidence of investment;
- A rationale clearly detailing why a family flat is not a suitable alternative;
- A site suitability report in relation to waste treatment (See further detail below).

Note: The above list is non-exhaustive, and each application will be examined on a case-by-case basis.

For the purpose of assessing local rural housing needs criteria, the division between the High Amenity Dublin Mountain 'HA-DM' Zone and the High Amenity Dodder Valley 'HA-DV' Zone occurs at Fort Bridge, Bohernabreena with the 'HA-DM' Zone occurring to the south of the bridge and the 'HA-DV' Zone occurring to the north of the bridge.

The Council will consider rural housing for persons with demonstrated exceptional health circumstances – supported by relevant documentation from a registered medical practitioner and a disability organisation – where a person is clearly required to live close to family support or in a particular environment.

Rural Housing Design

- A comprehensive site analysis and character appraisal should be submitted with all applications for houses and extensions in rural and high amenity zones (see also Section 13.2.1 Landscape Character Areas, High Amenity and Sensitive Landscapes, and Section 13.2.2 Ecological Protection. The analysis and appraisal should provide a rationale for the design and siting of the proposed development including form, building finishes, height, and massing based on the local and natural context. Such development should generally be low rise. The shape and form of residential development in rural and high amenity areas, including roof structures, should be compact and simple with external building finishes that reflect the local character of the area including vernacular buildings and traditional building materials. Dormer extensions should be minimised and should not obscure the main features of a roof.
- A minimum road frontage of 60 metres should be provided for all new dwelling sites in rural areas and a proliferation of housing along stretches of road in a manner that creates ribbon development should be avoided.
- Dwellings and extensions should not be located on a ridgeline or in an elevated position in the landscape. The natural slope and landcover of sites should be retained, with an appropriate tree and hedgerow planting scheme that utilises and augments indigenous planting. Traditional field and roadside boundaries, including old stone boundary walls and hedgerows, should be retained or reinstated as much as possible demonstrating how green infrastructure has been considered (see Chapter 4 Green Infrastructure). Sustainable Urban Drainage measures should also be incorporated.
- Driveway and parking areas provide sufficient area for car parking and turning on site and should follow the natural slope and contours of the site with appropriate permeable materials. Large hard paved surfaced area circling the housing should be avoided. Modern gateways, piers and boundary walls should be avoided with the exception of the retention and reinstatement of traditional stone boundary walls. In highly scenic locations, applicants may be required to leave driveways only roughly surfaced to give a natural appearance.

Wastewater Treatment

Domestic effluent treatment plants and percolation areas serving rural houses or extensions shall comply with the requirements of the EPA's *Code of Practice for Domestic Wastewater Treatment Systems (Population*



Equivalent ≤ 10), 2021, except where planning permission was granted prior to 7th June 2021 in which case the EPA's *Code of Practice Wastewater Treatment Systems Serving Single Houses* (2009) applies. Such details should be included with applications for new or replacement houses and extensions to existing dwellings where there would be an increase in demand on the treatment capacity of any existing wastewater treatment system.

13.5.10 Temporary Accommodation

Holiday camping sites that incorporate temporary holiday accommodation (chalets and tent or caravan pitches) and ancillary facilities will be considered at appropriate locations subject to appropriate safeguards with regard to environmental protection and traffic safety.

Proposals in relation to the mooring of any boat or boats for year-round habitation will only be considered at appropriate locations subject to appropriate safeguards with regard to environmental protection and traffic safety and to any requirements of Waterways Ireland or other statutory authority.

13.5.11 Public Open Space

This section should be read in conjunction with **Chapter 8, Section 8.7 Parks and Public Open space**

Public open space shall be provided at the rates specified in Table 13.22 below. The occupancy rate used for the purposes of public open space calculations is 3.5 persons in the case of dwellings with three or more bedrooms and 1.5 persons in the case of dwellings with two or fewer bedrooms.

Table 13.22: Minimum Public Open Space Standards

Land Use	Public Open Space Standards (Minimum)
Overall Standard	2.4 Ha per 1,000 Population
New Residential Development on Lands Zone RES-N	Minimum 15% of site area
New Residential Development on Lands in Other Zones including mixed use	Minimum 10% of site area
Institutional Lands / 'Windfall' Sites	Minimum 20% of site area

Contribution in lieu of Public Open Space

This section should be read in conjunction with **Chapter 8, Section 8.7.4 Delivery of Public Open Space and Contributions in Lieu.**

The Council has the discretion to accept a financial contribution in lieu of any remaining open space requirement to achieve the overall standard of 2.4 ha per 1,000 population, such contribution being held solely for the purpose of the acquisition or upgrading of small parks, local parks and neighbourhood parks subject to the open space or facilities meeting the open space 'accessibility from homes' standards for each public open space type specified in Table 8.2, Chapter 8.

In exceptional circumstances where the provision or upgrade of small parks, local parks and neighbourhood parks is not achievable, the Council has the discretion to accept a financial contribution in lieu of the remaining open space requirement to allow provision or upgrade of Regional Parks, subject to the Regional Park meeting the open space 'accessibility from homes' standard specified in Table 8.2.





Where the Council accepts financial contributions in lieu of open space, the total contribution shall be calculated on the basis of the costs set out in the applicable Development Contribution Scheme, in addition to the development costs of the open space.

Quality of Public Open Space Provision

The provision and design of open space shall incorporate the following considerations:

Access

- All neighbourhood areas should have access to a range of formal and informal public open spaces for amenity, recreation, sports and play.
- Open spaces should be designed and located to be publicly accessible by sustainable means such as walking, cycling and public transport depending on the type of open space, and should be usable by all residents of the County.
- Adequate access points should be provided to open spaces to minimise distances to the areas they serve.
- Insofar as possible, open spaces should be linked to one another to increase their amenity value, encourage active travel between them and to facilitate the green infrastructure network.
- Continuous walls and other barriers between open spaces should be avoided.

Recreation Facilities

- Open space should be designed to offer a variety of both active and passive recreation which is accessible to all regardless of age or ability.
- Children's play areas should be provided as an integral part of the design of new residential and mixed-use developments and addressed as part of a landscape plan. Refer to section below on Children's Play Areas.

Green Infrastructure, Biodiversity and Sustainable Water Management

- Parks and open spaces should be located to connect with each other so as to create green corridors and optimise their green infrastructure function.
- Existing trees, hedgerows and watercourses should be retained to maximise the natural setting of parks and open spaces.
- Planting should comprise native and pollinator-friendly species.
- Sustainable water management in the form of features such as integrated constructed wetlands, ponds, swales and basins should be incorporated within public open spaces and add to the amenity and biodiversity value of the spaces (appropriate to level within the open space hierarchy).

Accessibility

- Age friendly and disability friendly measures should be incorporated into the overall design and layout of public open spaces, such as the provision of appropriate information, suitable path surfaces and seating at appropriate intervals or other types of rest stops.
- Facilities, equipment and information materials should be accessible for all regardless of age or ability.

Safety

- Public open space should feel safe to the user and have adequate supervision by way of passive surveillance (e.g. windows overlooking the space; footpaths, cycleways and streets running through or beside the space, etc.).
- Smaller parks and open spaces should be visible from and accessible to the maximum number of residential units.



- Boundary treatment, public lighting and planting should be designed carefully to create a sense of security and to avoid opportunities for anti-social behaviour.
- Access points to parks should be maximised to increase use and thereby improve safety.
- Inhospitable and inaccessible open space comprising narrow tracts, backlands, incidental or ‘left-over’ strips of land should be designed out of all schemes.
- Incidental areas of open space will not be accepted as part of functional open space for the purposes of calculations.

Children’s Play Areas

The Council will require children’s play areas to be provided as an integral part of the design of new residential and mixed-use developments, to be addressed as part of a landscape plan. Student accommodation, housing for older persons and one-bedroom units are excluded from the requirements in relation to children’s play. The minimum requirements for provision of play facilities are as follows:

- All public and semi-private open space (regardless of the type of development it serves) will be required to incorporate play spaces.
- Residential developments of 30 units or over shall include provision for children’s play in semi-private or public open spaces, at the discretion of the Planning Authority, through provision of a Young Children’s Area for Play (YCAP), or a Local Equipped Area for Play (LEAP) or a natural play area. Where publicly accessible these will be taken-in-charge by the local authority. Where developments are predominantly 3 beds or greater, provision will be required for 10 units or over.
- New play spaces should generally be based on the principles of natural play.
- More formal equipped play areas may be appropriate in urban contexts or in the case of larger play facilities.
- Play spaces should be carefully sited within residential and built-up areas generally so that they are both easily accessible and overlooked by dwellings, while not causing a nuisance to nearby residents.
- Play spaces should be designed to enhance the visual appearance of an area.
- Robust natural materials that are less susceptible to vandalism should be used wherever possible.
- Play spaces should cater for a wide range of age groups and abilities and be universally accessible.
- Suitable provision for teenagers should be considered in the context of the Council’s *Teenspace Programme* (2021), (or any superseding document).

13.6 Community Infrastructure

This Section should be read in conjunction with **Chapter 8, Community Infrastructure and Public Open Space**.

13.6.1 Early Childhood Care and Education Facilities

Applications for childcare facilities should be assessed with regard to the requirements of the ‘*Childcare Facilities: Guidelines for Planning Authorities*’, DEHLG (2001) and Circular Letter PL 3/2016 (DECLG), 2016) and any superseding guidelines, or as required by the Planning Authority. The Guidelines recommend one childcare facility with a minimum of 20 places for each 75 units for new residential developments, with any variation to this standard being justified having regard to factors such as:

- Type of residential units (e.g. if mainly one-bedroom units, childcare need may be reduced);
- Emerging demographic profile; and
- Availability of existing childcare services in the vicinity.



In new developments, childcare facilities should be purpose built, at ground floor level or in a stand-alone building. In residential areas the conversion of detached and semi-detached dwellings will be considered at appropriate locations, subject to the protection of residential amenity. The applicant will also be required to demonstrate a spatial rationale for the conversion of a full dwelling in the context of the availability of alternative sites within the catchment, the location of schools and employment, available public transport and existing childcare facilities. In instances of partial conversion from residential to childcare, the proposal will be assessed as a Home-Based Economic Activity.

Planning applications for childcare and early educational facilities should include full details in order to allow understanding of the nature and extent of the proposed development. Planning applications will be assessed on the basis of the following factors:

- Nature of the facility (full day care, sessional, after school, etc);
- Number of children to be catered for;
- Number of full-time and part-time staff;
- Intended hours of operation;
- Impact on residential amenity, taking into account factors such as noise, traffic and parking;
- Suitability of the site for the type and size of facility proposed;
- Availability of indoor and outdoor play space;
- Accessibility to public transport, walking and cycling routes;
- Local traffic conditions;
- Access, car parking and drop off facilities for staff and customers.

13.6.2 Education Facilities

Applications relating to schools and school sites should be assessed with regard to the requirements of *'The Provision of Schools and the Planning System, A Code of Practice for Planning Authorities'*, DES & DEHLG (2008) or any revised guidelines for schools published by the DES. The Council supports the provision of schools at the standards set out by the DES (whereby 11.5% of the population will require a primary school place and 7.5% will require a post primary school place).

Planning Applications for schools will be expected to demonstrate how the following issues are addressed:

- Location, Siting and Design – location should be accessible to public transport, walking and cycling; siting and design should maximise solar gain, work with site constraints and add visual interest and sense of place to the area;
- Site Access – multiple site access points for pedestrians and cyclists should be provided to maximise permeability and connectivity with the surrounding area;
- Universal Design – insofar as is feasible, this approach should be used in order to cater for diverse needs;
- Impact on Residential Amenity – noise, traffic, parking, overlooking, sunlight and daylight, etc. should be addressed;
- Mobility Management – mobility management plans will be required which prioritise walking, cycling and public transport above private car trips; traffic, parking and drop-off management should also be addressed;
- Cycling – adequate and secure bicycle storage will be a requirement;
- Landscape Proposals – these should include linking in with existing green infrastructure and proposals for native tree species and pollinator planting;
- Sustainable Urban Drainage (SuDS) – measures include permeable paving, water butts, green roofs and walls, swales, etc.

In relation to schools in built-up areas, reduced provision may be acceptable in relation to elements such as parking and set-down facilities where there is good access to public transport, where residential development is at higher densities and where there are good walking and cycling facilities. The applicant



should demonstrate clearly how off-site provision of facilities such as amenity space, sports facilities and car parking (where required) can be provided to meet the required needs to the satisfaction of the Planning Authority. Reduced or off-site provision of facilities will be assessed on a case-by-case basis. Multi-storey buildings (i.e. above two storeys) on smaller sites in urban areas may also be appropriate, subject to justification in a design statement.

13.6.3 Healthcare Facilities

Large medical centres, including Primary Care Centres (PCC) and group medical practices will be favourably considered in town, district and village and in local centres where appropriate. The Council supports the provision of primary care facilities in accordance with the HSE standard of one facility per 7,000-10,000 population.

All planning applications for health facilities including medical practices and primary care centres should include full details to allow an understanding of the nature and extent of the proposed development, including the following:

- Details of proposed medical or related professional activities (e.g. GP, dentist, physiotherapist, etc.);
- Any associated commercial activity (e.g. pharmacy, etc.);
- Proposed number of practitioners and support staff;
- Intended hours of operation;
- Confirmation of support from HSE (in the case of Primary Care Centres);
- Mobility management plan (in the case of large Primary Care Centres).

Location, siting and design should take account of the following elements:

- Location that maximises accessibility to public transport, walking and cycling;
- Architectural design that adds visual interest and sense of place;
- Inclusion of universal design principles;
- Incorporation of climate action measures including siting and design to take advantage of solar gain and the use of renewable energy and technologies (solar and wind power, heat pumps, etc.).

Small scale medical surgeries/practices (doctor/dentist/physiotherapist, etc) are open for consideration in established areas, subject to appropriate safeguards to protect the residential amenity of the area. The applicant will be required to demonstrate a spatial rationale for the conversion of a full dwelling in the context of:

- The availability of alternative sites in the area;
- The location of schools and employment;
- Public transport services; and
- Existing healthcare facilities.

In instances of partial conversion from residential to healthcare, the proposal will be assessed as a Home-Based Economic Activity.

13.6.4 Community Centres

- In residential or mixed-use new development areas, the Council will apply a standard of 1 large district level, multi-functional community centre per 9,000 population or equivalent smaller centres



at a more local level to address specific needs (or as may be updated by any future community centre strategy carried out by the Council).

- A district level community centre should be approximately 1,200 -1,800 sq m in size.
- Smaller centres at a more local level should generally be between 350-650sqm in size.
- In some circumstances, the Council may require residential or mixed used developments in new development areas to provide a pro rata contribution towards the provision of a community centre, and in line with the Development Contribution Scheme (see Chapter 8, Policy COS3 Objective 3).

Design of Community Centres should take into account the following elements:

- Location to facilitate access by walking, cycling and public transport;
- Multiple site access points to increase connectivity to the surrounding area;
- Incorporation of a universal design approach;
- Architectural design adding visual interest and sense of place to the area;
- Climate action measures including siting and design to take advantage of solar gain and use of renewable energy and technologies (solar and wind power, heat pumps, etc.).
- Consideration of residential amenity in terms of potential impacts arising from noise, traffic and parking, etc.

13.6.5 Places of Worship

Development proposals for the habitual use of a building as a place of public worship or religious instruction will be considered in the context of the land use zoning and the need to protect the amenities of established uses from impacts arising from traffic, noise or other disturbance. Locations within town, district, local and village centres that are accessible by public transport, walking and cycling are most appropriate. Planning applications for places of worship should be accompanied by details of the capacity of the facility (e.g. seating capacity), a traffic assessment and intended hours of operation.

13.6.6 Burial Grounds Including Green Burial Grounds and Crematoria

Development proposals for new or extended cemeteries and/or crematoria, including green burial grounds will be considered in suitable locations with compatible land use zoning objectives. The applicant will be required to demonstrate a need for the development and that the proposal will not adversely impact on the amenity of adjacent existing residents or businesses, or disproportionately cause inconvenience by way of significant traffic congestion or car parking issues.

All proposals pertaining to cemeteries, crematoria or green burial grounds should demonstrate compliance with appropriate legislative guidelines and provide details in relation to landscaping, storage, waste and groundwater. Hydrogeological surveys and monitoring of the groundwater may be required for cemeteries. Cemeteries are part of the green infrastructure of the County and any proposals for new or extended burial grounds should incorporate planting of native and pollinator species.

13.6.7 Public Art

Development proposals for Public Art will be supported in suitable, accessible locations within the County. Public art should reflect the character of the area, whether historic or contemporary, and shall be designed in consultation and agreement with the Council. Lighting may be appropriate for certain pieces of public art depending on their size, location and the visual and biodiversity impact of such lighting.

The 'Per Cent for Art' scheme will be supported whereby 1% of the cost of any publicly funded capital, infrastructural and building development can be allocated to the commissioning of a work of art.





Major new commercial developments greater than 5,000sqm in size, in the case of non-residential development, and in excess of 500 units in the case of residential development, will be required to incorporate a physical artistic feature into the scheme to improve the built environment/public realm. This may include high quality features within the environment or landscaping, in agreement with the Council.

13.6.8 Pigeon Lofts

Pigeon lofts have the potential to cause disturbance, nuisance and detract from the amenities of an area and as such, proposals for new or extended pigeon lofts will be carefully considered. Development proposals for pigeon lofts should address the following:

- Pigeon Lofts should not normally exceed 15 sq.metres in area and shall have a maximum height of 4 metres in the case of a pitched roof or 2.5 metres in the case of a flat roof,
- Lofts should be located as far away as possible from neighbouring properties and should not be located within less than 5 metres of an adjoining or nearby boundary,
- Pigeon lofts shall be sited and designed to avoid undue impact on existing visual and residential amenities, particularly with regard to odours, noise and hygiene,
- A proliferation of pigeon lofts in residential areas will not be favourably considered and the number of pigeon lofts in the immediate locality will be taken into consideration,
- Permissions should initially be for a temporary period of not more than two years in order to allow each development to be monitored and reviewed, and
- Open lofts that allow pigeons to enter or leave freely are not permissible.

13.7 Economic Development and Employment

This section should be read in conjunction with Chapter 9 and associated policies and objectives.

13.7.1 Regeneration Zone

Development in Regeneration zones will be assessed against the relevant criteria within the *Urban Design Manual*, the *Design Manual for Urban Roads and Streets* and/or the *Retail Design Manual* as appropriate. A **Design Statement** (see Section 11.2.1 Design Statements) accompanying development proposals in Regeneration (REGEN) zones should also address the following criteria:

- Demonstrate a clear transition towards a more urban form of development and a traditional street network.
- Address connectivity and linkages in the area and demonstrate that the development of the site would not give rise to isolated piecemeal pockets of residential development that are disconnected from shops, amenities and/or other residences.
- Residential development should not be introduced at ground floor level adjacent to busy roads, and/or roads that are subject to significant movements by Heavy Goods Vehicles (HGVs).
- Given the transitional nature of Regeneration Zones, precautions will be taken to ensure that the potential for noise pollution, air pollution or other nuisance from established industrial uses will not exceed acceptable environmental standards. The Planning Authority may seek a report from a suitably qualified person to identify and quantify sources of noise pollution, air pollution, or nuisance, assess the potential impacts on the proposed development and provide a series of recommendations to mitigate the impacts of any pollutants insofar as possible (e.g. orientation and layout of dwellings, positioning of openings and insulation).
- It may be necessary to consider improvements to the surrounding road and street network in conjunction with the Planning Authority, to calm traffic and improve pedestrian and cyclist access.

**13.7.2 Enterprise and Employment Areas:****Table 13.23: Key Principles for Development within Enterprise and Employment Zones**

Key Principles for Development within Enterprise and Employment Zones	
Access and Movement	<ul style="list-style-type: none"> – Major links to and through a site are provided as identified within the County Development Plan or relevant Local Area Plan, Masterplan and/or as determined by a site analysis process and/ consultation with the planning authority. – The street network is easy to navigate with a clear hierarchy of streets identifying the function of each street. – Individual streets are designed in accordance with the requirements of the (DMURS) <i>Design Manual for Urban Roads and Streets</i>. – Large areas of parking (in particular staff parking) is located to the rear of buildings and screened from the street. Smaller areas of parking may be located to the front of buildings provided they are well designed (including areas of planting) and do not result in excessive setbacks from the street. – The design and layout of new business parks shall promote walking, cycling and the use of public transport, including adequate provision of cycle and pedestrian linkages.
Open Space and Landscape	<ul style="list-style-type: none"> – Provision of a detailed landscape plan showing site appropriate open space which may include a hierarchy of spaces suited to a variety of functions and activities. The landscape plan will also incorporate GI elements (see GI below). – Important nature features of the site such as trees, hedgerows and watercourses are retained, integrated within the landscape plan and reinforced with the planting of native species. – Natural buffer zones and defensive planting are used to define private space and the use of fencing to the front of buildings minimised. Where fences interface with the public domain they should be of a high quality and incorporate elements of landscaping (for screening). – Development within business parks shall maintain and promote a parkland-like setting with high quality landscaping
Green Infrastructure (GI)	<p>All development proposals shall be accompanied by a GI Infrastructure Plan, which will normally be submitted as part of the suite of Landscape Plans that that are required for a development. Plans shall include the following:</p> <ul style="list-style-type: none"> – Site location plan showing the development site in the context of the wider GI as shown on the Council’s GI Plan for the County; – Site survey and analysis, identifying existing GI Infrastructure and key assets within the site; – Indicate how the development proposals link to and enhance the wider GI Network of the County; – Proposed GI protection, enhancement and restoration proposals as part of the landscape plan, where appropriate, for the site. – Proposals for identification and control of invasive species. <p>Regardless of development size or type, applicants must submit an overall site summary quantifying and detailing the following:</p> <ul style="list-style-type: none"> – tree and hedgerow removal, – tree and hedgerow retention and – new tree and hedgerow planting.





	This information will be submitted in a digital format agreed with the Council to allow amalgamation and reporting on tree and hedgerow cover within the County over time.
Built Form and Corporate Identity	<ul style="list-style-type: none"> – Building heights respond to the surrounding context with transitions provided where necessary which reinforce the urban structure with taller buildings located along key movement corridors, gateways and nodes. – Individual buildings should be of contemporary architectural design and finish (including use of colour). – Various treatments, finishes and colours should be employed to reduce the bulk, massing and scale of larger buildings. – The layout and design of buildings should maximise frontages onto the public realm and enclose private external spaces (such as service yards and car parks) and storage areas behind them. – Signage should be simple in design and designed to integrate with architectural feature and / or the landscape setting (see also Section 11.2.8 Advertising, Corporate Identification and Public Information Signs).

13.7.3 Retail Development:

(i) Retail Criteria

Applications for new retail development shall accord with the requirements outlined in Chapter 9 Economic Development and Enterprise, in addition to the following criteria:

- Retail development should be in accordance with the role and function of the retail centre and accord with the scale and type of retailing identified for that location.
- Retail development should be in accordance with the fundamental objective to support the vitality and viability of the retail centre and must demonstrate compliance with the sequential approach. Proposals to amalgamate retail units will be carefully considered.
- Major retail proposals (exceeding 1,000 sq.metres) are required to provide a detailed **Retail Impact Assessment** (RIA) and a **Transport Impact Assessment** (TIA).

(ii) Restrictions on Uses

An over-concentration of certain uses will be discouraged in urban centres, due to an overriding need to maintain the integrity, quality and vibrancy of centres.

- The Planning Authority will seek to ensure that the quantum of off-licence and betting offices, particularly within smaller centres, is not disproportionate to the overall size and character of the area and that the development would not have a negative impact on the amenity of the area due to noise, general disturbance, hours of operation and litter. The provision of a small section of a convenience shop for an ancillary off-licence use is generally acceptable.
- The Planning Authority will seek to ensure that the quantum of amusement and gaming arcades, bookmakers, public houses, off-licences and fast food outlets is not disproportionate to the overall size and character of the area.
- In district and local centres, the provision of non-retail uses that would preclude the provision of a more appropriate range of services may be restricted at ground floor level within the shopping parades, in addition to any uses that would seriously affect the residential amenities of the surrounding area.

(ii) Fast Food/Takeaway Outlets



Fast food outlets have the potential to cause disturbance, nuisance and detract from the amenities of an area and as such, proposals for new or extended outlets will be carefully considered. Development proposals for fast food/takeaway outlets will be strictly controlled and all such proposals are required to address the following:

- The potential effect and the proximity of fast food outlets or take away outlets to vulnerable uses, such as schools or parks.
- The cumulative effect of fast food outlets on the amenities of an area.
- The effect of the proposed development on the existing mix of land uses and activities in an area.
- Opening/operational hours of the facility.
- The location of vents and other external services and their impact on adjoining amenities in terms of noise/smell/visual impact.

(iii) Motor Fuel Stations

Petrol stations, while necessary, have the potential to cause disturbance, nuisance and detract from the amenities of an area and as such, proposals for new or extended outlets will be carefully considered. Motor fuel stations will not generally be encouraged within the core retail area of urban centres or in rural areas. Development proposals for motor fuel stations should address the following:

- Development proposals will be required to demonstrate that noise, traffic, visual obtrusion, fumes and smells will not detract unduly from the amenities of the area and in particular from sensitive land uses such as residential development.
- Motor fuel stations should be of high quality design and integrate with the surrounding built environment. In urban centres, where the development would be likely to have a significant impact on the historic or architectural character of the area, the use of standard corporate designs and signage may not be acceptable.
- Forecourt lighting, including canopy lighting, should be contained within the site and should not interfere with the amenities of the area.
- The forecourt shop should be designed so as to be accessible by foot and bicycle, with proper access for delivery vehicles. The safety aspects of circulation and parking within the station forecourt should be fully considered. Retailing activities should be confined to the shop floor area, except in the case of sales of domestic fuel, where some external storage may be permissible. The external storage of gas cylinders and solid fuel should be limited in area and confined to strictly defined specifically designed compounds adjoining the shop/forecourt and be subject to adequate measures being taken for visual appearance, security and safety.
- The sale of retail goods from petrol stations should be restricted to convenience goods and only permitted as an ancillary small-scale facility. The net floorspace of a fuel station shop shall not exceed 100 sq.metres. Where permission is sought for a retail floorspace in excess of 100 sq.metres, the sequential approach to retail development shall apply (i.e. the retail element shall be assessed as a proposed development in its own right).
- Workshops for minor servicing (e.g. tyre changing, puncture repairs, oil changing) may be permitted in circumstances where they would not adversely impact the operation of the primary petrol station use and local amenities, particularly with regard to proximity to dwellings or adjoining residential areas.
- Motor fuel stations and service areas in proximity to the National Road network will be assessed with regard to the *Spatial Planning and National Roads Guidelines for Planning Authorities* DECLG, (2012).

(iv) Retail Warehousing

- The range of goods sold in both existing and any future retail parks will be tightly controlled and limited to bulky household goods or goods which are not portable by customers travelling by foot, cycle, or bus (See Annex 1 of *Retail Planning Guidelines* (2012) for definitions of bulky goods).
- Ancillary products should not exceed 20% of the total net retail floorspace of the relevant retail unit, and such space should be clearly delineated on the planning application drawings.





- In town and village centres, the size and scale of all new retail warehousing developments should be in accordance with the character of the area.
- Due to the proximity of local and district centres to surrounding residential areas, regard must also be had to the impact of retail warehousing proposals on residential amenity.
- Within core retail areas, the Planning Authority will apply a level of flexibility in allowing types of stores where a mix of bulky and non-bulky goods are sold.

13.7.4 Agriculture and Rural Enterprise

Proposals for farm diversification that involves the development of sustainable business initiatives that are subsidiary to, and directly linked to the primary use of a property for agriculture will generally be favourably considered up to a floor area of 200 sq.metres (net). Developments in excess of this threshold will be assessed as independent enterprises.

The development of new Rural Enterprises will be encouraged on lands designated with Zoning Objective RU where:

- The scale and nature of the proposed development and associated buildings are appropriate to the rural setting, and are in areas of low environmental sensitivity;
- It is demonstrated that the proposed enterprise is required to be located in a rural area;
- The proposal will not adversely affect the character and appearance of the landscape;
- The local road network and other essential infrastructure can accommodate any extra demand generated by the proposal;
- Where possible, the proposal involves the re-use of redundant or underused buildings that are of value to the rural area; and
- Where safe access to the public road network can be achieved.

13.7.5 Extractive Industries

The development, intensification or diversification of activities relating to the extractive industry will be assessed having regard to the *Quarries and Ancillary Activities Guidelines* DEHLG (2004) (or any superseding national policy document), *Code of Practice between the Department of Environment, Heritage and Local Government and the Irish Concrete Federation* (2009), and the *Geological Heritage Guidelines for the Extractive Industry*, GSI (2008), the nature of the proposal, the method of extraction, the scale of activity proposed, the impact on the adjoining road network and its effect on the environment. The Council will take into consideration any visual impacts, noise, vibrations, dust prevention, protection of rivers, lakes, Natura 2000 sites, water sources, impact on residential and other amenities, impact on the road network, issues of road safety, phasing, re-instatement and/or re-use, and landscaping of worked sites.

Development proposals pertaining to the extractive industry will be screened for likely significant environmental impacts and an **Environmental Impact Assessment Report** (EIAR) may be required for sub threshold developments (5 hectares or below). A detailed **landscaping plan**, which should indicate proposed screening for the operational life of the site and set out a programme for the reinstatement and/or re-use of the landscape when the extraction process has ceased, will also be required.

The Council will aim to minimise the environmental and other adverse impacts of mineral extraction through licensing, development management and to investigate representations in writing and expeditiously implement the enforcement provisions of the Planning and Development Acts.

13.7.6 Home Based Economic Activity





Development proposals for small scale home based economic activities will be considered where the applicant is the resident of the house and can demonstrate that the proposed activity is subordinate to the main residential use of the dwelling. Proposals that adversely impact on the existing residential amenity of the area by way of increased traffic, noise, fumes, vibration, smoke, dust or odour will not generally be favourably considered. The Planning Authority will assess the suitability of the residential site to accommodate the proposed home based economic activity having regard to the size and scale of the site and dwelling, the prevailing density of the area, the availability of adequate safe car parking and the general compatibility of the nature of the use with the site context.

Home-based economic activity will generally be permitted on a short-term or temporary basis to enable an ongoing assessment of any impact of the activity on residential amenity.

13.7.7 Space Extensive Enterprises

To require that space extensive enterprises demonstrate the following:

- Strong energy efficiency measures to reduce their carbon footprint in support of national targets for a low carbon economy;
- Measures to support the transition to a circular economy;
- Measures to support district heating or heat networks where excess heat is produced;
- A design approach to buildings which reduce the massing and visual impact;
- A comprehensive understanding of employment once operational;
- A comprehensive understanding of levels of traffic to and from the site once operational.

13.7.8 Seveso Sites

In assessing development proposals pertaining to or in the vicinity of SEVESO sites, the Planning Authority will consult and have regard to the technical advice of the Health and Safety Authority (HSA) in relation to proposed development and proposed land use(s). The Planning Authority will consider land use compatibility using the Individual Risk Matrix and the Inner, Middle and Outer Land Use Planning zones around establishments, as prescribed by the HSA.

For some types of development, particularly those involving large numbers of people and vulnerable occupants, the Planning Authority will consider the societal risk (i.e. the risk of large numbers of people being affected in a single accident)

13.8 Sustainable Movement

This section should be read in conjunction with the policies and objectives contained within **Chapter 7 Sustainable Movement**.

13.8.1 Bicycle Parking/Storage Standards

Table 13.24 sets out Minimum Bicycle Parking/Storage rates for all new development in the County. Bicycle parking/storage rates are divided into two main categories:

- **Long Term:** These are to be designed for use by residents and employees. Such spaces should be located in a secure area that is not freely accessible to the general public.
- **Short Stay:** These are to be designed for ease of use by the general public. Such spaces should be located in highly visible areas that are easy to access.



3	Includes Office Based Industry, Science and Technology Based Enterprise, Business Park.
4	Includes recreation centres

Bicycle Parking Design/Provision

All bicycle parking spaces shall be designed in accordance with the requirements of the National Cycle Manual, NTA (2011).

Bicycle parking/storage associated with residential apartments shall comply with the requirements of the *Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities* (2018) (the 'Apartment Guidelines') in relation to design and provision of facilities, including the following:

- **Location:** Cycle storage facilities should be directly accessible from the public road or from a shared private area that gives direct access to the public road
- **Quantity:** A general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc.
- **Design:** Cycle storage facilities shall be provided in a dedicated facility of permanent construction, preferably within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Refer to Apartment Guidelines for further details on design requirements.
- **Management:** An acceptable quality of cycle storage requires a management plan that ensures the effective operation and maintenance of cycle parking. Refer to Apartment Guidelines for further details on management.

The Apartments Guidelines also advise that:

- Planning authorities should ensure that development proposals incorporate details on the provision of and access to cycle storage facilities at planning application stage by the development proposer;
- Appropriate conditions in relation to the operation and maintenance of the cycle storage facilities should be attached to any grant of permission for apartment developments.

The Council will also seek to provide additional opportunities for the provision of bicycle parking facilities along public transport routes and within town and village centres, parks and other areas of civic importance.

To promote and facilitate cycling, all new commercial developments that have the capacity to accommodate in excess of 10 no. employees or 10 no. students (or a combination of both) shall be required to provide shower and changing facilities.

13.8.2 Car Parking Standards

Tables 13.25 and 13.26 set out the Maximum Parking rates for non-residential and residential development. Parking rates are divided into two main categories:

- **Zone 1:** General rate applicable throughout the County.
- **Zone 2 (Non Residential):** More restrictive rates for application within town and village centres, within 800 metres of a Train or Luas station and within 400 metres of a high quality bus service (including proposed services that have proceeded to construction).



- **Zone 2 (Residential):** More restrictive rates for application within town and village centres, within 400 metres of a high quality public transport service⁵ (includes a train station, Luas station or bus stop with a high quality service).

Table 13.25: Maximum Parking Rates (Non-Residential)

CATEGORY	LAND-USE	ZONE 1	ZONE 2
Accommodation ⁶	Hotel ⁷	1 per bedroom	0.5 per bedroom
	Mobile Home Park ⁸	1 per unit	1 per unit
	Nursing Home, Retirement Home	1 per 4 residents	1 per 8 residents
	Student Accommodation	1 per 10 bed spaces	1 per 20 bed spaces
Civic, Community and Religious	Bank Community Centre Library Public Institution	1 per 25 sqm GFA	1 per 50 sqm GFA
	Place of worship	1 per 6 seats	1 per 12 seats
	Funeral Home	1 per 20 sqm GFA	1 per 20 sqm GFA
Education	College of Higher Education	1 per staff + 1 per 15 students	1 per 2 staff + 1 per 30 students
	Crèche School ⁹	1 per classroom	0.5 per classroom
Medical	Clinics and Group Practices	2 per consulting room	1.5 per consulting room
	Hospital	1 per 100 sqm GFA	1 per 150 sqm GFA
Retail and retail Service	Café Restaurant	1 per 15 sqm GFA	1 per 20 sqm GFA
	Bar Club ¹⁰	1 per 30 sqm	1 per 40 sqm
	Retail Convenience	1 per 15 sqm	1 per 25 sqm
	Retail Comparison	1 per 25 sqm	1 per 35 sqm
	Retail Warehousing	1 per 50 sqm	1 per 50 sqm
	Vehicle Service Station	1 per 250 sqm GFA	1 per 250 sqm GFA
Enterprise and Employment	Offices ¹¹ Manufacturing	1 per 50 sqm GFA	1 per 75 sqm GFA
	Warehousing	1 per 100 sqm GFA	1 per 200 sqm GFA
Sports and recreation ¹²	Bowling Alley	3 per lane	1 per lane
	Archery Ranges Driving Ranges	1 per 3m of base line	1 per 3m of base line
	Clubhouse Gymnasium ¹³	1 per 20 sqm GFA	1 per 40 sqm GFA
	Courts Pitches	15 per pitch	7.5 per pitch



	Golf or Pitch And Putt Courses ¹⁴	2 spaces per hole	2 spaces per hole
Venue	Auditoriums Cinema Conference Centre Theatre	1 per 5 seats	1 per 10 seats
	Stadium	1 per 15 seats + 1 coach space per 500 spectators	1 per 15 seats
Other	Marina (Canal)	1 space per berth (excluding visitor berths)	1 space per berth (excluding visitor berths)

5 A high frequency route is where buses operate with a minimum 10 minute frequency at peak times and a 20 minute off-peak frequency.

6 Does not include dwellings.

7 Includes Motel, Motor Inn, Guest House, Bed and Breakfast. Does not include any Bars or Function rooms therein.

8 Includes Caravan Park, Holiday Park, Residential Mobile Home Park.

9 Includes Montessori, Primary Schools, Post Primary School.

10 Includes Dance Halls, Discotheques, Function room, Lounge, Private Dance Clubs and Night Club. Includes such uses when part of a hotel.

11 Includes Office Based Industry, Science and Technology Based Enterprise, Business Park.

12 Council will also seek to provide car parking and/or lay-by for cyclists, hillwalkers and mountain climbers at access points to walking/cycling trails in scenic areas.

13 Includes recreations centres.

14 Bus parking should be provided as a minimum rate of one space per pitch. Where additional bus spaces are provided the maximum number of car spaces per pitch should be subsequently reduced (amount to be determined).

Note: Table 11.23 includes provisions for the loading and unloading of goods and disabled parking (as required by Part M of Building Regulations 2010 (as amended) and parking for electric vehicles.

For any commercial use not specified within Table 13.25 the default parking rate will be calculated based on those of a comparable use and/or determined as part of Transport and Traffic Assessment.

Table 13.26: Maximum Parking Rates (Residential Development)

Dwelling Type	No. of Bedrooms	Zone 1	Zone 2
Apartment	1 Bed	1 space	0.75 space
	Duplex	2 Bed	1.25 spaces
	3 Bed+	1.5 spaces	1.25 spaces
House	1 Bed	1 space	1 space
	2 Bed	1.5 spaces	1.25 spaces
	3 Bed+	2 spaces	1.5 spaces

The number of spaces provided for any particular development should not exceed the maximum provision. The maximum provision should not be viewed as a target and a lower rate of parking may be acceptable subject to:

- The proximity of the site to public transport and the quality of the transport service it provides. (This should be clearly outlined in a **Design Statement** submitted with a planning application),
- The proximity of the development to services that fulfil occasional and day to day needs,



- The existence of a robust and achievable Workforce Management or Mobility Management Plan for the development,
- The ability of people to fulfil multiple needs in a single journey,
- The levels of car dependency generated by particular uses within the development,
- The ability of residents to live in close proximity to the workplace,
- Peak hours of demand and the ability to share spaces between different uses,
- Uses for which parking rates can be accumulated, and
- The ability of the surrounding road network to cater for an increase in traffic.
- These criteria should be addressed as part of any Traffic and Transport Assessment and/or Workforce Plan in order to provide full justification for the number of spaces proposed.
- The maximum parking standards may also be varied in particular areas by the Planning Authority through planning mechanisms such as SDZ Planning Schemes, Local Area Plans or Movement Framework Plans and Area Access Studies.

13.8.3 Car Parking/Charging for Electric Vehicles

- EV Charging shall be provided in all residential, mixed use and commercial development and shall comprise 15% - 20% of total parking spaces provided, with higher provision within this range being required in urban areas.
- The remainder of the parking spaces should be constructed to be capable of accommodating future charging points, as required.
- In residential and mixed-use schemes EV charging should be provided in blocks or pods unless it can be satisfactorily demonstrated that it can be provided in a more satisfactory and efficient manner.
- It should be designed and located in such a way as to ensure passive surveillance and avoid anti-social behaviour.
- The applicant should indicate the mechanism for EV charging and payment (e.g. fob/credit card or other means) and should ensure that it is available to residents and visitors.
- EV charging facilities should not impinge on shared parking allocation.
- EV charging facilities should not obstruct or impinge on walking or cycling paths.
- Charge points should avoid areas which are already restricted by existing street furniture e.g. bollards, road signs, benches, bike racks.
- Charge points should not impede lower carbon forms of passenger transport
- Charge points should not be located at the back of the footpath (i.e. side furthest from the road) to avoid cables becoming a trip hazard.
- For residential multi-unit buildings, the necessary ducting for all car parking spaces should be installed, allowing provision for additional electrical infrastructure.
- For new dwellings with in-curtilage parking, appropriate infrastructure should be provided to allow for installation of a charging point at a later date.

13.8.4 Car Parking Design and Layout

On-Street Parking

In urban areas, car parking should be predominantly on-street with communal (i.e. undesignated) spaces for the purposes of:

- Traffic calming: On-street parking increases driver caution by visually narrowing the vehicular carriageway and reducing forward visibility;



- Efficiency: On-street parking allows for a greater turnover of spaces and caters for visitors;
- Pedestrian comfort: The need for vehicular crossovers and the temptation for drivers to kerb mount and block footpaths is significantly reduced;
- Streetscape: Extensive parking to the immediate front of dwellings (where landscaping could be provided) will dominate the appearance of the houses and detract from the visual qualities of the area.

On Street-parking should be designed in such a manner as to promote visual amenity, green infrastructure, carbon sequestration and sustainable drainage (SuDS) by applying the following requirements:

- Provision of landscaping integrated into the design of all car parking, to include planting of native trees and pollinator-friendly species;
- Provision of not more than two parallel or five perpendicular spaces between trees/planting bays;
- Use of permeable paving, where appropriate.

The layout of on-street spaces shall be designed in accordance with the *Design Manual for Urban Roads and Streets* and the *National Cycle Manual* (where provided adjacent to cycle paths/lanes).

In-Curtilage Parking

In-curtilage car parking will be considered to the front of the house for lower density residential development (40 dwellings per hectare or below), subject to:

- Sufficient measures to promote a self-regulating street environment,
- Adequate plot widths to enable the planting of materials which have a low-level screening effect, and
- The provision of conveniently located on-street parking for visitors.

Widening of Driveways to Accommodate In-curtilage Parking

Proposals to widen driveways to accommodate in-curtilage parking will be considered having regard to the following:

- A width of 3.5m between gate pillars shall not normally be exceeded. This is for reasons of pedestrian safety and visual amenity and to retain on-street parking spaces.
- Proposals to widen driveways that would result in the removal of, or damage to, a street tree will not generally be permitted and where permitted must be mitigated.
- Where a hard surface is proposed to accommodate parking in a front garden area, permeable paving shall be used, in the interest of sustainable drainage.

Parking in Town, District and Shopping Centres and Large Commercial/Residential Development

- Parking arrangements for specific user requirements including disabled drivers, motorcycles and scooters will be required in town and district centres, shopping centres, public transport nodes and other destinations.
- Payment systems will be required for car parks associated with major shopping centres and other large commercial developments where new facilities or major extensions to existing facilities are proposed.
- For residential densities of 40-50 dwellings per hectare and within town and village centres, a combination of on-street parking and supplementary off-street parking will be required.
- For large commercial developments or residential developments of over 50 dwellings per hectare, large areas of off-street parking will be required as follows:



Parking Courts: To ensure surface parking does not dominate the urban landscape, parking courts that are highly visible from the public domain, should be restricted in size (with no more than 40 spaces per court) and should be well landscaped. Where larger areas of surface parking are proposed they should be located behind buildings, and/or in the centre of blocks, so that they are obscured from view.

Basements: To ensure a safe and secure environment, basement car parks should be well lit and well ventilated. Basement car parks that protrude above the ground level as a street interface will generally not be acceptable in town and village centres due to their visually obtrusive and inactive nature. A protrusion of up to 1.2m may be acceptable in residential areas provided the facade is screened with planting and it does not inhibit levels of passive surveillance from residences or the formation of 'own door' access from the street.

Multi-Storey Car Parks: To ensure that an attractive interface is created large areas of blank facade should be avoided. In town and village centres car park structures should be wrapped with or placed over retail and commercial units. Upper storeys should be suitably treated to ensure they make a positive contribution to the public domain.

13.8.5 Traffic and Transport Assessments

Traffic and Transport Assessments (TTAs) provide a framework for an integrated approach to development which ensures that proposals promote more efficient use of investment in transportation infrastructure, reduce travel demand and promote road safety. TTAs should address the impact of the proposed development on the local and broader street network and should provide a clear rationale for the proposed level of car parking having regard to the existing and potential availability of public transport services in the area.

Traffic Impact Statements will be required for all major traffic generating development as defined by the *Traffic and Transport Assessment Guidelines* (2014) published by the National Roads Authority (NRA) (now Transport Infrastructure Ireland (TII)). The Planning Authority may also require such assessments where a particular development may have a significant impact on the County road network. All such statements should also be prepared in accordance with the Guidelines.

Traffic Impact Assessments will be required to demonstrate that sufficient, realistic and verifiable levels of public transport carrying capacity and road capacity will be provided for, in a sustainable, phased manner, so as to cater for all new trips to be generated by the development.

Traffic Impact Assessments will be required to take account of up-to-date traffic surveys (within six months of date of application) and of the cumulative quantum of traffic to be generated as a result of planned developments (which are subject to current planning applications or have been granted permission and not yet developed or which may be permitted in line with an approved plan) which would result in traffic using the same immediate road network and junctions as the development which is subject to the Traffic Impact Assessment.

Regard should be had to the guidance document *Guidelines on Procedures for Assessment and Treatment of Geology, Hydrology and Hydrogeology for National Road Schemes* (published by the NRA, now TII) in relation to the retention of rock exposures of geological interest, where possible and appropriate, in the construction of new roads or carriageways.

13.8.6 Travel Plans

A **Workplace Travel Plan** or **Mobility Management Plan** outlines a series of measures to encourage sustainable travel modes and reduce car borne traffic within a development. Initiatives might include proposals to encourage cycling and walking, car sharing (including car clubs), car-pooling, flexible working hours, cycling and public transport use. The National Transport Authority (NTA) guidelines on *Achieving Effective Workplace Travel Plans* note that:





‘International experience has shown that a methodical and planned approach to targeting commuting and visitor patterns at an organisational level, can pay major dividends in terms of promoting sustainable travel’.

Workplace Travel Plans are required for larger sized developments as defined in Table 13.27. All Workplace Travel Plans are required to be prepared in accordance with the *Achieving Effective Workplace Travel Plans - Guidance for Local Authorities* published by the NTA. Mobility Management Plans are required for all new schools or for existing schools where 25% or greater expansion in classrooms is proposed.

Table 13.27 Thresholds for the Submission of a Workplace Plan

Land Use	Workplace Travel Plan Statement	Indicative Number of Jobs	Standardised Workplace Travel Plan	Indicative Number of Jobs
Offices/Financial	>500sqm	25-100	>2,000sqm	>100
Retail/Shops	>600sqm	25-100	>2,500sqm	>100
Industrial	>2,500sqm	25-100	>6,000sqm	>100
Leisure		25-100		>100 or >100,000 visitors per annum
Hospitals/Medical Centres		25-100		>100 or >100,000 visitors per annum
Warehousing	>2,500sqm	25-100	>10,000sqm	>100

13.9 Infrastructure and Environmental Services

This section should be read in conjunction with Chapter 11 and associated policies and objectives.

13.9.1 Water Management

(i) Flood Risk Assessment

Flood risk management will be carried out in accordance with the *Flood Risk Management Guidelines for Planning Authorities*, DOECLG (2009) and Circular PL2/2014. The Dodder CFRAMS, Eastern CFRAMS and the *South Dublin Strategic Flood Risk Assessment (2021)* provide information in relation to known flood risk in South Dublin County (see Development Plan GI Map).

- Development proposals on lands that may be at risk of flooding should be subject to a **flood risk assessment**, prepared by an appropriately qualified Chartered Engineer, in accordance with the Flood Risk Management Guidelines. Detailed flood risk assessments should be cognisant of possible pluvial flood risk and appropriate drainage proposals should be implemented to reduce the risk of pluvial flooding; and
- Proposals for minor development to existing buildings (e.g. extensions or change of use) in areas of flood risk should include a **flood risk assessment** of appropriate detail.

(ii) Surface Water

Development proposals should provide suitable drainage measures in compliance with the *South Dublin County Council’s Sustainable Drainage Systems (SuDS) Explanatory, Design and Evaluation Guide*.

- The maximum permitted surface water outflow from any new development should not exceed the existing situation, and on greenfield lands, that of a greenfield site before any development took place.
- All new development must take account of the ‘precautionary principle’ in relation to climate change





- Development proposals should not give rise to the pollution of ground or surface waters either during construction phases or subsequent operation. This will be achieved through adherence to best practice in the design, installation and management of systems for the interception, collection and appropriate disposal or treatment of all surface water and effluents.

(iii) Sustainable Urban Drainage System (SuDS)

In general, all new developments will be required to incorporate Sustainable Urban Drainage Systems (SuDS).

- Sustainable Drainage Systems include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakways and green roofs.
- In some exceptional cases and at the discretion of the Planning Authority, where it is demonstrated that SuDS devices are not feasible, approval may be given to install underground attenuation tanks or enlarged pipes in conjunction with other devices to achieve the required water quality. Such alternative measures will only be considered as a last resort.
- Development should seek to maximise the use of permeable surfaces, as well as opportunities for stormwater attenuation and storage through SuDS and limit the use of underground attenuation and storage.
- Watercourses should remain open in their natural valley and culverting should be confined to road crossings. In exceptional circumstances and at the discretion of the Planning Authority, approval may be given to install a culvert within a development where it is demonstrated that this is the most appropriate design response based on site specific constraints / circumstances.

(iv) Groundwater

The Planning Authority requires adequate and appropriate investigations to be carried out into the nature and extent of any soil and groundwater contamination and the risks associated with site development work at sensitive locations, in particular where brownfield development is proposed.

(v) Rain Water Harvesting

Where development proposal include rain water harvesting, liaison should take place with the relevant stakeholders, to ensure the implementation of BS8515-2009 (Rain & Grey Water Harvesting), subject to class of use (SI 600 2001) and the economic viability for the end user.

13.9.2 Information and Communications Technology

In the consideration of proposals for telecommunications antennae and support structures, applicants will be required to demonstrate:

- Compliance with the document *Telecommunications Antennae and Support Structures: Guidelines for Planning Authorities* (1996) and Circular Letter PL 07/12 issued by the Department of the Environment and Local Government (as may be amended), and to other publications and material as may be relevant in the circumstances;
- On a map, the location of all existing telecommunications structures within a 2km radius of the proposed site, stating reasons why (if not proposed) it is not feasible to share existing facilities having regard to the *Code of Practice on Sharing of Radio Sites* issued by the Commission for Communications Regulation;
- The degree to which the proposal will impact on the amenities of occupiers of nearby properties, or the amenities of the area (e.g. visual impacts of masts and associated equipment cabinets, security fencing treatment etc.) and the potential for mitigating visual impacts including low and mid-level landscape screening, tree-type masts being provided where appropriate, colouring or painting of masts and antennae, and considered access arrangements;
- The significance of the proposed development as part of the telecommunications network.



Section 254 Licences:

A Section 254 licence is required from a planning authority to place on, under, over or along a public road the following items or equipment:

- a vending machine,
- a town or landscape map for indicating directions or places,
- a hoarding, fence or scaffold,
- an advertisement structure,
- a cable, wire or pipeline, overground electronic communications infrastructure and any associated physical infrastructure,
- a telephone kiosk or pedestal, or
- any other appliance, apparatus or structure, which may be prescribed as requiring a licence under this section, on, under, over or along a public road save in accordance with a licence granted by a planning authority under this section.

The Planning and Development Act, 2000 (as amended) states that:

'In considering an application for a licence under this section a planning authority, or the Board on appeal, shall have regard to—

- (a) the proper planning and sustainable development of the area,*
- (b) any relevant provisions of the development plan, or a local area plan,*
- (c) the number and location of existing appliances, apparatuses or structures on, under, over or along the public road, and*
- (d) the convenience and safety of road users including pedestrians'.*

Items and equipment placed on, under, over or along a public road – such as street furniture and overground telecommunications infrastructure – have the potential to significantly impact on the quality of the environment within a given area. This includes development works regulated through Section 254 licencing requirements.

In assessing applications under Section 254 of the Planning and Development Act 2000, the Planning Authority, in accordance with the 2000 Act (as amended), must have regard to the relevant provisions of the Development Plan and any local area plan in place. Careful consideration should be given especially to Chapter 5 of this Plan 'Quality Design and Healthy Placemaking', in particular the sections dealing with 'The Delivery of Sustainable Neighbourhoods', 'The plan approach' and the eight principles which must be applied to new developments in the County.

Applications made under the Planning and Development Act, 2000 (as amended) in relation to the provision of overground telecommunications infrastructure, including planning applications and Section 254 licence applications, must take into consideration and demonstrate compliance with the 'Guidance on the Potential Location of Overground Telecommunications Infrastructure on Public Roads' (2015).

13.9.3 Environmental Hazard Management

(i) Air Quality

In considering development proposals for planning permission, the Planning Authority will have regard to the *Local Government (Planning and Development) General Policy Directive 1988*, (as may be amended) 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*.

(ii) Noise





- The Planning Authority will have regard to the *Dublin Agglomeration Environmental Noise Action Plan* (2013 – 2018), or superseding plan, when assessing development proposals along major road and rail transport corridors, with a view to reducing noise from new sources and to identify and protect areas of low sound levels.
- Development proposals with the potential to give rise to significant noise impacts may require a **Sound Impact Assessment and Mitigation Plan** to minimise noise disturbances and protect the amenities of the area.
- The Planning Authority will carefully consider the location of noise sensitive developments to ensure they are protected from major noise sources where practical. Furthermore, the provision of appropriate mitigation measures for existing areas adjacent to major noise sources is supported and will be considered having regard to the visual amenity and the proper planning and sustainable development of the area.
- Where development sites adjoin residential properties, the Planning Authority will generally attach a condition to grants of planning permission restricting the operation of equipment or machinery (to include pneumatic drills, construction vehicles, generators, etc.) on or adjacent to the site before 7.00 hours on weekdays and 9.00 hours on Saturdays, after 19.00 hours on weekdays and 13.00 hours on Saturdays and at any time on Sundays, Bank Holidays or Public Holidays.

(iii) Lighting

The success of lighting design will rely heavily on striking the right balance between light and dark over the various areas of lands concerned and their immediate contexts, whether this is local area plans or individual sites. In assessing planning applications or preparing plans, the designation of **Environmental Zones**, as defined by the Institute of Lighting Engineers' publication, *Guidance Notes for the Reduction of Light Pollution* published in the UK and set out below should be considered.

Table 13.28: Environmental Zones for Lighting

Zone	Surroundings	Lighting Environment	Examples
E1	Natural	Intrinsically Dark	Natural Parks
E2	Rural	Low District Brightness	Rural, Small Village, Relatively dark urban locations
E3	Suburban	Medium District Brightness	Small towns centres or urban locations
E4	Urban	High District Brightness	Town/City Centres with high levels of night-time amenity

Development proposals that include external lighting should include details of the external lighting scheme.

- Lighting should be designed to avoid light spillage, the creation of glare or the emission of light above a horizontal plane.
- External lighting schemes and illuminated signage on commercial and industrial premises, sports grounds, and other community facilities, should be designed, installed and operated so as to prevent nuisance to adjoining occupiers and road users, in the interests of amenity and public safety. A **Lighting Plan** may be required for developments in sensitive locations.

13.9.4 Waste management

(I) Bring Banks and Recycling Facilities

Bring bank facilities will generally be required at appropriate locations in the following development types:



- In conjunction with significant new commercial developments, or extensions to same. A minor offset in car parking requirements may be considered where public recycling bring facilities are provided.
- In conjunction with new waste infrastructure facilities, proposal should include bring facilities for the acceptance of non-hazardous and hazardous wastes from members of the public and small businesses.
- In conjunction with medium and large scale residential and mixed use developments providing in excess of 10 residential units, proposals should provide recycling and bring bank facilities to serve residents and in some appropriate locations, the wider community.

(II) Design and Siting of Refuse Storage, Recycling and Bring Facilities in Developments

The following criteria will be considered in the assessment of the design and siting of waste facilities and bring facilities:

- The location and design of any refuse storage or recycling facility should ensure that it is easily accessible both for residents and/or public and for bin collection, be insect and vermin proofed, will not present an odour problem, and will not significantly detract from the residential amenities of adjacent property or future occupants.
- Provision for the storage and collection of waste materials shall be in accordance with the guidelines for waste storage facilities in the relevant Regional Waste Management Plan and the design considerations contained in Section 4.8 and 4.9 of the guidelines *Sustainable Urban Housing: Design Standards for New Apartments*, DHLGH (2020). Refuse storage for houses should be externally located, concealed / covered and adequate to cater for the size and number of bins normally allocated to a household. For terraced houses, the most appropriate area for bins to be stored is to the front of the house, which should be located in well-designed enclosures that do not detract from visual amenity
- Access to private waste storage in residential schemes should be restricted to residents only.

(III) Waste Recovery and Waste Disposal Facilities

In assessing development proposals for, or including, waste recovery and waste disposal facilities, the Planning Authority will have regard to the policies, actions, targets and provisions of the *Eastern-Midlands Region Waste Management Plan (2015-2021)* or any superseding document, planning legislation, the Development Plan and other relevant planning documents.

The provision of waste recovery facilities, pre-treatment infrastructure and development of indigenous secondary waste processing, including Material Recovery Facilities (MRF) and Waste Transfer Stations will be facilitated at appropriate locations within the County. In general, to prevent an excessive concentration, no new facilities will be permitted inside the M50. Facilities will only be permitted where they do not materially detract from the Land Use Zoning Objective and are at a scale appropriate to its surrounding environment and adjoining amenities.

With regard to large scale proposals for waste disposal installation, the Planning Authority will contribute to the Strategic Infrastructure Development (SID) process. In accordance with the *Draft Regional Waste Management Plan*, it is envisaged that there is no requirement or demand for additional disposal facilities to be developed during the Plan period.

In the event of a conflict arising between an objective in the Waste Plan and that of the County Development Plan, the Waste Plan objective takes precedence and a planning decision may be made on that basis.

Development proposals for waste recovery and disposal facilities, should have regard to the following:

- Avoid siting waste infrastructure or related infrastructure in Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Natural Heritage Areas (NHAs) or areas protected for landscape amenity, visual amenity, geology, heritage or cultural value or areas of flood risk.



- Undertake Appropriate Assessment Screening for all waste-related activities requiring development consent;
- Ensure a Sustainable Drainage System (SuDS) is applied to any development and that site-specific solutions to surface water drainage systems are developed, which meet the requirements of the Water Framework Directive and associated River Basin Management Plans.
- The impact from a transport perspective should be assessed including road access, network, safety and traffic patterns to and from the proposed facility in accordance with road design guidelines and/or relevant guidelines in relation to roads. Proposals will require a Traffic Impact Assessment (TIA).
- Impact on residential and visual amenity of the area: - In general, no new waste disposal facility or Refuse Transfer Station shall be located within 200m of a residence.

(IV) Construction and demolition waste

Construction and demolition waste management plans should be submitted as part of development proposals for projects in excess of any of the following thresholds:

- New residential development of 10 units or more;
- New developments other than above, including institutional, educational, health and other public facilities, with an aggregate floor area in excess of 1,000 sq metres;
- Demolition/renovation/refurbishment projects generating in excess of 100 cubic metres in volume, of C&D waste;
- Civil engineering projects in excess of 500 cubic metres of waste materials used for development works on the site.

The Construction and Demolition Waste Management Plan, as a minimum, should include provision for the management of all construction and demolition waste arising on site, and make provision for the reuse of said material and/or the recovery or disposal of this waste to authorised facilities by authorised collectors. Where appropriate, excavated material from development sites is to be reused on the subject site.

13.9.5 Aviation, Airports and Aerodromes

What is Important in Assessing a Planning Application

Development beneath the elevation OD of the lowest applicable obstacle limitation surface – including graded heights of development below Approach and Take-off Surfaces – may be permitted, subject to demonstration that the development would not adversely affect, or be an obstacle to, aviation.

The Planning Authority will consult with the Department of Defence and the Irish Aviation Authority, as relevant, in this assessment. For development close to an aerodrome, or under an Approach or Take-off Surface, or on elevated ground under an Inner Horizontal Surface, the Planning Authority will require the applicant to submit a **longitudinal section** through the relevant ‘**Obstacle Limitation Surface**’ [e.g. Approach Surface, etc.].

This longitudinal section drawing shall include the following:

For the development:

- The elevation OD of the highest point, and elevation OD of the predominant heights, of the proposed development; and
- Elevations OD for a range of reference points at existing ground levels on the subject site;

For the relevant aerodrome/airport:

- The Ordnance Datum (OD) elevations of the relevant runway threshold, and its distance from the proposed development; and



- The horizontal distance of the subject site from the relevant runway, and

For the relevant ‘obstacle limitation surfaces’:

- The elevation(s) OD and the slope of any ‘obstacle limitation surface(s)’ extending above the site, as defined within current ICAO “Annex 14” requirements, and in accordance with current IAA Guidance Material¹;

For the surroundings:

- Elevations OD of the tops of existing permanent obstacles in the vicinity of the site if applying the principle of ‘shielding’ (in accordance with ICAO and IAA Guidance Material in relation to this).

For significant developments and in instances of marginal cases, the applicant may be requested to submit an individual aeronautical assessment.

Under the Inner Horizontal Surfaces, development may be permitted up to 45 metres above the elevation datum of the relevant aerodrome, and the prevalent building height (and elevation OD) of the surrounding area will be taken into account. The Inner Horizontal Surface of Casement Aerodrome is at elevation 131.6m OD, and the Inner Horizontal Surface of Weston is at elevation 91.3m OD.

Under the Outer Horizontal Surfaces (in areas beyond the outer limits of the Conical Surfaces), objects and proposed development which extend to a height of 145 metres or more above the datum elevation of Casement Aerodrome or of Dublin Airport should be regarded as obstacles, unless a special aeronautical study indicates that they do not constitute a hazard to aviation. The Outer Horizontal Surface of Casement is at 231.6m OD, and the Outer Horizontal Surface of Dublin Airport is at 212m OD.

Referrals /Consultation

The Planning Authority will refer planning applications to the Department of Defence (DoD) and/or to the Irish Aviation Authority (IAA) and daa, where relevant, in relation to the following development:

- Development under aerodrome Approach Surfaces and Take-off Climb Surfaces,
- Proposed Landfills or Civic Amenity facilities within 13km radius of aerodromes,
- Industrial processes that may generate smoke, dust, or steam, which may restrict visibility within 4km of the runway approaches,
- Overhead electric lines, strategic pipelines and generating stations within 4km of aerodromes,
- Any proposed development exceeding an ordnance datum (OD) elevation of 45 metres above the datum level of the aerodromes,
- Any activities or development which may attract birds to areas under Approach Surfaces or Inner Horizontal Surfaces,
- Any significant external lighting or reflective surfaces beneath Approach Surfaces, or in the vicinity of aerodromes, that may interfere with aviation or cause dazzle or glare.
- Any proposed wind turbines (or wind farm) near an aerodrome or extending above any ‘obstacle limitation surface’ or within 15km of the airport/aerodrome.

Development affecting the Department of Defence Security Zone surrounding Casement Aerodrome, or any development that might affect the safety, efficiency or regularity of operations at Casement Aerodrome, will be referred to the Department of Defence.

Development that might affect the safety, efficiency or regularity of operations at Weston or Dublin Airports will be referred to the Irish Aviation Authority and to the daa where it relates to Dublin Airport.

Development in the immediate vicinity of hospital helipads may be referred to the HSE’s Aero Medical Unit.

¹ The dimensions and slopes of these surfaces are indicated in Figure 13.1 and are shown on the Index Map appended to the Development Plan



Aircraft Noise

For each classification of aircraft type (including helicopters) maximum permitted levels of **Aircraft noise** are set down by ICAO in its “*Annex 16 – Environmental Protection: Volume I (Aircraft Noise)*”. Ireland has declared (in IAA document: AIP Ireland Gen 1.7) that No Differences exist in respect of ICAO Annex 16 aircraft noise requirements. Compliance with Annex 16 noise standards “for environmental protection” is regulated within the EU by the European Aviation Safety Agency, and within individual States by the aircraft registration authorities, i.e. by the Irish Aviation Authority for Irish-registered [“EI-” reg.] aircraft, and by the Civil Aviation Authority for UK-registered [“G-” reg.] aircraft. Noise certification is granted (by the State – i.e. country – of Registry of an aircraft) that the aircraft complies with the applicable Standards set out in ICAO’s Annex 16. This is done in Ireland by the I.A.A. under the Irish Aviation Authority (Noise Certification and Limitation) Order, S.I. 55 of 2015. This does not apply to military aircraft or to Casement Aerodrome, although current aircraft and helicopters at Casement will have been assembled to these same noise standards.

Airport noise is referred to under policy 2.3.5 of the National Aviation Policy document of 2015, as follows: *‘Ireland will implement a “Balanced Approach” to noise management at Irish airports in accordance with Regulation (EC) No.598 of 2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports.’*

It should be noted that “noise caused by aircraft” is specifically excluded from the remit of the Environmental Protection Agency under Section 108 (4)(a) of the Environmental Protection Agency Act, 1992.

Noise Contours at Weston and Casement Aerodromes

Noise contours for Weston Airport and for Casement Aerodrome were drawn up more than 20 years ago and have not been updated to reflect recent (& predicted) air traffic figures, or to reflect updated noise emissions for the current aircraft using these aerodromes.

The noise contour for Weston was drawn up in 1999 and represented a noise value of 57 db(A)_{Laeq16}^{*} [roughly the equivalent of the new ‘Zone B’ (within the brown** contour line) recently adopted for Dublin Airport].

The noise contour for Casement predates 1999, and is understood to have been a 35 NNI [Noise & Number Index] value, which roughly approximates to 55 to 57.5 db(A)_{Laeq 16}².

For new development within the Weston noise contour, and for new development within the inner half of the current Casement noise contour (which was based on different criteria), adequate sound insulation (suitable to the type of development) will be required. In locations where high levels of aircraft noise are anticipated, planning applications should be accompanied by a **noise assessment report** which shall specify proposed **noise mitigation measures** together with a **declaration of acceptance** of the applicant with regard to the result of the noise report.

Department of Defence Restrictions (Security Zone and Building Restrictions)

Casement Aerodrome is the only secure military aerodrome in the State. The requirement for such a facility is underlined by its use for the highest level inter-governmental tasks and for sensitive extraditions. The arrivals area is not overlooked from any building in close proximity and consequently there is a requirement to impose restrictions on development in that area and in close proximity to the aerodrome boundary. In considering appropriate development within the Security Zone, which comprises an area contained within 400m of the aerodrome’s runways and taxiways, the following requirements shall be addressed either as part of a development submission or as a condition of permission where appropriate. –

Sterile Zone:

² This figure represents a level of sound averaged (over 16 daytime hours) at which sound becomes obtrusive and perceived as undesirable noise.



A sterile zone shall be created from the existing Aerodrome boundary fence to the boundary of the development, subject to a minimum clear width of 2.5 metres. This zone shall be gated with access confined to Defence Forces Personnel (or other by arrangement). The Department of Defence reserves the right to install alarm systems in this area.

Boundary Fence of Development:

A three-metre-high clear-visibility fence, with integrated ram defence barriers, shall be erected where the development shares a boundary with the Aerodrome.

CCTV:

Any new development along the aerodrome perimeter shall be covered by tilt and zoom cameras with a minimum zoom of 20:1, or an improved magnification as agreed. Facilities are to be provided for the images from these cameras to be shared with the military authorities as and when required.

Building Restrictions:

No buildings shall be located within 10 metres of the edge of the sterile zone (use of this area for car parking may be acceptable). Site layout to be designed with roads and yard areas located near the aerodrome boundary to provide clear lines of sight for monitoring and surveillance.

Buildings overlooking the perimeter shall have limited windows (with frosted glass) above ground floor level. Roofs shall be secure, and roof surfaces shall provide no opportunity to observe the Aerodrome while remaining hidden from view.

13.9.6 Restricted and Prohibited Development

Bird Strike Hazard

Irish Aviation Authority guidance provides that development which may attract birds, such as rubbish dumps, may not be located within 13km of Casement Aerodrome or Dublin Airport, or within 8km of Weston, and the approaches to runways in particular must be kept free of bird strike hazard. Uses and landscaping such as refuse tips, sewage works, reservoir, wetlands or nature reserves, or major planting schemes, which may attract birds should be avoided, particularly on runway approaches.

Smoke, dust, steam, or fume-generating activities

Smoke, dust, steam, or fume-generating activities, such as quarrying, mineral extraction, or other industrial development which may hinder visibility should not be located on the approaches to runways.

Solar/PV Panel Arrays

Solar/Photovoltaic Panel Arrays can give rise to glare problems for pilots and for air traffic controllers, so that proposed arrays in the vicinity of aerodromes or helipads, or on their approaches, should be assessed in submitted 'Glint and Glare' studies in relation to runway thresholds, flight paths, and control tower/s (See section 10.2.6, Solar PV).

Lasers and Drones

Use of lasers can significantly affect pilot vision, and any temporary use of lasers in approach or take-off areas should be avoided (except by prior agreement with the aerodrome operator).

Operation of drones/UAS ['Unmanned Aircraft System'] is controlled by the I.A.A. (under EU Regulation 2019/947), and these cannot be flown without authorization in controlled airspace or in the vicinity of aerodromes. Guidance on drone use is provided by the I.A.A.

External Lighting and Overhead Power Lines





External lighting under runway approaches should be of the cut-off type (i.e. not showing light above the horizontal), and lighting masts should not protrude above any obstacle limitation surface (unless 'shielded' by an existing object of equal or greater elevation). Overhead power lines should be avoided on runway approaches close to an aerodrome or close to a helipad, with power lines routed underground in such locations.

Wind Turbines

Wind turbines and wind farms can be en-route hazards to aviation, especially in the vicinity of an aerodrome or on its approaches or on elevated ground. They can also interfere with navigational and broadcasting equipment, including radar. Turbines in excess of 100m above ground must be provided with aviation warning lights and identified on aviation charts (with extra lighting provisions necessary for turbines extending above 150m). The EASA aerodrome specifications of 2017 and the revised ICAO "Annex 14" Standards of 2018 contain a guidance chapter in relation to these. The Irish Aviation Authority has published guidance in 2015 in relation to off-shore turbines and wind farms (with applicability for inland installations), and any proposed turbines in South Dublin County should be referred to the I.A.A. (See section 10.2.7, Wind Energy).

Tall/'Landmark' Structures

On elevated ground, any tall buildings are liable to obtrude above one or more of the 'obstacle limitation surfaces' which extend above the entire County area. In these circumstances, any proposed "landmark" buildings, and any unusually tall structures in the southern half of the South Dublin area, should be subject to aviation analysis in respect of the obstacle limitation surfaces and any relevant existing obstacles. From an aviation point of view, developments involving buildings extending to more-or-less similar heights and similar elevations OD are preferable to developments containing buildings of greatly varied heights and elevations OD.

Metallic Surfaces


Metal-clad or reflective wall surfaces, which may cause deflection of radar and radio waves, should be avoided (or subjected to aeronautical analysis) in the immediate vicinity of aerodromes and near any navigational installations for aviation.

13.8.7 Shielding/Safeguarding

The Safeguarding of aircraft in flight over South Dublin County (with consequent safeguarding of persons on the ground) is principally provided by application of the building height restrictions set out (in respect of Casement Aerodrome and of Weston Airport) by the **International Civil Aviation Organization [ICAO]** in its "Annex 14" document (as revised in 2018), and in respect of Dublin Airport (since 2017) by the **European Aviation Safety Agency [EASA]** in its "Certification Specifications" document. Since December 2017, European airports which are open to public use, and with a paved runway of more than 800m, have come under EASA control (rather than ICAO, as previously). This does not apply to military aerodromes, and Weston has been given a temporary exemption due to low passenger numbers, so that Casement and Weston remain under ICAO Standards (which Standards were revised in 2018 to bring them in line with the new EASA Aerodrome Specifications).

The aviation 'obstacle limitation surfaces' giving rise to height (and elevation OD) restrictions which apply in South Dublin County are indicated in the following diagram and paragraphs. The applicable dimensions of these 'surfaces' at the three aerodromes which affect South Dublin County are given in more detail in later paragraphs (under the names of those aerodromes). These 'obstacle limitation surfaces' (and other aviation-related restrictions) are also indicated in more detail on the maps appended to this document.

The main ICAO (and EASA) 'surfaces' which may affect heights of development in South Dublin are:

- (i) **Two inclined imaginary surfaces leading to/from the ends of all Runways**, above which development should not extend (both broadly wedge-shaped in plan):
 - (a) 'Approach Surfaces' ; and





(b) 'Take-off Climb Surfaces' ■;

these two Surfaces rise at various gradients – at 2% (to 3.33%) at Casement, and at 3.3% & 4% at Weston – as defined in ICAO’s “Annex 14 – Aerodrome Design...” (and as outlined below), and they extend for up to 15km.

[Additionally, within the Take-off area, an object extending higher than a 1.2% gradient – even if it does not project above the Take-off Climb Surface – is subject to aeronautical analysis and may require to be identified on Aerodrome Charts (per ICAO’s “Annex 4 – Aeronautical Charts”)].

and

(ii) **Two (or three) further imaginary race-track-shaped “obstacle limitation surfaces” surround each airport**, to provide protection for the manoeuvring and circling of aircraft:

(a) a flat 'Inner Horizontal Surface' ■ set at 45m above the airport’s datum elevation;

(b) an inclined 'Conical Surface' ■ which rises from the edge of the Inner Horizontal Surface at 5% gradient; and

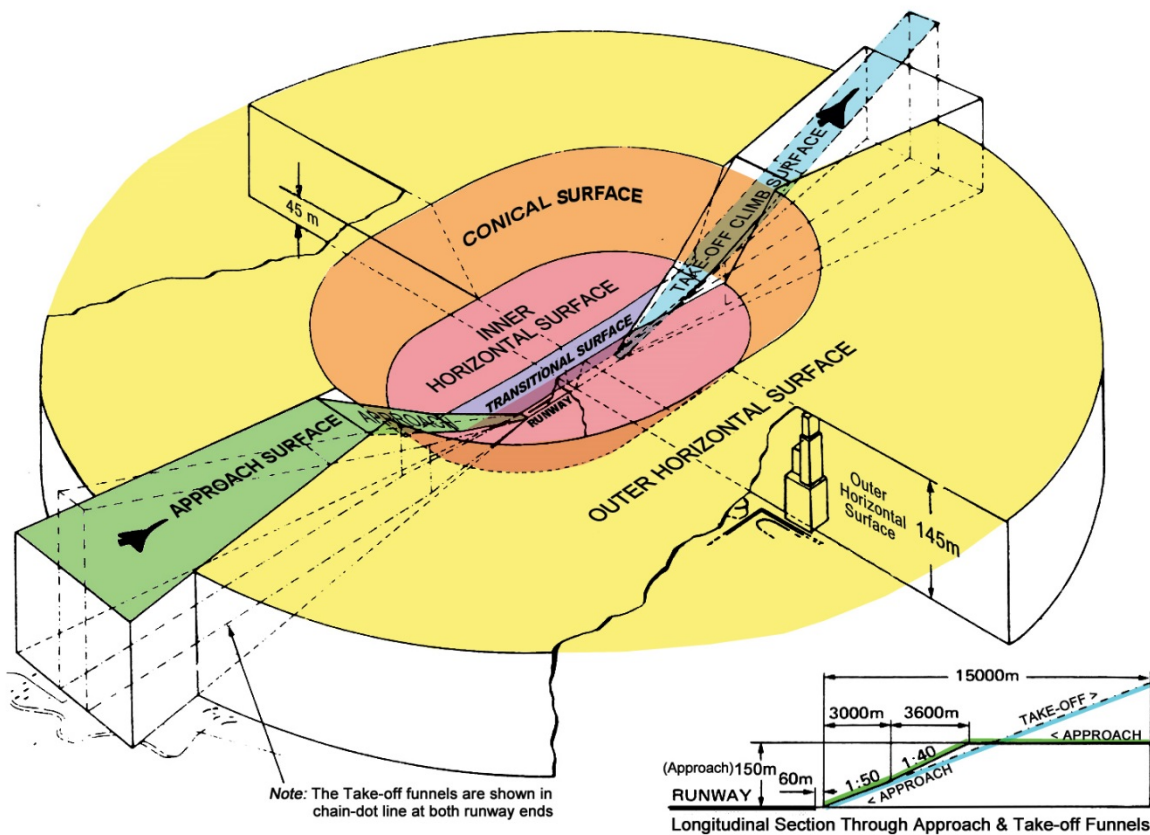
(c) – for Casement and Dublin Airport (but not for Weston) – a large circular flat 'Outer Horizontal Surface' ■ commencing at the outer (upper) rim of the Conical Surface and extending (at 145m above the airport’s datum elevation) to 15km from the aerodrome reference point.

Of the Surfaces listed above, the Approach and Take-off Climb Surfaces are the more important.

[Other important Surfaces exist close to runways (e.g. the 'Transitional Surfaces' ■ beside runways), but these are not detailed in this Plan as they mainly affect airfields themselves rather than lands in other ownership.]

New objects should not project above any of these imaginary ‘surfaces’, unless ‘shielded’ by an existing obstacle.

Figure 13.1: Obstacle Limitation Surfaces: Irish Aviation Authority



ICAO and EASA 'Obstacle Limitation Surfaces' [in this diagram the vertical scale is 20 times that of the horizontal scale]

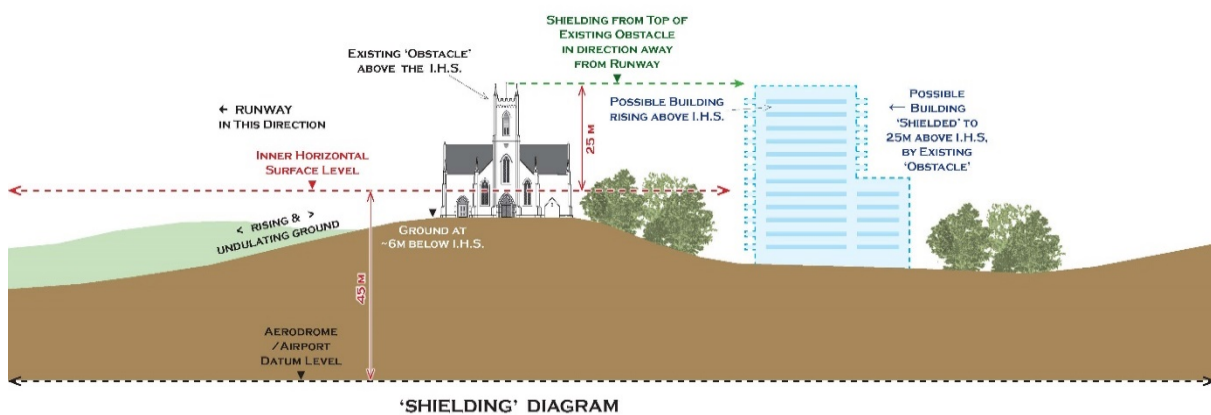




The Principle of Shielding:

In assessing heights vis-à-vis the above ‘obstacle limitation surfaces’, the principle of ‘shielding’ (as defined by ICAO) may be relevant, in particular in the elevated areas to the south of the County where existing objects, and the land itself, project above these “obstacle limitation surfaces”. The IAA also provides guidance on ‘shielding’. This principle allows that (subject to aeronautical analysis) an existing tall ‘obstacle’ – whether a building, mast, aerial, tree, or the ground itself – which is located nearer to the relevant runway, may provide a ‘shielding’ for another new object behind it, which rises up to the same elevation OD. An example of this is shown in the diagram below:

Figure 13.2 Shielding³



It should be noted that the limits to development in the vicinity of an aerodrome are expressed in elevations OD (i.e. metres above mean sea level), so that permissible height in any location is ascertained by subtracting the elevation OD of the ground (i.e. its contour line in metres OD) from the elevation OD of any ‘Obstacle Limitation Surface’ which lies above that particular site.

Cranes During Construction:

Any temporary structures, such as cranes to be used during construction, must also be assessed in relation to the ICAO (or EASA) obstacle limitation surfaces. This applies in particular to tower cranes which may extend to a considerable height above a proposed development (and well above the 45m height of an Inner Horizontal Surface). Under S.I. 215 of 2005, prior notification of any crane which might breach an obstacle limitation surface is required to be given, 30 days in advance, to the Irish Aviation Authority and to the airport/aerodrome operator, who may set conditions for its operation.

³ South Dublin Aviation Policy Review 2021, O’Dwyer Jones Consulting



13.10 Energy

This section should be read in conjunction with Chapter 10 and associated policies and objectives.

13.10.1 Energy Performance in New Buildings

Development proposals for medium to large scale residential and commercial developments in excess of 10 residential units and / or 1,000 sq.metres of commercial floor space should be accompanied by an **Energy Efficiency and Climate Change Adaptation Design Statement**. The statement should detail:

- How any on-site demolition, construction and long-term management of the development will be catered for; and
- How energy and climate change adaptation considerations have been inherently addressed in the design and planning of the scheme.

The **nZEB standard** will apply to all new buildings occupied after the 31st December 2020. For public sector bodies, the standard applies to all new buildings owned and occupied by the 31st December 2018. There are transitional arrangements in place in the Building Regulation which can allow for relaxing of requirements where work on the buildings commenced prior to these dates. nZEB will be implemented in Ireland through Part L of the building regulations. Two different Part L regulations apply depending on whether the building is a dwelling or not. The relevant regulation for each is listed below:

- Domestic dwellings are regulated under Part L (2019) *Conservation of Fuel and Energy – Dwellings*.
- Non-domestic buildings are regulated under Part L (2017) *Conservation of Fuel and Energy – Buildings other than Dwellings*. It should also be noted that the *Energy Performance in Buildings Directive* (EPBD) includes requirements for electric vehicle charging infrastructure. This is discussed in greater detail in the transport section of this report.

The Council supports the use of CEM III/ or (as superseded), a cement classification in development proposals for new buildings. The use of green building methods such as BREEAM (Building Research Establishment Environmental Assessment Methodology) and LEED (Leadership in Energy Efficiency and Design) ensures a whole life cycle approach to building design including operational carbon and embodied carbon. This holistic approach results in low energy demand buildings with a significantly reduced carbon footprint and a higher commercial value.

13.10.2 Low Carbon District Heating Networks

Development proposals for large scale residential, commercial or mixed use developments (100 + dwellings at a density of 50 dwelling per hectare (dph) or more and / or non-residential development of 10,000 sq.metres or over) in Tallaght, Clonburris/Grangecastle and Clondalkin which have been identified as Areas of Potential for Low Carbon District Heating should support the delivery of **District Heating Proposals** and:

- Carry out an Energy Analysis of the proposed development and quantify the annual energy consumption anticipated from the operation of the proposed development; and
- Include proposals for low carbon heating, for example combined heat and power (CHP generation) and distribution infrastructure on site and demonstrate how opportunities to accommodate a district heating solution have been maximised, taking into account energy demand, energy load mix, layout and phasing of the proposed development; and
- Where opportunities for low carbon heating have been identified on site, heat distribution infrastructure must be provided with proposals for local distribution, within a reasonable time frame; and
- Where existing or confirmed District Heating Systems are present, connect into them; and



- Where a District Heating scheme has not been confirmed new development should be designed so that it can connect into such a scheme when one is delivered.

or

- Provide evidence that low carbon heat network proposals (including renewable energy opportunities) have been fully explored and are unfeasible; and
- Where on-site low carbon heat network proposals have been explored and are unfeasible, details of future proofing of the building fabric and safeguarding of pipe network routes up to the site boundaries should be submitted, to facilitate future connection to such schemes.

Future developments within these areas should connect into existing or confirmed District Heating Systems. Where a District Heating scheme has not been confirmed, new development should be designed so that it can connect into such a scheme when one is delivered.

13.10.3 Energy from Waste

Development proposals for new industrial and commercial developments and large extensions to existing premises, where the processes associated with the primary operation of the proposal generates significant waste heat, must:

- Carry out an Energy Analysis of the proposed development and identify the details of potential waste heat generated and suitability for waste heat recovery and utilisation with adjoining sites; and
- Include heat recovery and re-use technology on site; and
- Include heat distribution infrastructure above or below ground, (including future proofing of the building fabric to facilitate future connection, safeguarding any pipe work routes up to the boundary to adjoining sites).

or

- Provide evidence that heat recovery and distribution has been fully explored and is unfeasible.

Ensure that appropriate conditions are attached to planning applications to achieve district heating in identified areas having regard to above.

13.10.4 Solar Photovoltaic

Buildings

Development proposals for solar energy development on buildings must, unless feasibility is otherwise demonstrated:

- Prioritise south facing aspects and have an inclination of between approximately 35 and 50 degrees depending on the use of solar PV or solar thermal technologies.
- Be designed to take account of over-shadowing from other solar installations on site, from existing elements of the built environment such as chimneys, parapet, roof plant equipment, taller buildings and structures in the immediate vicinity.
- Ensure sufficient space for access, installation and maintenance.
- Ensure that the siting and design of proposals have regard to the visual amenities of the surrounding area.
- Consider the provisions of the Water Framework Directive, Habitats Directive and other environmental and built heritage issues.



Commercial (Utility) Scale Solar Photovoltaic (USSPV) Developments

- For utility-scale solar farms, appropriate soft landscaping and habitat/biodiversity creation should be included to integrate the site into its local surroundings and appropriate boundary fencing should be incorporated where necessary to ensure the site is adequately secure.
- Potential environmental impacts must be considered depending on the location and scale of the development. These may include visual impact assessment or glint and glare assessments, particularly when the site is in close proximity to airport flight approach routes, rail lines or other sensitive visual receptors.
- The Irish Solar Energy Association provides guidance on environmental screening which should be read against Departmental guidelines on Appropriate Assessment. Natura 2000 sites with ecological and/or hydrological connections to a proposed solar farm and/or the indicative grid connection routes should be identified and the potential impact on these Natura 2000 sites be assessed.
- The use of land for the development of USSPV farms should always be balanced against the need to use the same land for other on-site operations such as food production.
- The *Planning and Development Guidance Recommendations for Utility Scale Solar PV Schemes in Ireland* (2016) also provides some further recommendations.

13.10.5 Small Scale Hydro-Electricity Projects

Any development proposals for hydroelectric energy development must:

- Be accompanied by a detailed assessment of flow conditions.
- Ensure that proposed structures do not impede or prevent the passage of freshwater species passing through the structures.
- Ensure that the siting and design of proposals have regard to the visual and residential amenities of the surrounding area, including noise impact.
- Consider the provisions of the Water Framework Directive, Habitats Directive and other environmental, fisheries or built heritage issues.
- Comply with the Inland Fisheries Ireland '*Guidelines on the Planning, Design, Construction and Operation of Small-Scale Hydro-Electric Schemes*'.



13.11 Monitoring

13.11.1 Introduction

This Section of the Chapter sets out the Monitoring aspect of the Development Plan.

The establishment of a monitoring system is important to better understand whether and to what extent, the policies of the Development Plan and their objectives are being realised.

It should be recognised that the outcomes of a monitoring framework often take a number of Plan cycles to be realised but the plan provides the first step, following the adoption of the National Planning Framework (NPF) and Regional Spatial Economic Strategy (RSES), towards demonstrating how the values and quality outcomes are performing at County Plan level.

The monitoring framework provides for the assessment of the activity throughout the County during the lifetime of the Plan with a combination of quantitative (numbers) and qualitative measures of the policies and objectives. Quantitative measures may include the no. of constructed units, units permitted and the spatial location of such units while qualitative measures may include assessment and implementation of design standards such as ‘the quality of urban design’ or how developments contribute to placemaking.

13.11.2 Monitoring Structure

The monitoring framework for the Development Plan is set out under Section 13.11.5 below.

The framework is anchored to the overall Vision for the Development Plan and individual chapters (Refer to Chapter 1 section 1.4) which are broadly aligned with the United Nations Sustainable Development Goals, the National Strategic Outcomes of the NPF and the Regional Strategic Outcomes of the RSES.

The implementation and monitoring framework categorises key policies in terms of their contribution towards the achievement of the Strategic Vision set out below and Chapter 1 section 1.7 Achieving the Vision.

In 2028 South Dublin will be a place that our communities are proud of, that our businesses can thrive in and that will help us to live greener and healthier lives.

Many of the policies are multi-faceted and therefore contribute to the achievement of the Strategic County Vision.

Relevant policies are assessed in terms of direct implementation which include key performance indicators to monitor/evaluate the delivery of the policy.

It is noted that the intention of policy is wide-ranging and as such the implementation and monitoring framework does not comprise a comprehensive list of all policies.

While every effort has been made to formulate policies in the Plan that are S.M.A.R.T.E.R (Specific, Measurable, Assignable, Realistic, Time-Bound, Evaluated and Reviewed) it is acknowledged that not all policies may be measured in easily identifiable quantitative values.

Many policies relate to Planning Data (APAS)ment processes which may be implemented through established internal processes and procedures. Other Policies may relate to criteria which are considered as part of holistic decision-making processes which require the balancing of a range of policies against particular site-specific circumstances.





In addition, it is noted that many policies are intended to facilitate and support an intended outcome, rather than act as a direct means of delivering the outcome.

In this regard, implementation of the policies of the County Development Plan, and the delivery of desired planning outcomes, may be subject to a range of external factors, most notably wider economic circumstances and availability of resources.

Notwithstanding these limitations, the implementation and monitoring framework seeks to align, where possible, the right indicators that appropriately reflect and measure whether a policy is being achieved.

13.11.3 Plan Evaluation and Reporting

The purpose of the monitoring framework is to function as a formal feedback loop. The evaluation and reporting process is intended to comprise a key input into the formulation and refinement of future planning policy.

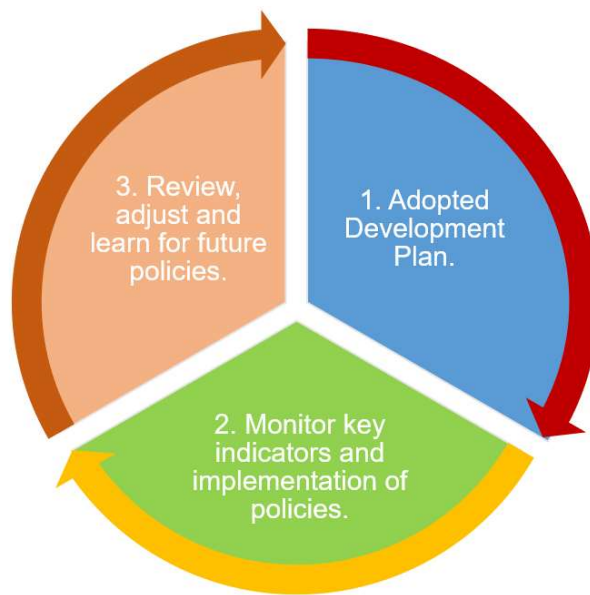


Figure 1: Development Plan 2022 - 2028 Monitoring Cycle

The framework will form an important evidence-based input and integrate with the review process of the subsequent County Development Plan 2028 – 2034.

This framework is also designed to assist the Planning Authority in preparing reports in meeting its statutory requirements, including:

- The 2 Year Review of the 2022 – 2028 County Development Plan,
- Report to the Regional Assembly setting out progress made in supporting objectives of the RSES.

13.11.4 Environmental Monitoring

Article 10 of the Strategic Environmental Assessment Directive requires monitoring of the significant environmental effects of the implementation of the County Development Plan in order to identify, at an early stage, unforeseen adverse effects and to enable appropriate remedial action to be undertaken.

While the monitoring framework set out in this Chapter incorporates some monitoring of environment related objectives, the full and comprehensive monitoring and evaluation assessment, required to be undertaken under Article 10 of the SEA Directive, is set out in the Strategic Environmental Assessment that accompanies



the County Development Plan. Consideration will be given to integrating these monitoring processes over the life of the Plan while ensuring that the environmental objectives are clearly identifiable.

13.11.5 Monitoring Framework

Introduction

The following sets out the monitoring framework for the 2022 – 2028 Development Plan and is structured in line with the Chapter sequence of the Plan.

Chapter 1 Introduction Strategic Vision and Climate Action

Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
CA 1: International/ National/ Regional Climate Action objectives and South Dublin Climate Action Plan	✓	✓	Consistency with International/ National/ Regional Climate Action objectives	Report Prepared in line with requirements of 25A(1) of the Planning and Development Act 2000 (as amended) Implementation of South Dublin Climate Action Plan 2019-2024 monitored through existing 'tracker'

Chapter 2 - Core Strategy and Settlement Strategy

Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
CS 1: Strategic Development Areas	✓	✓	Planning Department, infrastructure providers and state agencies	Percentage of development within the residential and employment growth areas identified in the MASP Source: GeoDirectory, CSO Completions, Housing Taskforce Returns, MASP Implementation Group.
CS2: Naas Road/Ballymount Regeneration lands	✓	✓	Planning Department, Dublin City Council and all relevant Stakeholders	Preparation of a Local Area Plan or other appropriate mechanism and monitor development within the Naas Road / Ballymount Regen Lands. Source: Planning Data (APAS)
CS3: Monitoring Population and Housing Growth	✓	✓	Planning Department	New dwelling completions within each settlement. Progress on implementation of extant planning permissions, delivery rate of units per neighbourhood within the overall settlement. Source: CSO dwelling completions, Housing Taskforce Returns, 2022 Census, APAS and GeoDirectory
CS4: Active Land Management	✓	✓	Planning and Economic Departments in SDCC	Number of sites added and or removed from the Vacant Sites Register and brought forward for development. Source: SDCC Vacant Sites Register.
CS5: Lands for Employment	-	✓	Planning and Economic Departments	Monitor uptake of employment lands using land capacity study baseline Source: Planning Data (APAS) and BCMS





Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
CS6: Settlement Strategy – Strategic Planning Principles	✓	✓	Planning Department	Percentage of residential development within or contiguous to Dublin City and Suburbs, Saggart, Rathcoole and Newcastle. Source: GeoDirectory, CSO Completions, APAS
CS7: Consolidation Areas within the Dublin City and Suburbs	✓	✓	Planning Department	New dwelling completions, and employment within Dublin City and Suburbs Settlement. Source: CSO dwelling completions, Housing Taskforce Returns, 2022 Census.
CS8: Saggart	✓	✓	Planning Department	New dwelling completions, and employment within the settlement of Saggart. Source: CSO dwelling completions, Housing Taskforce Returns, 2022 Census.
CS9: Newcastle	✓	✓	Planning Department	New dwelling completions, and employment within the settlement of Newcastle. Source: CSO dwelling completions, Housing Taskforce Returns, 2022 Census.
CS10: Rathcoole	✓	✓	Planning Department	New dwelling completions, and employment within the settlement of Rathcoole. Source: CSO dwelling completions, Housing Taskforce Returns, 2022 Census.
CS11: Rural Areas	✓	✓	Planning Department	New dwelling completions within the rural area. Source: CSO dwelling completions, Housing Taskforce Returns, 2022 Census.

Chapter 3 – Natural, Cultural and Built Heritage

Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
NCBH 1: Overarching	✓	✓	Planning Department and Environment Directorate Supported by National Climate Action Plan 2019, National Biodiversity Action Plan 2021- 2025 and the South Dublin County Council Biodiversity Action Plan, 2020-2026, the National Planning Framework (NPF) and the East Region Spatial and Economic Strategy (RSES).	Preparation and implementation of new County Heritage Plan and County Biodiversity Action Plan. Compliance with planning permissions. Source: APAS, Heritage and Biodiversity Plan reviews
NCBH 2: Biodiversity	✓	✓	Planning and Environment Departments. Comply with GI Strategy.	Implementation of Actions in SDCC Biodiversity Action Plan and Pollinator Plan.





Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
				Compliance with GI measures. Source: National Biodiversity and Pollinator Plans, South Dublin County Biodiversity and Pollinator Plans. All Ireland Pollinator Plan, GI monitoring including 'greening factor'
NCBH 3: Natura 2000 sites	✓	✓	Planning Department	Screening for all planning applications and plans and appropriate assessment where required. Referral to NPWS and other relevant prescribed bodies. Source: APAS;
NCBH 4: Proposed Natural Heritage Areas	✓	✓	Planning Department	Referral to NPWS and other relevant prescribed bodies. Source: National legislation; APAS.
NCBH 5: Protection of Habitats and Species Outside of Designated Areas	✓	✓	Planning and other internal Departments	Ecological Impact Assessments carried out and referrals to NPWS Source: APAS.
NCBH 6: Dublin Mountains	✓	✓	Planning Department	Policy adhered to in the relevant zoning. Source: APAS
NCBH 7: Liffey River Valley and Special Amenity Order	✓	✓	Planning Department	Policy adhered to in the relevant zoning and SAAO. SAAO committee re-established. Source: APAS; Co-ordination with Fingal County Council
NCBH 8: Dodder Valley	✓	✓	Planning Department	Policy adhered to in the relevant zoning. Source: APAS
NCBH 9: Grand Canal	✓	✓	Planning Department	Adherence to policy through DM Source: Co-operation with Waterways Ireland & OPW. APAS.
NCBH 10: Invasive Species	✓	✓	Planning, Environment, Water and Climate Change Directorate	Carry out actions in biodiversity action plan Source: Biodiversity Action Plan monitoring and fora





Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
NCBH 11: Tree Preservation Orders and other Tree Protections	✓	✓	Planning, Environment, Water and Climate Change Directorate	Review of Tree Preservation Orders Source: Review completed to achieve indicator
NCBH 12: Geological Sites	-	-	Planning Department	Policies adhered to through Development Management. Source: Planning Data (APAS) and GSI
NCBH 13: Archaeological Heritage	✓	-	Planning Department	Planning Permissions Standards. Referral of planning applications to Department of Housing, Local Government and Heritage and the Heritage Council.
NCBH 14: Landscapes	✓	✓	Planning Department. Compliance with the Landscape Character Assessment.	Development Management. Source: Landscape Character Assessment.
NCBH 15: Views and Prospects	✓	-	Planning Department	Development Management. Source: Landscape Character Assessment.
NCBH 16: Industrial Heritage	✓	✓	Planning Department, Economic, enterprise and Tourism Development Directorate	Review of Industrial Heritage Survey
NCBH 17: Irish Language	✓	-	Economic, Enterprise and Tourism Development Directorate	Planning Permissions Standards / Government Supported Designation.
NCBH 18: Multi-Culturalism	✓	-	Economic, Enterprise and Tourism Development Directorate	Cultural Heritage Promotion Activities.
NCBH 19: Protected Structures	✓	✓	Planning Department	Referral of planning applications & S.57 to Conservation Officers and relevant prescribed bodies. Review and update, if necessary, after any Ministerial recommendations following publication of updated NIAH for the County. Source: Planning Data (APAS) & Variation to CDP where necessary
NCBH 20: Architectural Conservation Areas	✓	✓	Planning Department	Referral of planning applications to Conservation





Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
				officer and relevant prescribed bodies. Source: Planning Data (APAS)
NCBH 21: Architectural Conservation and Design	✓	✓	Planning Department	Referral of planning applications to Conservation officer and relevant prescribed bodies. Source: Planning Data (APAS)
NCBH 22: Adapting and Reusing Historic Buildings	✓	✓	Planning Department	Referral of planning applications to Conservation officer and relevant prescribed bodies. Source: Planning Data (APAS)
NCBH 23: Placemaking and the Historic Built Environment	✓	✓	Planning Department	Planning Consents Source: Planning Data (APAS)
NCBH 24: Climate Change, Adaptation and Energy Efficiency in Traditional and Historic Buildings	✓	✓	Planning Department	Referral of planning applications to Conservation officer and relevant prescribed bodies. Source: Planning Data (APAS)
NCBH 25: Vernacular/Traditional and Older Building, Estates and Streetscapes	✓	✓	Planning Department	Planning Permissions Source: Planning Data (APAS)
NCBH 26: Features of Interest	✓	-	Planning Department	Planning Permissions Source: Planning Data (APAS)

Chapter 4 – Green Infrastructure

Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
GI 1: Overarching	✓	✓	Comply with GI Strategy prepared in conjunction with this plan Planning Department and Environment Directorate Supported by National Climate Action Plan 2019, National Biodiversity Action Plan 2021- 2025 and the South Dublin County Council Biodiversity Action Plan, 2020-2026, the National Planning Framework (NPF) and the East Region Spatial and Economic Strategy (RSES).	Compliance of planning applications with measures included in Implementation of this Plan. Source: Planning Data (APAS)
GI 2: Biodiversity	-	✓	Comply with GI Strategy and interventions listed in Chapter 13 of CDP Implementation and Monitoring	Compliance of Planning applications with measures included in Chapter 13 GI Implementation





Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
GI 3: Sustainable Water Management	-	✓	Planning Department and Environment Directorate	Development Management, compliance of relevant planning applications with Hydro studies as necessary. Source: Planning Data (APAS)
GI 4: Sustainable Urban Drainage Systems	✓	-	Planning Department and Environment Directorate	Compliance of Planning applications with provisions of SuDs guidance and advise of drainage and climate action sections of Council Source: Planning Data (APAS)
GI 5: Climate Resilience	✓	✓	Planning and other internal SDCC Departments, Support of SDCC CCAP 2019-2024, National CAP 2019.	Continued input to Climate Action Tracker System which monitors progress on range of interventions across SDCC Departments. Source: Planning Data (APAS); Climate Action Tracker
GI 6: Human Health and Well-being	✓	✓	Compliance with GI provisions of plan impacting on human health and wellbeing e.g. Provision of parks, recreational and biodiversity areas etc.	Permissions Granted with Management requirements as set out in Chapter 13 Implementation details of connections to GI network and provisions of detailed GI Infrastructure plans. Source: Planning Data (APAS)
GI 7: Landscape, Natural, Cultural and Built Heritage	✓	✓	Compliance with County Heritage Plan, The Landscape Character Assessment and policies across all sections the Draft Plan.	Development Management. Permissions granted demonstrating compliance with Chapter 13 GI Implementation and Monitoring Source: Planning Data (APAS)

Chapter 5 – Quality Design and Healthy Placemaking

Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
QDP1: Successful and Sustainable Neighbourhoods	✓	✓	Planning Department and Council works	Projects supported by Central Government Funding (such as URDF); Three year rolling Capital Programme; Implementation of Planning Schemes, LAPs and Framework /Master Plans; Preparation of Naas Road / Ballymount Framework Plan. Source: Capital Programme; Forward Planning Work



Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
				Programme; Project Delivery Team, Planning Data (APAS).
QDP2: Overarching - Successful and Sustainable Neighbourhoods	✓	✓	Planning Department and Council works	Number of projects supported by Central Government Funding (such as URDF); Three year rolling Capital Programme; Implementation of Planning Schemes, LAPs and Framework /Master Plans; Preparation of Naas Road / Ballymount Framework Plan. Source: Capital Programme; Forward Planning Work Programme; Project Delivery Team. Planning Data APAS.
QDP3: Neighbourhood Context	✓	-	Planning Department and Council works	Progress South Dublin County Council's Village and Centre enhancement initiatives; Number of Conservation Grants issued; Progress proposed ACAs Source: Capital Programme; Conservation Officer.
QDP4: Healthy Placemaking	✓	-	Planning Department and Council works	Number of projects supported by Central Government Funding (such as URDF); Three year rolling Capital Programme; Implementation of Planning Schemes, LAPs and Framework /Master Plans; Preparation of Naas Road / Ballymount Framework Plan. Part 8's. Source: Capital Programme; Forward Planning Work Programme; Project Delivery Team. Planning Data APAS.
QDP5: Connected Neighbourhoods	✓	✓	Planning Department and Council works	Spatial analysis - location of permitted residential development and proximity to sustainable modes of transport. Monitor Movement data. Source: Planning Data (APAS); Drawing Office; 2022 Census (Travel to Work/School data) POWSCAR Data, Emissions Data/NTA Data Sets, Housing Task Force Returns data.
QDP6: Public Realm	✓	✓	Planning Department and Council works	Number of public realm projects supported by Central Government Funding (such as URDF); Three year rolling Capital Programme; Progress South Dublin County





Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
				Council's Village and Centre enhancement initiatives. Part 8's. Source: Capital Programme; Forward Planning Team; Project Delivery Team. Planning Data APAS.
QDP7: High Quality Design – Development General	✓	✓	Planning Department	Review of developments of scale including residential, mixed use, commercial and employment for consistency with 'The Plan Approach' and BHDG principles and guidance. Source: Planning Data (APAS)
QDP7: High Quality Design – Street Frontage	✓	-	Planning Department	Review of developments of scale including residential, mixed use and employment, and advertising and signage applications, particularly within urban centres, for consistency with Street Frontage policy and objectives. Source: Planning Data (APAS)
QDP7: High Quality Design – Street Width and Height	✓	-	Planning Department	Review of development of scale including residential, mixed use, commercial and employment, particularly within urban centres, for consistency with Street Width and Height policy and objectives. Source: Planning Data (APAS)
QDP7: High Quality Design – Adaptability and Inclusivity	✓	✓	Planning Department	Review of development of scale including residential, mixed use, commercial and employment, and public realm/open space and parks developments, for consistency with Adaptability and Inclusivity policy and objectives. Source: Planning Data (APAS)
QDP8: High Quality Design – Building Height and Density Guide (BHDG)	✓	✓	Planning Department	Review of developments of scale including residential, mixed use, commercial and employment for consistency with BHDG principles and guidance. Source: Planning Data (APAS)
QDP9: Building Height and Density	✓	✓	Planning Department	Review of developments of scale including residential, mixed use, commercial and employment for consistency with BHDG principles and guidance. Source: Planning Data (APAS)
QDP10: Mix of Dwelling Types	✓	-	Planning Department and Housing Department	Monitor applications against the recommendations of the Housing Strategy and HNDA.



Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
				Source: Housing Taskforce data, CSO unit type completions.
QDP11: Materials, Colours and Textures	✓	-	Planning Department	Review of developments of scale including residential, mixed use, commercial and employment for consistency with BHDG principles and guidance. Source: Planning Data (APAS)
QDP15: Sustainable Rural Neighbourhoods	✓	✓	Planning Department	Review of applications within the rural hinterland areas. Source: Planning Data (APAS)
QDP12: Local Area Plans (LAP)	✓	-	Planning Department	Preparation/Review of LAPs. Source: Planning Department
QDP13: Strategic Development Zones (SDZs)	✓	-	Planning Department	Preparation/Review of SDZs. Source: Planning Department
QDP14: Framework Plans (FP)	✓	-	Planning Department	Preparation/Review of FPs Source: Planning Department

Chapter 6 - Housing

Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
H1 Housing Strategy and Interim HNDA	✓	-	Planning Department and Housing Department	Monitor applications against the recommendations of the Housing Strategy and HNDA Source: Housing Taskforce data, CSO unit type completions.
H2 Supply of Housing	✓	✓	Planning Department	New dwelling completions within each settlement. Progress on implementation of extant planning permissions, delivery rate of units per neighbourhood within the overall settlement. Source: CSO dwelling completions, Housing Taskforce Returns, 2022 Census, and GeoDirectory
H3 Housing for Older People	✓	✓	Housing Department and Planning Department	Implementation of the South Dublin Age Friendly Strategy 2020 – 2024 and Promote ‘aging in place’ and opportunities for right sizing within communities. Source: Implementation of the Age Friendly Strategy.
H4 Traveller Accommodation	✓	✓	Housing Department	Traveller Accommodation Programme 2019 – 2024 (and any superseding programmes agreed by the Council). Source: Traveller Accommodation Programme.



Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
H5 Other Housing	✓	-	Planning Department	Support and facilitate relevant agencies in the provision of specific emergency or other forms of housing need. Source: Housing dept data; APAS
H6 Student Accommodation	✓	✓	Planning Department	Monitor the location of professionally managed student accommodation. Source: Planning Data (APAS)
H7 Residential Design Layout	✓	✓	Planning Department	Monitor and identify high quality residential schemes in the county to inform future policy refinement. Source: Planning Data (APAS)
H8 Public Open Space	✓	✓	Planning Department /Community Section/Public Realm Team	Progression of works forming part of the Parks and Open Space Strategy Progression of roll out of Teen Space Programme 2021 and Sports Pitch Strategy. Source: Review of Strategy Implementation
H9 Private /Semi -private Open Space	✓	✓	Planning Department	Monitor applications against the standards. Source: Planning Data (APAS)
H10 Internal Residential Accommodation	✓	✓	Planning Department	Monitor and count the number of applications which provide housing units which exceed the minimum standards. Source: Planning Data (APAS)
H11 Privacy & Security	✓	-	Planning Department	Monitor and count the number of applications which provide housing units which exceed the minimum standards. Source: Planning Data (APAS)
H12 Steep or Varying Topography Sites	✓	✓	Planning Department	Monitor and identify high quality residential schemes in the county to inform future policy refinement. Source: Planning Data (APAS)
H13 Residential Consolidation	✓	✓	Planning Department	Monitor the number and location of residential infill applications during the lifetime of the Plan Source: Planning Data (APAS)
H14 Residential Extensions	✓	✓	Planning Department	Monitor the number and location of residential extension applications during the lifetime of the Plan Source: Planning Data (APAS)
H15 Family Flats	✓	-	Planning Department	Monitor the number and location of family flat applications during the lifetime of the Plan Source: Planning Data (APAS)
H16 Rural House Management	-	✓	Planning Department	Number of houses granted planning permission on lands zoned 'RU', 'DMZ' or 'HA-LV', 'HA-DV'





Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
				Source: Planning Data (APAS)
H17 Rural House Policy	✓	✓	Planning Department	Number of houses granted planning permission on lands zoned 'RU', 'DMZ' or 'HA-LV', 'HA-DV' Source: Planning Data (APAS)
H18-20 Rural Hs in Specific Zones RU, DMZ, HA	✓	✓	Planning Department	Number of houses granted planning permission on lands zoned 'RU', 'DMZ' or 'HA-LV', 'HA-DV' Source: Planning Data (APAS)
H21 Replacement Dwellings	✓	✓	Planning Department	Number of houses granted planning permission on lands zoned 'RU', 'HA-DM' or 'HA-LV', 'HA-DV' Source: Planning Data (APAS)
H22 Rural Dwelling Occupancy	✓	✓	Planning Department	Ensuring policy is implemented Number of houses granted planning permission on lands zoned 'RU', 'DMZ' or 'HA-LV', 'HA-DV' Source: Planning Data (APAS)
H23 Rural Hs Extension	✓	✓	Planning Department	Number of house extensions granted planning permission on lands zoned 'RU', 'DMZ' or 'HA-LV', 'HA-DV' Source: Planning Data (APAS)

Chapter 7 – Sustainable Movement

Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
SM1 Overarching	✓	✓	NTA and TII; Planning Department and Council works	Achievement of County Mode Split Targets; Implementation of Council Roads Programme and Cycle South Dublin Programme; Implementation of NTA Transport Strategy and TII Policy Source: POWSCAR data from next census; Review of Council programmes (as above); Review of agency programmes (as above)
SM2 Walking and Cycling	✓	✓	NTA, Planning Department and Council works	Implementation of Cycle South Dublin Programme; implementation of permeability projects arising from Sustainable Movement Studies; achievement of County Mode Split Targets for Walking and Cycling; number of schools participating in School Streets and Green Schools initiatives Source: POWSCAR data from next census, review of Council programmes, An Taisce Green Schools Programme, Roads Section
SM3 Public Transport (PT)	✓	✓	NTA, TII, SDCC	Implementation of public transport improvements; Achievement of County Mode Split Targets for Public Transport Source: NTA and TII; POWSCAR data from next census





Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
SM3(a) PT BUS	✓	✓	NTA , TII, SDCC	Implementation of public transport improvements; Achievement of County Mode Split Targets for Bus Source: NTA and TII; POWSCAR data from next census
SM3(b) PT RAIL	✓	✓	NTA , TII, SDCC	Implementation of public transport improvements; Achievement of County Mode Split Targets for Rail Source: NTA and TII; POWSCAR data from next census
SM6 Strategic Rd Network			TII and SDCC	Implementation of Council Roads Programme and TII policy Source: SDCC and TII
SM7 Street and Rd Design	✓	✓	Planning Department and Council works	Consistency with DMURS Source: Monitor and review built form; Planning Data (APAS)
SM8 Traffic/ Transport	-	✓	Planning Department and Council works	Submission and implementation of mobility management plans for large proposals; carrying out of traffic studies Source: Planning Data (APAS), Roads Section
SM9 Car Parking and EV Charging	-	✓	Planning Department and Council works	Collaboration with CARO in implementation of EV charging; number of EV charging points permitted/provided; implementation of CDP maximum parking standards Source: Planning Data (APAS), CARO

Chapter 8 – Community Infrastructure & Public Open Space

Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
COS1 Social Inclusion/ Community Development	✓	✓	South Dublin County Council/Community Section	Implementing requirements of Corporate Plan/LECP Source: Corporate Plan, CE Reports and LECP review
COS2 Infrastructure	✓	✓	Planning Department and Community Section	Implementing requirements of Corporate Plan/LECP Source: Corporate Plan and LECP review
COS3 Community Centres	✓	✓	Planning Department and Community Section Audits and Assessments	Development and implementation of Community Centre Strategy; achievement of standard for provision of community centres; implementation of LECP requirements Source: LECP review





Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
COS4 Sports Facilities/Centres	✓	✓	Planning Department and Community Section Audits and Assessments	Implementing requirements of LECP Source: LECP review
COS5 Parks/OS	✓	✓	Planning Department and Community Section/Public Realm Team	Progression of works forming part of the Parks and Open Space Strategy; Progression of roll out of Teen Space Programme 2021 and Sports Pitch Strategy Source: Review of Strategy Implementation
COS6 Healthcare	✓	✓	Planning Department	Provision of Healthcare facilities within the County/Baseline Data Social Infrastructure Audit and in accordance with standard Source: HSE Data
COS7 Childcare	✓	✓	Planning Department /Community/Tusla	Provision of childcare in the County. Source: SDCC/Community Audits/Tusla/review of Planning Data (APAS)
COS8 Schools	✓	✓	Planning Department / Department of Education and Skills	Schools Planning as required. Source: SDCC/DES
COS9 Higher Education	✓	✓	Planning Department/DDLETB/TUD	Development/expansion of facilities within the County/LECP Educational Attainment Source: SDCC Permissions/CSO Data
COS10 Libraries	✓	✓	Planning Department /Community/Library Services	Implementation of 'Open to You – South Dublin Library Development Plan and any superseding document Source: Community Section Review and Update
COS11 Arts/Culture	✓	-	SDCC Community	Implementation of South Dublin County Arts Strategy (2016-2020) and the South Dublin County Cultural and Creativity Strategy (2018-2022) and any superseding plans and strategies. Source: Community Section Review and Update
COS12 Places of Worship	✓	-	Planning Department, SDCC Community/Public Realm	New Permissions as needs arise.



Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
				Source: Planning Indicators
COS13 Burial Grounds	✓	-	SDCC Community/public Realm/Environment Section	Environment/Community Sections - as needs are identified Source: Planning Indicators
COS14 Fire Stations	-	-	SDCC Environment Section	As need arises in consultation with Dublin Fire Brigade Source: Consultation with Dublin Fire Brigade

Chapter 9 – Economic Development and Employment

Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
EDE2 Overarching	✓	✓	Planning Department, Economic, Enterprise, Tourism Development and Grange Castle Business Park, LECP	Employment Growth at Strategic Employment Locations; Planning Consent Standards; Preparation of new SDCC Local Economic Community Plan (LECP) Source: CSO data; SDCC
EDE2 Green Economy	✓	✓	Planning Department, LECP, Economic, Enterprise, Tourism Development and Grange Castle Business Park	National. Regional and Local Energy data Source: CODEMA; CARO; CSO data
EDE3 Innovation Economy	✓	-	Planning Department, LECP, Economic, Enterprise, Tourism Development and Grange Castle Business Park	Increase in IDA supported companies within SDCC/IDA Employment Growth at Strategic Employment Locations. Source: SDCC; CSO data
EDE4 Urban Growth	✓	-	Planning Department, LECP, Economic, Enterprise, Tourism Development and Grange Castle Business Park	Quantum of non-employment development permitted in employment zoned lands. Source: Planning Data (APAS)
EDE5 Building on Clusters	✓	-	Planning Department, LECP, Economic, Enterprise, Tourism Development and Grange Castle Business Park	Employment Growth at Strategic Employment Locations. Source: CSO data
EDE6 A Learning Economy	✓	-	Planning Department, LECP, Economic, Enterprise, Tourism Development and Grange Castle Business Park	Educational attainment of SDCC residents. Source: CSO data
EDE7 Space Extensive Land Use	✓	-	Planning Department	Planning Consent Standards; Preparation of Frameworks/Master Plans. Source: Planning Department
EDE8 – Retail Overarching	✓	-	Planning Department	Retail Completions in Town Centres; Populations and Employment Growth in County Towns.





Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
				Source: Planning Data (APAS); CSO data; Planning Department
EDE9 – Tallaght TC	✓	-	Planning Department	Population and Employment Growth in County towns. Source: CSO data.
EDE10 – Liffey Valley MRC	✓	-	Planning Department	Population and Employment Growth in County towns. Source: CSO data.
EDE11 – Clondalkin	✓	-	Planning Department	Population and Employment Growth in County towns. Source: CSO data
EDE12 – District Centres	✓	-	Planning Department	Population and Employment Growth in County towns. Preparation of LAPs/Frameworks Plans. Source: CSO data; Planning Department
EDE13 – Village Centres	✓	-	Planning Department	Population and Employment Growth in County towns. Source: CSO data; Planning Department
EDE14 – Local Centres	✓	-	Planning Department	Population and Employment Growth in County towns. Source: CSO data; Planning Department
EDE15 – Retail Warehousing	✓	-	Planning Department	Retail Completions by Location. Source: Planning Data (APAS)
EDE16/17 – Retail	✓	-	Planning Department	Planning Consent Standards Source: Economic Baseline Data prepared as part of CDP/ Planning Data (APAS)
EDE18 Rural Economy	-	✓	Planning Department, Economic, Enterprise and Tourism Development	Employment Growth and Diversification within Rural Locations/CSO Source: Census Data, Planning permissions, Teagasc Data
EDE19 Tourism Infrastructure	✓	✓	Planning Department Economic and Enterprise, Tourism Development,	Planning Consent Standards/SDCC Source: Achievement of Tourism Strategy Objectives, Economic Development/Tourism/Public Realm Data
EDE20 Greenways, Trails and Loops	✓	✓	Planning Department, Economic, Enterprise and Tourism Development	Completion of Walkways, Cycleways and Greenways/SDCC Source: Economic Development/Tourism/Public Realm Data
EDE21 Tourism and Leisure Activities	✓	-	Planning Department	Monitoring Planning Consents for new facilities, Event Licencing Data Source: Planning Department Data/Economic Development/LECP Data
EDE22 Heritage,	✓	✓	Planning Department, Economic, Enterprise, Tourism	Monitoring Planning Consents for new facilities, Event Licencing Data





Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
Culture and Tourism			Development and Grange Castle Business Park	Source: Planning Department Data /Economic Development/LECP
EDE23 PROW	✓	-	Planning Department	Identification and Establishment of Public Rights of Way. Source: Planning Department
EDE24 Mineral Extraction	-	✓	Planning Department, Economic, Enterprise, Tourism Development and Grange Castle Business Park	Development Permissions/Completions/Standards Source: Planning Data (APAS)
EDE25 Major Accidents	-	-	Planning Department	Development Permissions/Completions within Seveso Zones/SDCC Source: Planning Data (APAS)

Chapter 10 - Energy

Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
E1 Overarching	-	✓	SDCC Cross Departmental Climate Change Team	SDCC CCAP 2019-2024 through which the European, National and Regional Climate Action Programme are implemented. Internal Climate Change Action Team Tracker System which monitors all Climate change actions Source: SDCC Climate Action Team. Yearly report on progress presented to Council.
E2 Energy Profile	-	✓	SDCC Cross-Departmental Climate Change Team	Reduce energy demand in the County with support of EMRA, the Dublin Energy Agency (Codema), Climate Action Regional Office (CARO) through SDCC CCAP 2019-2024. Internal Climate Change Team Tracker System monitors all Climate change actions across the Council. Yearly report on progress presented to Council. Source: SDCC Climate Change Team and tracker updates.
E3 Building Performance	-	✓	Building Regulations	Source: BCMS
E4 Electric Vehicles	-	✓	Planning Department	Planning Consents Source: Planning Data (APAS)
E5 District Heating	-	✓	Cross Departmental Climate Change Team	Implementation of HeatNet in Tallaght Identification of de-carbonisation zone Source: SDCC Climate Change tracker updates and yearly reports
E6 Heat Recovery	-	✓	Planning Department	Planning permissions granted & Use of Heat Recovery in Council Building Stock Source: Planning Data (APAS) Yearly update on achieving targets in SDCC carried out by Codema (Dublin Energy Agency).





Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
E7 Solar Energy	-	✓	Planning Department & Use of solar technology in Council Building Stock	No. Of planning consents for solar installations on existing buildings or commercial solar farm applications. Source: Planning Data (APAS) yearly update on achieving targets in SDCC carried out by Codema (Dublin Energy Agency).
E8 Wind Energy	-	✓	Planning Department	Review of Wind Energy Strategy No. of Planning consents informed by Wind Energy Strategy Source: Wind Energy Strategy reviewed
E9 Micro Wind	-	✓	Planning Department	Planning Permissions granted Source: Planning Data (APAS)
E10 Micro Hydro	-	✓	Planning Department & Council supported projects	Planning permissions granted Source: Planning Data (APAS)
E11 Green Infrastructure	✓	✓	Planning Department	Planning consents complying with GI requirements of Chapter 13: Implementation and Monitoring. Source: Planning Data (APAS)
E12 Decarbonising Zones	-	✓	SDCC CCAP 2019-2024	SDCC Climate Change Team, supported by other Council Departments including planning. Source: Climate Change Team and action tracker. Decarbonisation zone identified
E13 Economic and Social Benefits	-	✓	Planning Department	Planning Consents for energy related businesses (Estimate of No. Of employees). Source. Planning Data (APAS)

Chapter 11 – Infrastructure and Environmental Services

Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
IE1 Overarching	-	✓	Planning Department	Appropriate management of development within environmental legislation. Source: EPA Monitoring Data; Planning Data (APAS)
IE2 Water Supply and Wastewater	-	✓	Co-ordination with relevant stakeholders including Irish Water, plan-making and operational works	Delivery of strategic water and wastewater infrastructure. Source: Irish Water
IE3 Surface and Groundwater	-	✓	Planning Department	Number of permissions for new developments which include an on-site wastewater treatment facilities.





Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
				No. of planning applications where SuDS applied. Source: EPA Monitoring Data; Planning Data (APAS) Inclusion of policy and objectives in area plans.
IE4 Flood Risk	✓	✓	Co-ordination with relevant stakeholders including the OPW. Planning Department	Progression of the flood relief schemes approved in the ten-year Programme of Investment in Flood Relief Measures. Compliance with the Flood Risk Management Guidelines at site and plan level. Source: OPW data; EPA data; Planning Data (APAS)
IE5 ICT	✓	✓	Co-ordination with relevant stakeholders Planning Department	Number and percentage of households with access to broadband. Source: 2022 Census
IE6 Waste Management	-	✓	Planning Department	Review standard planning conditions in relation to waste management policy. Source: Planning Data (APAS)/Regional Waste Management Plan Reports; Planning conditions reviewed.
IE7 Env Quality	-	✓	Planning Department and co-ordination with relevant stakeholders including the EPA.	Air Quality Measurements. Noise Action Plan reviewed Source: EPA and SDCC
IE8 Casement Aerodrome	-	-	Planning Department and co-ordination with relevant Stakeholders.	Air Quality Measurements. Noise Monitoring. Review standard planning conditions in relation to aerodrome/airport development. Source: EPA and SDCC; Planning Data (APAS)
IE9 Weston Airport	-	-	Planning Department and co-ordination with relevant Stakeholders.	Air Quality Measurements. Noise Monitoring. Review standard planning conditions in relation to aerodrome/airport development. Source: EPA and SDCC; Planning Data (APAS)





Policy Ref.	Placemaking	Climate Action	Implementation	Monitoring (Key Performance / Data Source)
IE10 Dublin Airport	-	-	Planning Department and co-ordination with relevant Stakeholders.	Air Quality Measurements. Noise Monitoring. Review standard planning conditions in relation to aerodrome/airport development. Source: EPA and SDCC; Planning Data. (APAS)
IE11 Helipads	-	-	Planning Department.	Review standard planning conditions in relation to helipads. Source: Planning Data. (APAS)
IE12 Noise	-	✓	Planning Department.	Noise Monitoring. Review standard planning conditions in relation to aerodrome/airport development. Source: EPA and SDCC; Planning Data. (APAS)

Chapter 12 - Neighbourhood

Actions for the Neighbourhoods are contained within the policies in each chapter.