

Client:

Dún Laoghaire-Rathdown County Council

Project:

# Living Streets - Dún Laoghaire

Report:

## Part 8 Planning Report



# Document Control Sheet

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## SECTION 1: INTRODUCTION

Living Streets Dún Laoghaire is a sustainable mobility and public realm improvement project which aims to enhance the attractiveness, liveability, connectivity, and economic vibrancy of Dún Laoghaire Town. Following on from the temporary measures implemented during the summer of 2021 the proposed scheme will permanently upgrade the urban realm in Dún Laoghaire. Works will provide for street and road safety improvements (including pedestrianisation of part of George's Street Lower, Sussex Street and Convent Road), modal filters and park improvements in the following areas (as shown in the figure below):

- George's Street Lower
- George's Street Upper
- Cumberland Street
- York Road
- Library Road
- Marine Road
- Sussex Street
- Convent Road
- Tivoli Road
- Cross Avenue
- Summerhill Road
- Park Road
- Glenageary Road Lower
- Clarinda Park

See Section 3 of this report for a detailed description of the scheme.

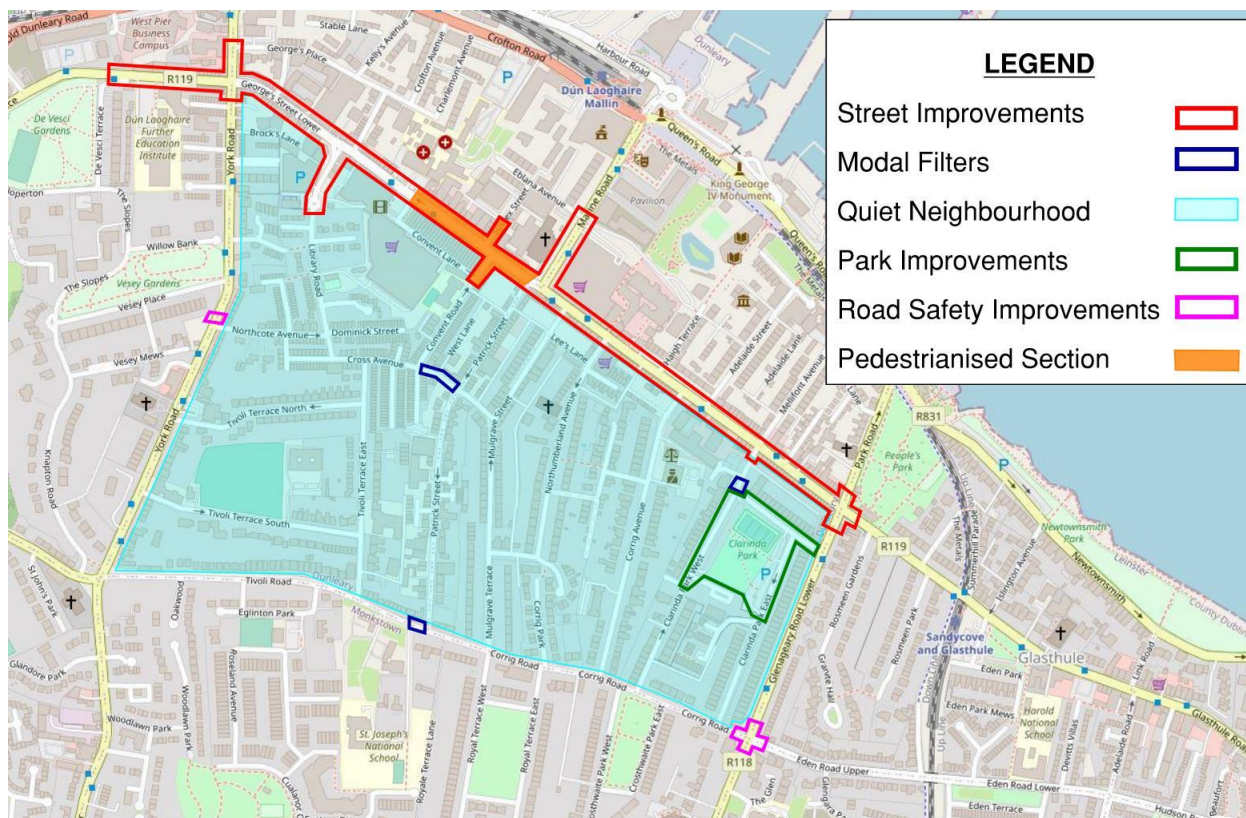


Figure 1-1: Scheme Extents

## 1.1 Objectives

The proposed scheme being brought forward for Part 8 will help deliver the following objectives:

- To make walking, cycling, and public transport more convenient, safer, and enjoyable for all.
- Improve connections between bus, rail, and active travel facilities to make it easier for people of all ages and abilities to get around.
- Enhance the economic vibrancy of Dún Laoghaire as a mixed-use town and its attractiveness as a destination by facilitating the sustainable and efficient movement of people and goods, and by creating an environment that people want to spend time in.
- Improve the environment by reducing traffic and related noise and air pollution and increasing planting in public spaces.
- Promote equitable travel options and urban design that creates a safe and welcoming experience for all members of society, regardless of age, gender, ability, or income.

## 1.2 Report Structure

Following this introductory chapter, the remainder of this report is as follows:

- Section 2 presents an overview of the planning process that the scheme sits within.
- Section 3 presents the location, context, and scheme overview.
- Section 4 presents the relevant policy context.
- Section 5 presents the planning considerations.
- Section 6 details the consultation undertaken, and alternatives considered.

## SECTION 2: PLANNING PROCESS

### 2.1 Part 8 Development

Section 179 of the Part XI of the Planning and Development Act 2000, (as amended); and Part 8 of the Planning and Development Regulations 2001, (as amended) set out the requirements in respect of certain classes of development by on or behalf of local authorities. Part 8 of the Regulations comprises 7 Articles – 79 to 85. Article 80(1) lists the type of Developments to which Part 8 is required. The proposed Living Streets Dún Laoghaire scheme is covered under the above article.

### 2.2 Site Notices

In accordance with the Article 81(1) the Local Authority shall:

- Give notice of proposed development in an approved newspaper.
- Erect or fix a site notice or site notices on the land on which the proposed development would be situated (see site location drawing included in the Part VIII Pack).

Dún Laoghaire-Rathdown County Council will publish a notice of the proposals in an appropriate newspaper. A site notices will also be erected and will be maintained for the duration of the submission period.

### 2.3 Planning Consultations

Article 82(3) prescribes Statutory and Non-Statutory bodies to which a local authority should send notice of proposed development. These are summarised Appendix A Notification of Statutory Consultees.

### 2.4 Part 8 Planning Documents

The following is a list of Part VIII Planning documents included in this submission:

- Site Location Map
- Proposed Layout – Architect’s drawings
- Proposed Layout - Visualisations
- Options Assessment Report
- Bus Routing Technical Note
- EIA Screening Report
- EIA Screening Determination
- AA Screening Report
- AA Screening Determination
- Part 8 Planning Report
- Traffic Modelling Report
- Clarinda Park Ecological Walkover and Bat Survey Report
- Tree Survey Report

### 2.5 Submission Process

Dún Laoghaire-Rathdown County Council is required to make full plans and particulars of the proposed development available for inspection. These will be made available at the following location:

- Dún Laoghaire-Rathdown County Council, County Hall, 1 Harbour Square, Dún Laoghaire, Co Dublin, A96 K6C9

- Dún Laoghaire-Rathdown County Council, Dundrum Office Park, Main Street, Dundrum, Dublin 14, D14 YY00

Plans and particulars of the proposals are available for inspection from Thursday 2nd November 2023 up to and including Thursday 14th December 2023, at the Planning Department, County Hall, Marine Road, Dún Laoghaire between the hours of 10.00 a.m. to 4.00 p.m. and at the Council offices, Dundrum Office Park, Dundrum between the hours 9.30 a.m. to 12.30 p.m. and 1.30 p.m. to 4.30 p.m. Monday to Friday, excluding Bank Holidays and under DLR Consultations on the Council's website [www.dlrcoco.ie](http://www.dlrcoco.ie).

Submissions or observations with respect to the proposed development may be made in writing on or before Thursday 14th December 2023 as follows:

- Conor Geraghty, Senior Engineer, Active Travel, Infrastructure and Climate Change Department, Dún Laoghaire-Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, Co. Dublin.
- DLR consultations on the Council's website at [www.dlrcoco.ie](http://www.dlrcoco.ie) or
- by email to [info@dlrcoco.ie](mailto:info@dlrcoco.ie)

Please note Submissions and Observations should be clearly marked "Living Streets: Dun Laoghaire".

Submissions or Observations will be made accessible online at:

<https://www.dlrcoco.ie/en/council-development-projects-part-viii/proposed-part-8-schemes>

All submissions must include a contact name and address. Submissions made as part of the process are to be accessible upon request.

Any submissions or observations received by the Council will be evaluated in the Part 8 Chief Executive's Report which will be presented to the Councillors for their consideration. The proposed development may then proceed as recommended in Part 8 Chief Executive's Report unless the Council, by resolution, decided to vary or modify the development otherwise than as recommended or decided not to proceed with the development.

## SECTION 3: LOCATION, CONTEXT AND SCHEME OVERVIEW

This scheme is located in Dún Laoghaire Town Centre. It builds upon the Summer Streets project which was trialled on a temporary basis in the summer of 2021, the two schemes are discussed in the sections below.

### 3.1 Summer Streets

The Dún Laoghaire Summer Streets project was trialled between the 5<sup>th</sup> of July 2021 and 30<sup>th</sup> of September 2021 based on a “trial to succeed” model, which enables users, residents, businesses, and visitors to experience the changes implemented as part of the project and to provide feedback on their experiences. The temporary scheme aimed at providing safe, welcoming, and people-friendly public space and at bringing life and energy to the area.

This initiative involved the pedestrianisation of George’s Street Lower and the provision of attractive, safe spaces for cafés and restaurants, allowing diners to enjoy the offerings of hospitality businesses in comfortable surroundings throughout the summer and beyond. This required the diversion of vehicle traffic and the reallocation of existing car parking spaces.



**Figure 3-1: Summer Streets Scheme**

During the trial process several options were tested in order to determine the appropriate extents of the pedestrianised area, the access and loading arrangement and location of bus stops as well as many other issues. The layout of the Summer Streets scheme was iteratively developed over the course of the trial period and issues were resolved on site as they arose.

An evaluation of the Summer Streets programme found that it met the objectives set out at the outset and delivered significant environmental and social benefits which in turn supported economic improvements locally. The study concluded that a permanent scheme would enable local businesses to further capitalise on the increased footfall and improved public realm to grow, and that the overall



attractiveness and liveability of the area would also be positively impacted in the long term. This trial period was shown to be a success with 81% of residents, 67% of customers and 44% of businesses indicating that they would like to see the changes implemented permanently.<sup>1</sup> This pilot scheme clearly demonstrated the need and demand for such a scheme in Dún Laoghaire.

### 3.2 Proposed Scheme Overview

Living Streets Dún Laoghaire is a mobility and public realm improvement project which aims to enhance the attractiveness, liveability, connectivity, and economic vibrancy of Dún Laoghaire Town. Following on from the temporary measures implemented during the summer of 2021 the proposed scheme will permanently upgrade the urban realm in Dún Laoghaire. The specific elements of the scheme are discussed in the sections below.

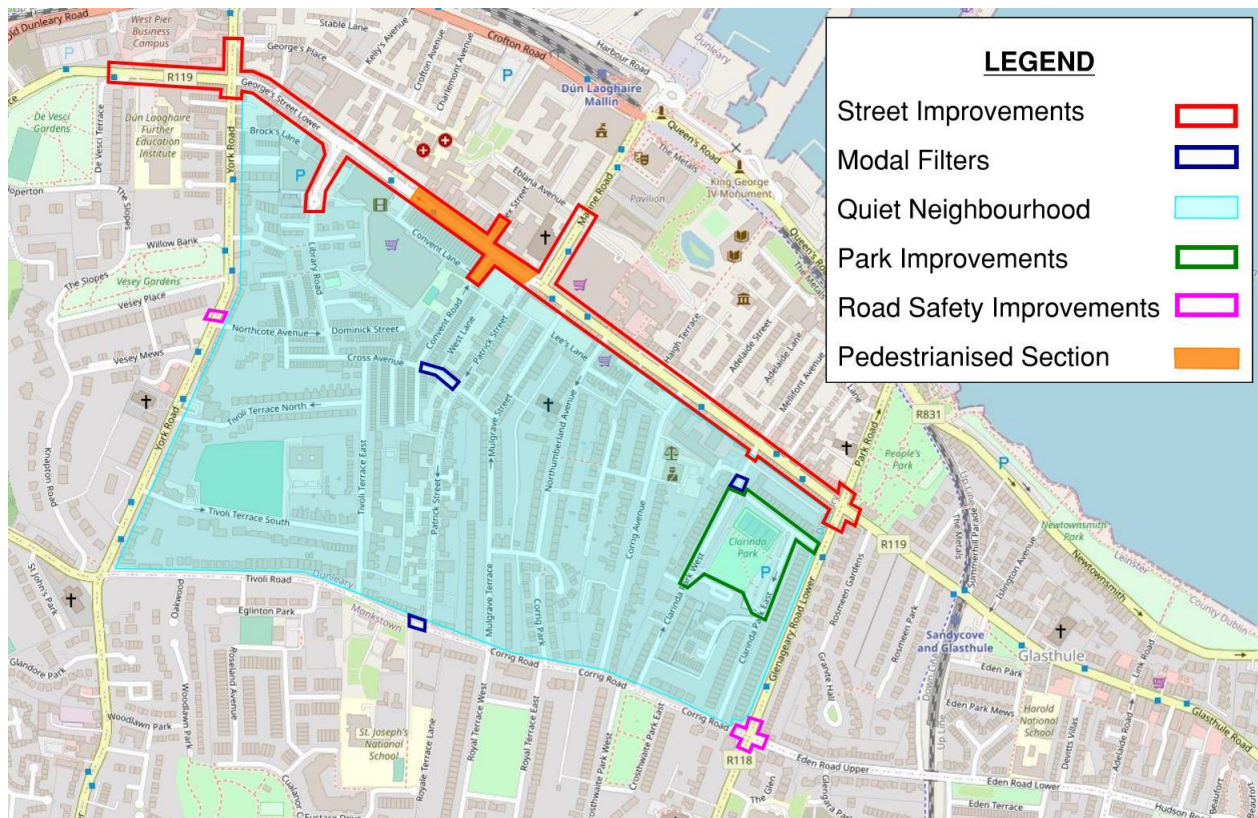


Figure 3-2.1 - Scheme Overview Map

#### Street Improvements

The scheme will involve an upgrade of 1.2 km of George's St and Cumberland Street from the junction of De Vesci Terrace on Cumberland St to the junction by the People's Park. Footpaths on both sides of the road will be repaved using high quality durable granite paving. The road carriageway will be narrowed to a maximum width of 6m, and the remaining space is proposed to be used to provide wider footpaths, seating and planting. Continuous footpaths will be provided across all side roads that will emphasise the pedestrian priority along this route. The scheme will provide high quality surfaces free of clutter and trip hazards and will remove any level differences between pedestrian areas. Permanent

<sup>1</sup> [https://www.dlrcoco.ie/sites/default/files/atoms/files/dl\\_summer\\_streets\\_evaluation\\_report\\_f0.pdf](https://www.dlrcoco.ie/sites/default/files/atoms/files/dl_summer_streets_evaluation_report_f0.pdf)

in ground planting, including approximately 101 new trees will be included in the works along with areas of low-level planting. Rain gardens will also be introduced, these areas of vegetation will catch and store rainwater during times of heavy rainfall reducing the burden on water treatment facilities. A new public lighting system will also be provided.

The scheme will pedestrianise 220m of George's St Lower from the junction with Patrick's St to St Michael's Hospital, the street will remain open to traffic in the morning to facilitate commercial related loading and servicing but will be fully closed to traffic outside of these hours. Two clear areas will be maintained on either side of the street and the central area of the street will feature new seating, planting, and areas for loading (as shown in the image below). Casual seating for local businesses will also be facilitated in this area. Sections of Convent Road and Sussex Street will also be pedestrianised, and these areas will see the creation of two small enclosed parklets.



**Figure 3.23-3 - Proposed Layout of the Pedestrianised Section of George's St Lwr**

Changes will be required to the parking system with 16 on street parking spaces being removed. There will be an increase in the number of disabled spaces from 9 to 14 and loading bays from 4 to 8. Increasing the number of disabled bays, paired with wider, level footpaths will increase accessibility throughout the town centre. The majority of loading bays will be hybrid loading/parking bays, meaning that outside loading hours, they can be used as regular car parking spaces. New electronic smart signage is being considered to replace the existing signs that will direct people to the various major car parks in the town and identify the availability of spaces.

These street improvements will make the town more accessible, welcoming, vibrant and improve its attractiveness as a destination. It will enhance the economic vibrancy of Dún Laoghaire as a mixed-use town by facilitating the sustainable and efficient movement of people and goods, and by creating an environment that people want to spend time in. It will also provide an urban design that creates a safe and welcoming experience for all members of society, regardless of age, gender, ability, or income.

### Modal Filters and Quiet Neighbourhood

Modal filters are areas of road that are closed to car traffic but remain open to pedestrian and cycle traffic. This can be as simple as placing bollards on the road but in this case, they involve the creation of three new parklets, with permanent in ground planting and new seating areas.

The provision of the three modal filters (on Tivoli Road, Cross Avenue and Clarinda Park West) will remove through traffic from the area and make it easier and safer to walk and cycle within the town. These traffic calmed routes will enhance the connectivity for pedestrians and cyclists between George's Street and its surrounding areas. These interventions will also create safer walking and cycling routes

to Dominican Primary School and St Josephs's National School. Key active travel routes will also be enhanced through the provision of continuous footpaths across side roads.

A mobility study was undertaken to assess the impacts of the traffic management changes, all destinations will still be reachable by car (except for those located within the pedestrianised zone), although some trips would take slightly longer (typically 2-4 mins) after the modal filters are in place. The modal filters will improve the environment by significantly reducing traffic and related noise and air pollution, including removal of all HGV through trips, and will create three new parklets with new planting and seating in public spaces. The provision of 28 new trees across the Cross Avenue and Tivoli Road modal filters is also planned.

## Park Improvements

The two car parking areas within Clarinda Park are proposed to be removed to re-instate the park to its historical boundaries and facilitate the improvement works to the park. This will create more green space, with new tree planting and biodiversity areas, seating, play areas and other amenities. Approximately 110 new trees will be planted as part of the park improvements. There will be 202 public car parking spaces available on-street in the wider area (including Clarinda Park East, West and North) compared to the previous 269.

## Road Safety

This scheme also involves some additional road safety measures. The junction of Glenageary Road Lower and Corrig Road will be upgraded, this will remove street clutter from locations where the footpaths are narrow, reduce the length of pedestrian crossings and provide more footpath space for pedestrians waiting to cross the road. A new signalised pedestrian crossing is also proposed on York Road at Northcote Avenue to allow pedestrians to safely cross the road here, this will also serve as a traffic calming measure.

Full details of the proposed scheme can be seen in the layout drawings included as part of this Part VIII documentation.

## SECTION 4: RELEVANT POLICY CONTEXT

### 4.1 Overview

The need for the Living Streets Project in Dún Laoghaire is consistent or in line with the following National, Regional and Local policy documents.

#### European Policy Content:

- EU Transport White Paper 6
- European Union Green Deal
- Road Infrastructure Safety Management (RISM) Directive
- European Urban Mobility Framework

#### National Policy Context:

- National Planning Framework - Project Ireland 2040;
- National Development Plan 2021 - 2030 - Project Ireland 2040;
- National Investment Framework for Transport in Ireland (NIFTI)
- National Sustainable Mobility Policy;
- Road Safety Authority Road Safety Strategy 2021 - 2030;
- Climate Action Plan 2023
- National Physical Activity Plan
- Building for Everyone: A Universal Approach – Planning and Policy 2012
- Town Centre First

#### Regional Policy Context:

- Regional Spatial and Economic Strategy for the Eastern and Midland Regional Assembly 2019 - 2031;
- GDA Cycle Network Plan 2022;
- NTA Transport Strategy for the Greater Dublin Area 2022 - 2042

#### Local Policy Context:

- DLR County Council Development Plan 2022 - 2028;
- DLR Climate Change Action Plan 2019 - 2024;
- Dún Laoghaire-Rathdown Age-Friendly Strategy 2022-2026
- Dún Laoghaire-Rathdown Cycling policy

#### Guidance Documents

- Design Manual for Urban Roads and Streets (DMURS)
- Cycle Design Manual
- National Investment Framework for Transport in Ireland (NIFTII)
- Traffic Signs Manual
- Traffic Management Guidelines

### 4.2 European Policy Context

#### EU Transport White Paper 6

The European Union Transport White Paper 6 (2011) focused on the reduction of emissions from transport and established a series of target actions for Member States, including supporting increasing demand for mobility whilst meeting the 60% emission reduction target.

In Ireland, between 1990 and 2016, transport emissions increased by 139% with road transport increasing by 145%. Nearly 20% of Ireland’s greenhouse gas emissions come from transport and it accounts for the largest share of energy use. Transport emissions have been the fastest growing source of Ireland’s greenhouse gas emissions in recent years. The Environmental Protection Agency (EPA) projects that without intervention transport sector emissions will increase by 11.3% over the period 2020 to 2035.

Therefore, essential interventions are needed to shift Ireland onto a low carbon ethos as it manages an increasing population and increased demand for housing, employment, and transport infrastructure. Investing in quality bus corridors will promote a modal shift to public transport from private car use reducing private vehicle numbers on our country’s national and regional road networks in both urban and rural settings. By encouraging this modal shift transportation emissions will be reduced an addition to journey times and journey time reliability improvements due to reduced traffic on our road network.

Reductions in private vehicle number son the network reduces potential conflicts with pedestrians and cyclists on the network improving safety and aligning with

### European Union Green Deal

The European Green Deal was adopted in 2020 and contains a set of policy initiatives (presented in the figure below) aimed at making the European Union climate neutral by 2050. Overall, the Green Deal aims to reduce emissions by at least 50% by 2030 and achieve net-zero emissions by 2050 by introducing new strategies, funding and legislation for the circular economy, transport, buildings, and biodiversity. Two of these strategies are described in further detail.



Figure 4-1: European Green Deal focus areas

### EU Sustainable and Smart Mobility Strategy

Forming part of the European Green Deal, the EU’s Sustainable and Smart Mobility Strategy aims to reduce transport emissions across the Union through funding, regulations and policy supports for clean and sustainable mobility. While naturally EU policy mainly focuses on pan-European measures and

cross-border mobility, the Strategy does reiterate strong support for investment in urban walking and cycling infrastructure by member states.

The Strategy places a particular emphasis on urban mobility and increasing the sustainable mode shares for trips to work, school, and other key destinations. The scheme will make progress towards the strategy, as shown in the table below.

No.	Action
35	As set out in the 2030 climate target plan, increasing the modal shares of collective transport, walking, and cycling, as well as automated, connected, and multimodal mobility will significantly lower pollution and congestion from transport, especially in cities and improve the health and well-being of people. Cities are and should therefore remain at the forefront of the transition towards greater sustainability. The Commission will further engage with cities and Member States to ensure that all large and medium-sized cities that are urban nodes on the TEN-T network put in place their own sustainable urban mobility plans by 2030. The plans should include new goals, for example on having zero emissions and zero road fatalities. Active transport modes, such as cycling, have seen growth with cities announcing over 2300 km of extra cycling infrastructure. This should be doubled in the next decade towards 5000 km in safe bicycle lanes. The Commission is also considering developing a mission in the area of Climate-neutral and Smart Cities <sup>28</sup> as a strategic priority for joint action to accomplish decarbonisation within a large number of European cities by 2030
37	The EU and Member States must deliver on our citizens' expectations of cleaner air, less noise and congestion, and eliminating fatalities on our city streets. By revising the Urban Mobility Package to promote and support these sustainable and healthy transport modes, the Commission will contribute to the improvement of the current European framework for urban mobility. Clearer guidance is needed on mobility management at local and regional level, including on better urban planning, and on connectivity with rural and suburban areas, so that commuters are given sustainable mobility options. European policies and financial support should also reflect the importance of urban mobility for the overall functioning of the TEN-T, with provisions for first/last mile solutions that include multimodal mobility hubs, park-and-ride facilities, and safe infrastructure for walking and cycling.

**Figure 4-2: EU Sustainable and Smart Mobility Strategy**

This scheme will provide new and safer pedestrian infrastructure and significant additional green landscaping. This will also contribute towards reducing carbon emissions by promoting active travel throughout the county and creating a safe framework for urban mobility.

### EU Biodiversity Strategy for 2030

The Biodiversity Strategy is also part of the European Green Deal, and it “aims to put Europe’s biodiversity on the path to recovery by 2030 for the benefit of people, climate and the planet”. Noting that “the biodiversity crisis and the climate crisis are intrinsically linked”, the strategy notes the dual benefits of green infrastructure or nature-based solutions, such as cooling in urban areas, reducing pollution and flooding, mitigating the impact of natural disasters, and protecting wildlife and biodiversity. It also recognises the value of green and open spaces to physical and mental wellbeing, particularly in urban areas where space is limited.

The Biodiversity Strategy recommends a number of actions aimed at greening urban areas, including:

- The “systemic integration” of healthy ecosystems, green infrastructure, and nature-based solutions into urban planning, including in public spaces, infrastructure and the design of buildings and their surroundings.
- The development of ‘Urban Greening Plans’ in all European cities of at least 20,000 inhabitants which would focus on creating biodiverse and accessible urban parks, green spaces, and tree-lined streets; as well as improve connections between existing green spaces.

The scheme provides a prime opportunity to integrate green infrastructure into the design of walking and cycling facilities, and to enhance the urban realm throughout the scheme extents. New planters and roughly 120 new trees as well as the integration of SUDS throughout the entirety of the scheme will not only help enhance the public realm but will also help comply with the EU Biodiversity Strategy by integrating green infrastructure and nature-based solutions in Dún Laoghaire.

## Road Infrastructure Safety Management (RISM) Directive

The European Union has set a ‘Vision Zero’ target, which aims to halve fatalities on European roads by 2030 and reduce this to ‘almost zero’ by 2050. Influenced by a ‘Safe Systems’ approach, which is a road safety concept that deaths and serious injuries are largely preventable by good design and maintenance of road infrastructure, the ‘Vision Zero’ target is accompanied by a suite of European and national policies and programmes aimed at achieving this strategic ambition.

Accordingly, the Directive on Road Infrastructure Safety Management (RISM) defines procedures for EU member states to improve safety on European road networks. Under RISM, each member state is required to carry out actions to monitor and improve road safety on the network, including network-wide ‘Safety Ranking’, regular Road Safety Inspections, Road Safety Audits during planning and design of infrastructure, training, certification and knowledge exchange with local authorities and European partners. While RISM was originally intended to cover just the TEN-T network, the 2019 revision to the RISM Directive notes that it is: “desirable for those RISM principles to be applied to other parts of the European road network”.

RISM was updated in 2019 to require Member States to take into account the needs of ‘vulnerable road users’ in network planning, design, and operation, which are defined as “non-motorised road users, including, in particular, pedestrians and cyclists”. In planning and designing road infrastructure, the updated RISM Directive places much greater emphasis on separating protecting vulnerable road users from the risks of high-speed and high-volume traffic, and requires authorities to consider things such as:

- “Provisions for cyclists, including the existence of alternative routes or separations from high-speed motor traffic.
- Density and location of crossings for pedestrians and cyclists.
- Provision for pedestrians and cyclists on affected roads in the area.
- Separation of pedestrians and cyclists from high-speed motor traffic or the existence of direct alternative routes on lower class roads”.

This project has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and incorporates the re-allocation of road space to pedestrians. A key goal of this scheme is to increase safety for vulnerable road users and will be subject to several Road Safety and Road User Audits as the design progresses.

## European Urban Mobility Framework

With Europe being one of the most urbanised regions of the world, with a huge variety of towns and cities that are important hubs of economic and social activity, European cities are often looked up to by the rest of the world as attractive places to visit, live, study, work and do business in, with mobility and transport as key enablers. However, cities are still facing major challenges to further improve their mobility and transport system. At the same time, they still have to fully tackle the negative consequences

of transport for society, health and environment, namely the creation of greenhouse gas emissions, air and noise pollution as well as congestion and road fatalities.

The Conference of Parties to the Paris Agreement in Glasgow (COP26) drew the spotlight on the implementation of international climate commitments, as the Union is doing with the European Green Deal. Urban mobility can make a major contribution, not just by reducing the sizeable amount of greenhouse gas emissions caused by it, but also by becoming less polluting, less congesting, and safer. As the Union's 2030 Climate Target Plan<sup>7</sup> confirms, the deployment of zero-emission vehicles in the urban context will only deliver a part of these objectives. A clear priority should be placed at national and local level on the development of public transport, walking and cycling, as well as connected, shared mobility services.

On the one hand, the COVID-19 pandemic has disrupted mobility and transport. On the other hand, and especially in cities, the pandemic has also drove cities to improve infrastructure for active mobility. Therefore, now it is more than needed to emerge from the crisis with a more resilient, smarter, and more sustainable urban mobility system, which is also key to the overall resilience of the transport system and the economy. Addressing these challenges promises more sustainable urban nodes with a higher quality of life and better connectivity, affordability, and accessibility of mobility services for urban and their surrounding rural areas. To achieve the major transition in urban mobility, swift and significant action and investment is needed at EU, national, regional, and particularly local level.

In order to contribute to the EU's increasingly ambitious climate, environmental, digital, health and societal objectives, the EU needs to take more decisive action on urban mobility to shift from the current approach based on traffic flows to an approach based on moving people and goods more sustainably. This means a stronger collective / public transport backbone, better active mobility (e.g. walking, cycling) options and efficient zero emission urban logistics and last mile deliveries. While such multimodality should be the guiding principles for urban mobility, zero-emission and connected and automated mobility will be a key component of the transition to a climate-neutral urban future that also enables suburban and rural areas to connect sustainably with cities. Better management of transport and mobility using multimodal hubs and digital solutions is needed to increase system-wide efficiency. The European Urban Mobility Framework sets out how the European Commission plans to approach these issues and provides guidance for local action and offers cities a toolbox for sustainable mobility.

### 4.3 National Policy Context:

#### National Planning Framework - Project Ireland 2040

The National Planning Framework (NPF) was published in 2018 and provides a framework to guide public and private investment, and to create and promote opportunities, while protecting and enhancing the environment. The NPF sets out the Government's high-level strategic plan for shaping the future growth and development of Ireland out to the year 2040. Its overarching visions are to:

- Develop a new region-focused strategy for managing growth.
- Linking this to a new 10-year investment plan, the Project Ireland 2040 National Development Plan 2018 - 2027.
- Using state lands for certain strategic purposes.
- Supporting this with strengthened, more environmentally focused planning at local level; and
- Backing the framework up in law with an Independent Office of the Planning Regulator.

The purpose of the NPF is to enable all parts of Ireland, whether rural or urban, to successfully accommodate growth and change, by facilitating a shift towards Ireland's regions and cities other than Dublin, while also recognising Dublin's ongoing key role. The NPF identifies 10 National Strategic Outcomes, as illustrated in **Error! Reference source not found.**, which are the shared goals and benefits for every community across the country.





**Figure 4-3: National Strategic Outcomes**

Improved road infrastructure for vulnerable road users will support the National Strategic Outcomes as follows:

**Compact Growth – NS01**

This involves managing the sustainable growth of cities, towns and villages to create more attractive places in which people can live and work. Provision of a cycling and pedestrian infrastructure will enhance the attractiveness, viability and vibrancy of George’s Street Upper and Lower along with Cumberland Street in Dún Laoghaire as a means of achieving more sustainable patterns and forms of development.

**Sustainable Mobility – NS04**

This is the provision of safe cycling infrastructure such as segregated cycling and walking facilities which will encourage walking and cycling within the area. It will improve the infrastructure for leisure, recreational and commuter users by providing a safe and comfortable route. As well as meet climate action objectives by providing viable alternatives to using motorised modes and particularly reducing private car travel.

**A Strong Economy, supported by Enterprise, Innovation and Skills - NS05**

This involves creating places that can foster innovation and enterprise, thereby attracting talent and investment. It also calls for high quality digital connectivity. The construction of cycle facilities enables increased connectivity which can attract and retain talent and investment. It would also increase economic activity within the local area generated by bike repair shops or tourism offerings along the route.

**Enhanced Amenity and Heritage – NS07**

This will ensure the town can offer a good quality of life through a well-designed public realm which includes public spaces, parks and streets, as well as recreational infrastructure. It also includes activity-based tourism such as blueways and greenways. Living Streets: Dún Laoghaire will provide recreational infrastructure which encourage activity-based tourism in the area by providing linkages to other walking and cycling trails.

## National Development Plan – 2021 – 2030

The National Development Plan 2021 - 2030 was published in 2021 as an early update to the 2018 National Development Plan. Along the 2018 National Development Plan was published along with the National Planning Framework in February 2018 as part of Project Ireland 2040. The 2018 National Development Plan was developed to (NDP) will drive Ireland's long term economic, environmental, and social progress across all parts of the country over the next two decades and will underpin the successful implementation of the new National Planning Framework (NPF). The updated National Development Plan 2021 – 2030 extends the funding available to support all sectors and regions in Ireland. It will guide national, regional and local planning investment decisions over the coming two decades. It also illustrates the commitment to reforming how public investment is planned and delivered. This will be done through a decisive shift to integrated regional investment plans and stronger co-ordination of sectoral strategies.

The National Development Plan NDP provides €116 billion, which will underpin the National Planning Framework and drive its implementation over the next ten years. This will ensure accessibility between key urban centres of population and their regions which will include the Northern and Western Regions. It will also ensure rural areas are strengthened and rural contribution is harnessed as a major part of Ireland's strategic development.

In terms of active travel, €360 million is being committed to the development of walking and cycling infrastructure all over Ireland over the next 10 years. National Investment Framework for Transport in Ireland (NIFTI).

## National Investment Framework for Transport in Ireland

The National Investment Framework for Transport in Ireland (NIFTI) is the Department for Transport's contribution to Project Ireland 2040. This document provides the framework to prioritise future investment in the land transport network to support the delivery of the National Strategic Outcomes identified in the NPF. The following four priorities are noted in terms of investment:



**Figure 4-4: NIFTI Investment Priorities**

In terms of Enhanced Regional and Rural Connectivity, the NIFTI states that measures should be implemented to ensure access to jobs, leisure, and public services and for people living in rural areas.

According to NIFTI, investment in sustainable modes so that transport users have safe, accessible, reliable and efficient alternatives to the private car will result in decarbonisation of the transport sector whilst also catering for growing populations.

NIFTI acknowledges that Protection and Renewal of assets includes both steady state maintenance of existing infrastructure as well as improvements to ensure safety or increase accessibility.

The Living Streets Project will support the objectives of the NIFTI since there is a strong focus on Mobility of People and Good in Urban areas by optimising and re-designing existing public space on George's Street to be more efficient, sustainable, and equitable. The objective of decarbonisation is met by upgrades to cycling, pedestrian, and some public transport infrastructure, while reducing the prominence given to private cars.

### National Sustainable Mobility Policy

The policy sets out a strategic framework to 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in our carbon emissions by 2030 and to reach net zero by 2050.

The policy sets a target to deliver at least 500,000 additional daily active travel trips which will be supported through expanding walking and cycling options across the country, including greenways and ensuring that these new sustainable mobility infrastructure meets the highest safety standards. By providing dedicated pedestrian and cycling facilities along George's Street, the scheme would support and complement the following objectives:

- To improve mobility safety.
- To decarbonise public transport.
- To expand availability of sustainable mobility in metropolitan areas
- To expand availability of sustainable mobility in regional and rural areas.
- To encourage people to choose sustainable mobility over the private car
- To take a whole journey approach to mobility, promoting inclusive access for all.
- To design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.
- To promote sustainable mobility through research and citizen engagement.
- To better integrate land use and transport planning at all levels.
- To promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

### RSA Road Safety Strategy 2021 – 2030

The Road Safety Authority (RSA) Road Safety Strategy 2021 - 2030, sets out targets to be achieved in terms of road safety in Ireland as well as policy to achieve these targets. At the core of the 2021–2030 strategy is the aim to achieve Vision Zero in Ireland by 2050. The primary target of the 2021 – 2030 strategy is *"to reduce road deaths and serious injuries by 50% by 2030."*

The plan sets out strategies for engineering and infrastructure in terms of the benefits that they can have in terms of reducing collisions. The plan acknowledges that there is a substantial difference in fatal and serious injury risks across different modes of travel and are generally higher for pedestrians and cyclists and recognises the importance of providing safe and healthy modes of travel from societal, environmental and health perspectives.

By reducing the conflict points between private vehicles/Public Transport with pedestrians and cyclists, the scheme would support and complement this RSA strategy.

### Climate Action Plan 2023

Following the enactment of the Climate Action and Low Carbon Development Act 2015, the Government published the Climate Action Plan 2019 in June 2019, and published an updated Climate Action Plan in 2023. The objective of the plan is to help accelerate the actions required in order to respond to the climate crisis and put climate solutions at the centre of Ireland's social and economic development, to enable Ireland to meet the legally-binding, economy-wide carbon budget and sectoral ceilings agreed in 2022 and the emission reductions targets set out in the Climate Action and Low Carbon Developments Acts. The plan set out actions which extended to all sectors of the economy including

Transport. The third Climate Action Plan was published in December 2022 after the signing into law of the Climate Action and Low Carbon Development (Amendment) Act 2021 in July 2021. This plan builds on measures and technologies set out in the 2021 plan to deliver greater ambition. The objective of the Plan is to enable Ireland to meet its EU targets to reduce its carbon emissions by 50% by 2030 with the ultimate objective of achieving a transition to a climate resilient, biodiversity rich and carbon neutral economy no later than 2050.

The Plan sets out measures to deliver targets for all sectors of the economy including Transport. Section 15.3 of the Plan outlines measures and actions required to deliver the sectoral emissions targets in the transport sector. These are categorised as Horizontal, Avoid, Shift, and Improve.

Regarding the ‘Sustainable Mobility’ measure in the Climate Action Plan 2023, the proposed Scheme seeks to support and promote sustainable transport, which will encourage a modal shift from individual vehicle usage. The proposed Scheme seeks to provide improved pedestrian and cycle facilities throughout the length of the scheme, with the aim of encouraging a modal shift to a more sustainable transport mode. Therefore, it is considered that the proposed scheme will align with the Climate Action Plan 2023. Some relevant actions are shown in the table below.

No.	Action
TR/23/14	Promote widespread, consistent, and accelerated implementation of the Design Manual for Urban Road and Streets to ensure improved placemaking and accessibility, including delivery of 10-Minute Towns and 15-Minute Cities.
TR/23/25	Local Areas to identify roads and streets suitable for road space reallocation.
TR/23/27	Pedestrian enhancement plans developed for five metropolitan areas.
TR/23/29	Advance roll-out of 1,000 km walking/cycling infrastructure.
TR/23/31	Advance widespread and consistent implementation of National Cycle Manual guidance and the Design Manual for Urban Roads and Streets with DHLGH.
TR/23/32	Leverage of Protection and Renewal Road infrastructure programme to enhance safety of sustainable mobility users.

**Figure 4-5: Extracts from Climate Action Plan applicable to the Scheme.**

## National Physical Activity Plan

The National Physical Activity Plan aims to improve the health and wellbeing of the population of Ireland through increasing levels of physical activity.

*“This Plan is not just about telling people to do more physical activity because it is good for them, it is about:*

- Creating increased opportunities for people to be active in ways which fit in to everyday lives and which suits individual needs, circumstances and interests
- Removing the barriers which people face to being active and encouraging people to recognise how to overcome those barriers
- Enhancing cross-sectoral cooperation at national, local and community level to encourage physical activity at every level

- Encouraging a supportive environment where physical activity becomes normal promoting good practice and finding new models of participation which get more people active

There are eight broad thematic action areas identified within the plan:

- Public Awareness, Education and Communication
- Children and Young People
- Health
- Environment
- Workplaces
- Sport and Physical Activity in the Community
- Research, Monitoring and Evaluation
- Implementation through Partnership

The plan sets targets for increases in daily physical activity as well as targets for decreases in the numbers not participating in any weekly physical activity for children, adults and older people.

The scheme will support the targets of this plan by providing a dedicated space to facilitate increased physical activity in a safe manner.

## **Building for Everyone: A Universal Approach Planning and Policy 2012**

*Building for Everyone: A Universal Approach* is a groundbreaking initiative that advocates for a universal design philosophy in the built environment. This comprehensive approach seeks to create spaces, buildings, and infrastructure that are accessible, inclusive, and user-friendly for all individuals, regardless of age, ability, or mobility status. Developed as a response to the growing importance of social inclusion and diversity, the universal design principles aim to break down barriers, promote equality, and enhance the overall quality of life for people of diverse backgrounds.

Key elements of the *Building for Everyone* initiative include:

- **Inclusive Design Principles:** The policy underscores the importance of integrating inclusive design principles into every stage of the built environment's planning, construction, and maintenance. These principles go beyond mere compliance with accessibility standards, considering the diverse needs and preferences of all users.
- **Accessible Infrastructure:** The framework prioritizes the creation of accessible pathways, entrances, and facilities to ensure equal access and comfortable navigation for individuals with mobility challenges, parents with strollers, and senior citizens, among others.
- **Sensory Considerations:** Recognizing the needs of individuals with sensory impairments, the initiative promotes designs that accommodate various sensory abilities, such as clear signage, wayfinding cues, and acoustically friendly environments.
- **Social Inclusion:** The policy encourages the development of public spaces that foster social interactions, welcoming diverse groups and creating opportunities for people from different backgrounds to connect and engage with one another.
- **Awareness and Training:** To facilitate the successful implementation of universal design, the initiative advocates for raising awareness among designers, architects, policymakers, and construction professionals, promoting the adoption of inclusive practices in their work.
- **Collaboration and Co-Design:** Emphasizing the importance of engaging end-users and diverse stakeholders, the framework supports co-design processes that involve the community in shaping the built environment to better meet their needs and aspirations.
- **Regulatory Support:** The policy recommends aligning regulatory frameworks with universal design principles, thereby encouraging compliance, and fostering a culture of inclusive design across all sectors of the built environment.

By embracing the *Building for Everyone: A Universal Approach*, societies can create an environment that promotes social integration, independence, and dignity for all individuals, irrespective of their abilities. This visionary initiative presents an opportunity to transform the way we conceive, plan, and construct spaces, ultimately creating a more harmonious, accessible, and equitable world that benefits everyone.

Living Streets Dún Laoghaire is a perfect embodiment of the principles to be followed in *Building for Everyone: A Universal Approach*. It strives to create an environment which is inclusive to all road users, particularly active travel road users and vulnerable road users.

## Town Centre First

The Town Centre First policy sets out a range of Actions which collectively will create the framework required to support towns to achieve the desired outcomes and deliver on their own unique vision. These Actions are centred around improving knowledge and understanding of towns and what they need, enhancing the capacity of delivery agents to implement this ambitious policy, building new structures at national and local level, and ensuring that new and existing funds are co-ordinated and targeted towards the implementation of Town Centre First in each town. The key priorities in establishing and growing the framework are:

- A Network of Town Regeneration Officers to bring a co-ordinated approach to delivery across the country and to act as a forum for sharing best practice and informing the ongoing roll-out of the policy. The Town Regeneration Officers will lead the engagement of multi-disciplinary team within each Local Authority, while guiding and supporting Town Teams through the TCF process.
- Capacity building programmes for Town Teams to increase the skills and capabilities of Town Teams and enable them to deliver effectively. This will be supplemented with National TCF Awards and national TCF themed events to recognise successful town initiatives.
- A national, integrated and scaled-up Health Check Programme for towns which builds and expands on the success of the Heritage Council's Collaborative Town Centre Health Check model and results in a national database of towns.
- A Town Centre First Toolkit to include a Web Portal which will provide access to all available TCF resources and funding. The Toolkit will provide a best practice model for developing TCF plans that is informed by existing models and include specific strands targeting key issues associated with the development of our towns such as climate action, digitalisation, enterprise development and social purpose.
- A targeted investment programme to support towns in delivering the interventions identified in their bespoke Town Centre First Plans. This includes existing [Urban Regeneration and Development Fund; Rural Regeneration and Development Fund; Town & Village Renewal Scheme] and new [Croí Cónaithe (Towns) Fund; European Regional Development Fund] funding programmes which will prioritise the delivery of this Town Centre First policy.
- Pathfinder towns that will be immediately assisted to act as initial demonstrators of the TCF policy approach. A key ongoing focus of the policy will also be to identify early-stage towns where local stakeholders require more support to collaborate as part of a Town Team and to access investment programmes.
- Mechanisms to put town centres at the heart of decision making including a methodology to assess the impact of development on town centres for applicability within the statutory planning system and tools to aid Government Departments and their agencies to assess the impact of their investment decisions on town centres.
- Better data which enhances our understanding of Ireland's towns and builds an evidence base for the ongoing evolution of the TCF policy. This will include a new research and evidence platform, agreed data measurement requirements in respect of key social and economic outcomes, and research aimed at establishing the social return from investment in our towns.

- A new National Town Centre First Office established within existing structures to lead and drive the implementation of Town Centre First actions and co-ordinate stakeholder engagement at a national level and across the Local Government Sector.
- Cross-Government focus and alignment through a National Oversight and Advisory Group that will monitor and guide the delivery of the policy, together with Annual Implementation Plans and a commitment to review the policy at three-year intervals. It will include new approaches to collaborating across the range of new and existing Government initiatives impacting on our town centres.

## 4.4 Regional Planning Context

### Regional Spatial and Economic Strategy for the Eastern and Midland Regional Assembly 2019-2031

The RSES is a strategic plan which identifies regional assets, opportunities and pressures and provides appropriate policy responses in the form of Regional Policy Objectives. At this strategic level it provides a framework for investment to better manage spatial planning and economic development to sustainably grow the Region to 2031 and beyond.

The RSES provides a:

- **Spatial Strategy** – to manage future growth and ensure the creation of healthy and attractive places to live, work, study, visit and invest in.
- **Economic Strategy** – that builds on our strengths to sustain a strong economy and support the creation of quality jobs that ensure a good living standard for all.
- **Metropolitan Plan** – to ensure a supply of strategic development areas for the sustainable growth and continued success and competitiveness of the Dublin Metropolitan Area.
- **Investment Framework** – to prioritise the delivery of key enabling infrastructure and services by government and state agencies.
- **Climate Action Strategy** – to accelerate climate action, ensure a clean and healthy environment and to promote sustainable transport and strategic green infrastructure.

The principal statutory purpose of the RSES is to support the implementation of Project Ireland 2040 – National Planning Framework and National Development Plan 2019-2027 and the economic policies of the Government by providing a long-term strategic planning and economic framework for the development of the Regions.

The RSES notes the importance of improving the quality life through promotion and facilitation of cycling and walking, which in turn promotes the reduction of greenhouse gas emissions. The living streets scheme supports these objectives by promoting safe spaces for walking and cycling.

### GDA Cycle Network Plan 2022

The Irish Government, the NTA and various State Agencies are committed to ensuring that cycling as a transport mode is supported, enhanced and exploited, in order to achieve strategic objectives and reach national goals. Current policy is set out in various documents produced by the Department of Transport, Tourism & Sport and its Agencies. However, the National Cycle Policy Framework (NCPF) is the key document that sets out 19 specific objectives, and details the 109 individual but integrated actions, aimed at ensuring that a cycling culture is developed in Ireland to the extent that, by 2020, 10% of all journeys will be by bike. The NCPF proposes a comprehensive package of planning/infrastructure and communication/education measures, and emphasises the need for stakeholder participation and adequate funding of the required initiatives. The NCPF requires that cycle-friendly planning principles be incorporated in all national, regional, local and sub-local plans. These ambitious targets can only be achieved if a much higher proportion of trips by bicycle is undertaken in urban areas, in particular within the GDA, where the use of bicycle for many types of trips is already much more common.

In order to ensure that investments are focused on an efficient manner towards reaching these ambitious targets, the NTA and the Local Authorities within the GDA need to know what bicycle facilities are currently available, where they are missing sections, what is their condition and what improvements are likely to be required. In addition, a strategic cycle network map of the GDA needs to be prepared which will help the NTA in allocating funding towards the implementation of strategically important schemes. Information outlined in this report will allow cycle infrastructure projects to be prioritised in terms of the importance to the strategic network and the likely cycle demand for such a scheme.

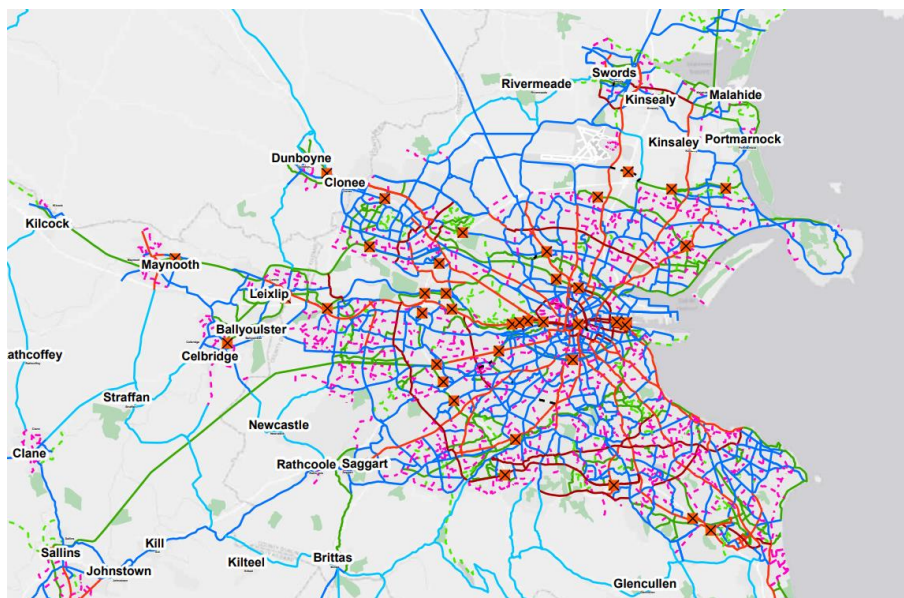


Figure 4-6: GDA Full Cycle Network Plan

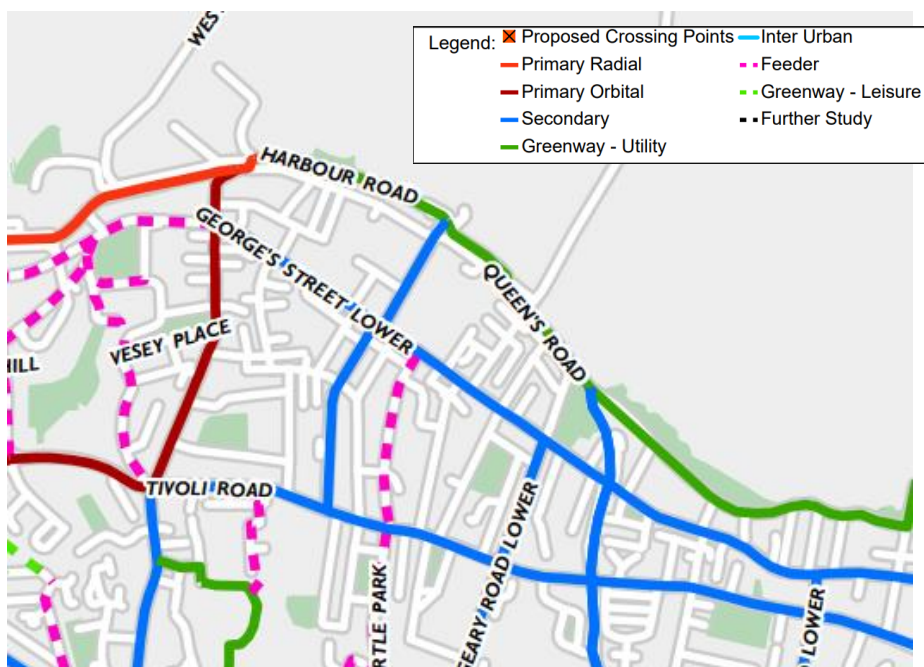


Figure 4-7: GDA Cycle Network for the Living Streets Dun Laoghaire Area

NTA Transport Strategy for the Greater Dublin Area 2022 – 2042



The NTA Transport Strategy for the Greater Dublin Area 2022-2042 sets forth an ambitious and transformative vision for the future of transportation in one of Ireland's most populous and economically significant regions. Developed by the National Transport Authority (NTA) in close collaboration with stakeholders and the public, this comprehensive strategy aims to address pressing challenges, such as urbanization, congestion, and climate change, while enhancing accessibility, efficiency, and sustainability in the transport network.

Key elements of the NTA Transport Strategy include:

- **Integrated Transport Network:** The strategy proposes an integrated and multi-modal transport network, seamlessly connecting various modes of transportation, including buses, trains, trams, cycling infrastructure, and walking paths, to provide travellers with flexible and efficient options for their daily commutes.
- **Sustainable Mobility:** Emphasizing sustainable mobility solutions, the strategy promotes the adoption of electric and low-emission vehicles, as well as the expansion of public transportation services to reduce the region's carbon footprint and mitigate the impacts of climate change.
- **Smart Technology Integration:** Leveraging cutting-edge technology, the strategy advocates for the implementation of intelligent transport systems, real-time passenger information, and data analytics to optimize traffic management, reduce congestion, and enhance overall transport efficiency.
- **Connectivity and Accessibility:** Ensuring that transport infrastructure and services cater to the needs of all citizens, including those with disabilities and the elderly, the strategy prioritizes universal accessibility and improved connectivity across the Greater Dublin Area.
- **Transit-Oriented Development:** Encouraging transit-oriented development, the strategy promotes the establishment of high-density, mixed-use developments around transport hubs, fostering vibrant communities and reducing car dependency.
- **Resilience and Adaptation:** Addressing the challenges posed by climate change and potential disruptions, the strategy focuses on building resilient transport infrastructure, considering adaptation measures to safeguard against extreme weather events and future uncertainties.
- **Public Engagement and Collaboration:** Recognizing the importance of community involvement, the strategy advocates for continuous public engagement and collaboration with relevant stakeholders to ensure that the transport network aligns with the needs and aspirations of the region's residents.

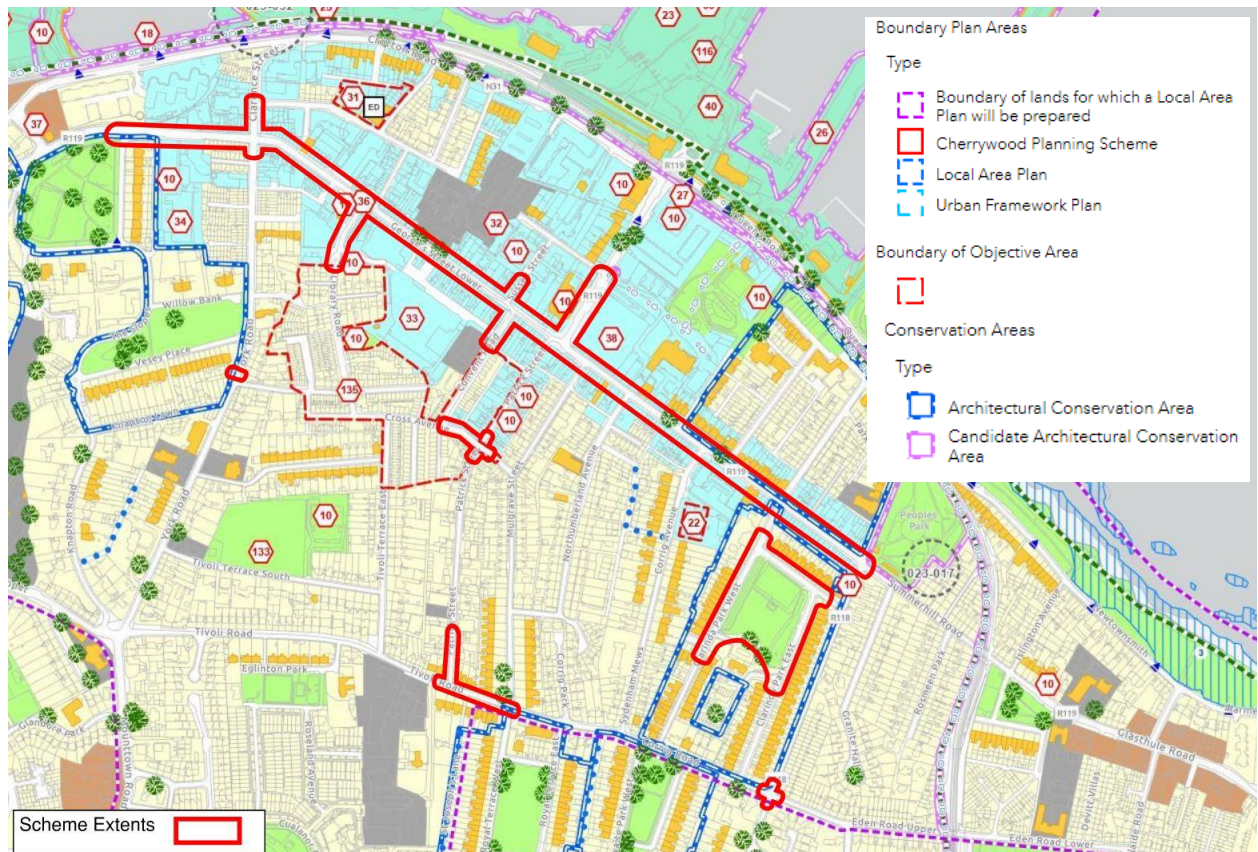
As the NTA Transport Strategy unfolds over the 2022-2042 period, its implementation promises to revolutionize the Greater Dublin Area's transportation landscape. By fostering sustainable, interconnected, and people-centred mobility, the strategy endeavours to enhance the region's liveability, economic competitiveness, and environmental stewardship, setting a precedent for other urban areas seeking to navigate the challenges of the 21<sup>st</sup> century and beyond.

This project aligns with the goals and objectives set out in the NTA's Strategic Transport Plan for Greater Dublin Area (GDA) for the period up to 2042 (Transport Strategy), and the implementation of this project will support the achievement of the goals set out in the strategy.

## 4.5 Local Planning Context

### Dún Laoghaire-Rathdown County Council Development Plan 2022-2028

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



**Figure 4-8: Development Plan Map with Living Streets Dun Laoghaire Scheme Extents Overlaid**

The DLR development plan interactive map can be found online at:

<https://dlrcocouncil.maps.arcgis.com/apps/webappviewer/index.html?id=6e5e0fb0384a47dcb61cbf4e36eb6dcc>

Appendix 19 Interim Dún Laoghaire Urban Framework Plan sets out a vision to guide the ongoing development and regeneration of Dún Laoghaire Town. The scheme supports this vision. This plan can be seen online at:

[https://www.dlrcoco.ie/sites/default/files/atoms/files/appendix\\_17\\_-\\_interim\\_dufp.pdf](https://www.dlrcoco.ie/sites/default/files/atoms/files/appendix_17_-_interim_dufp.pdf)



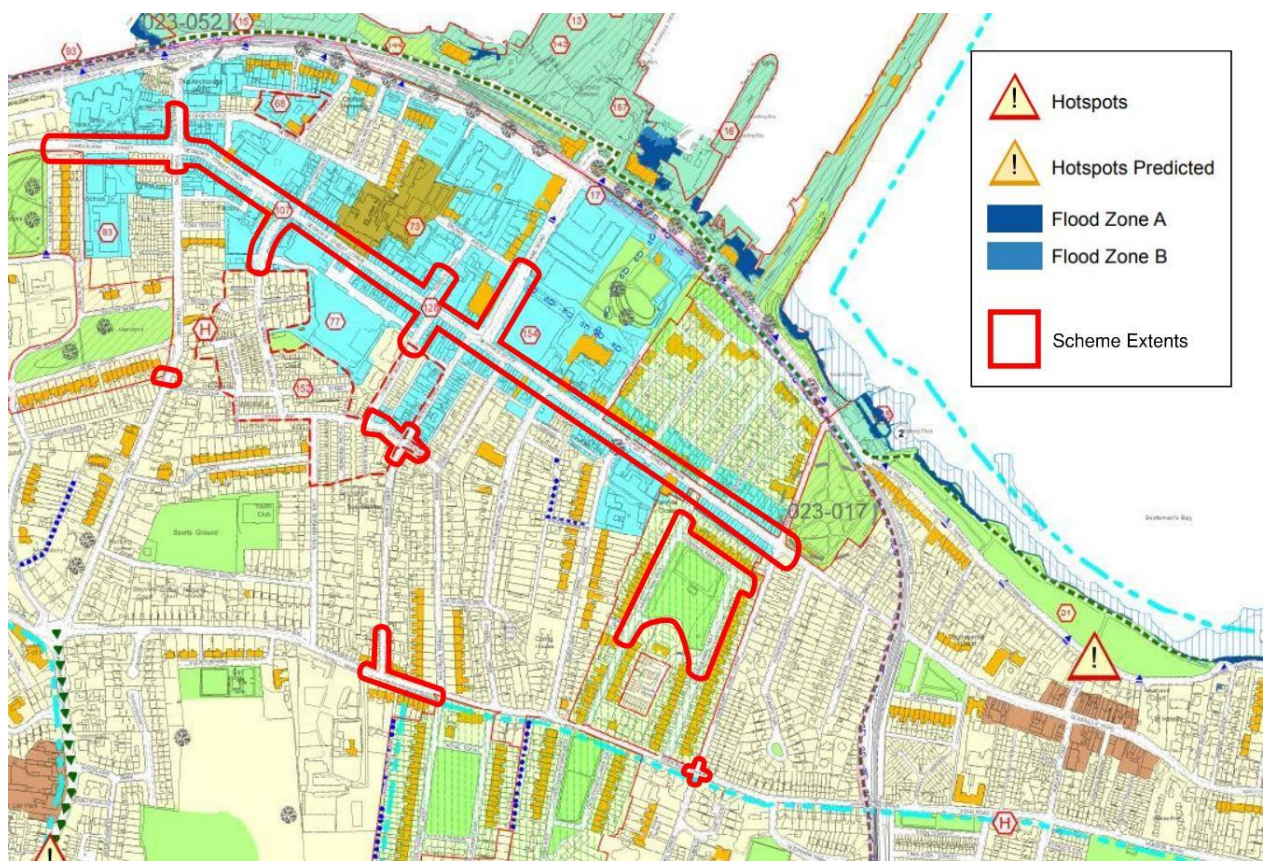
**Figure 4.8 Dún Laoghaire Urban Framework Plan Urban Structure**

The following objectives in this Urban Framework Plan are supported by this project:

- 4. Improve physical linkages and accessibility between the Town Centre and the Waterfront.
- 5. Encourage and provide for increased pedestrian and cycle permeability between George's Street and Crofton Road.
- 8 Provide a network of attractive and green urban spaces and public realm to enhance the user experience while also tacking climate action to create a low carbon, climate resilient and sustainable town."
- 9 Improve and enhance existing visual amenity and streetscape including lighting within the Interim Framework Plan area.
- 18. To implement a co-ordinated street tree planting and soft landscaping programme, where feasible, to improve air quality, encourage biodiversity and attenuate surface water within the Interim Framework Plan area.
- 19. To seek the incremental rationalisation and consolidation of the principal Town Centre Quarter on George's Street between Bloomfield's Shopping Centre and Corrig Avenue.
- 23. It is an objective to embrace 'Smart' cities initiatives to improve traffic management and include appropriate variable Message Signage (VMS) and smart car parking technologies within the Interim Framework Plan area.

- 24. To implement the DLR Cycle Network objectives within the Interim Framework Plan area.
- 25. To undertake a Road User Audit and support the application of DMURS, together with environmental improvements, on Cross Avenue - (Old Victorian Street) and interconnecting streets.
- 26. To promote the expansion of 30 km/hr limit zones in Dún Laoghaire and Environs in accordance with best practise and speed guidance documents

Some further relevant objectives for George’s Street environs which this proposal supports include *inter alia*; public realm improvements that significantly increase street trees and planting, create narrower carriageways with wider paving, improved surfaces and new public lighting; the need to examine the traffic movements with a view to facilitating increased pedestrian and cycle usage on George’s Street; simplification of the junction between George’s Street and Marine Road could create easier crossing points for pedestrians; and examine the pedestrianizing of the one-way stretch of George’s Street Lower between Marine Road and St Michael’s Hospital.



**Figure 4.9: Flood Zone Map With Living Streets Dún Laoghaire Scheme Extents Overlaid**

The DLR Flood Zone Map can be found online at:

[https://www.dlrcoco.ie/sites/default/files/atoms/files/03-map3\\_2.pdf](https://www.dlrcoco.ie/sites/default/files/atoms/files/03-map3_2.pdf)



**Figure 4.10: Ecological Network Map With Living Streets Dún Laoghaire Scheme Extents Overlaid**

The DLR Ecological Network Map can be found online at:

[https://www.dlrcoco.ie/sites/default/files/atoms/files/supplementary\\_map\\_b1\\_ecological\\_network\\_map\\_1.pdf](https://www.dlrcoco.ie/sites/default/files/atoms/files/supplementary_map_b1_ecological_network_map_1.pdf)

With reference to the figures above, the relevant information is summarised below:

- Dún Laoghaire is one of the two a major town centres in the County Development Plan which is zoned with the objective MTC 'To protect, provide for and-or improve major town centre facilities'.
- There are two designated Architectural Conservation Areas, Haigh Terrace to Park Road and Clarinda Park.
- Peoples Park is a Candidate Architectural Conservation Area and contains the Martello Tower monument.
- There are some tree symbols with the objective "To protect and preserve Trees and Woodlands" on George's Street and Clarinda Park.
- There are no waterbodies present in the study area. There are coastal areas identified as flood zones on outskirts of the study area, however these are unlikely to be impacted by the scheme which is primarily taking place on George's Street Upper and Lower.

**Specific Local Objectives which apply to the area and are supported in the scheme:**

SLO 135 To enhance the character, ambiance and quality of the environment, historic streetscapes and public realm of the residential streets in the areas adjoining Lower George's Street, Dún Laoghaire and in particular, the areas of early twentieth century social housing, to ensure that the public realm in this older residential area - in close proximity to the core business district of the Town - is enhanced,

improved and maintained to the standard provided for other residential and business districts adjoining Upper and Lower George's Street.

**The scheme supports the following relevant policy objectives of the DLR County Development Plan 2022-2028:**

- Policy T11: Walking and Cycling - It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements in accordance with relevant Council and National policy and guidelines.
- Policy T12: Footways and Pedestrian Routes - It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice. (Consistent with NPO 27 and 64 of the NPF and RPO 5.3 of the RSES).
- Policy T23: Roads and Streets - It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process (RPO 8.10, RPO 8.16).
- Policy T28: Road Safety - It is a Policy Objective to implement a Council Road Safety Plan in line with the emerging Government Road Safety Strategy 2021 to 2030 in conjunction with relevant stakeholders and agencies.
- Policy T31: Accessibility - It is a Policy Objective to support suitable access for people with disabilities, including improvements to transport, streets and public spaces. Accessibility primarily concerns people with reduced mobility, persons with disabilities, older persons and children. (Consistent with RPO 9.1 and 9.10 of the RSES).
- Policy ST6: Footways and Pedestrian Routes - It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice.
- Policy Objective MFC1: Multifunctional Centres It is a Policy Objective of the Council to embrace and support the development of the County's Major Town Centres, District Centres and Neighbourhood Centres as multifunctional centres which provide a variety of uses that meet the needs of the community they serve.
- Policy Objective MFC2: Accessible and Inclusive Multifunctional Centres It is a Policy Objective of the Council to promote accessibility to Major Town Centres, District Centres and Neighbourhood Centres by sustainable modes of transportation in order to encourage multi-purpose shopping, business and leisure trips as part of the same journey.
- Policy Objective MFC3: Placemaking in our Towns and Villages It is a Policy Objective of the Council to support proposals for development in towns and villages that provide for a framework for renewal where relevant and ensure the creation of a high quality public realm and sense of place. Proposals should also enhance the unique character of the County's Main streets where relevant.
- Policy PHP4: Villages and Neighbourhoods - It is Policy Objective to implement a strategy for residential development based on a concept of sustainable urban villages as well as promoting and facilitating the provision of "10-minute" neighbourhoods.
- Policy PHP5: Community Facilities - It is Council policy to support the development, improvement, and provision of a wide range of community facilities distributed in an equitable manner throughout the County as well as facilitating and supporting the preparation of a countywide Community Strategy.
- Policy PHP12: The Local Economic and Community Plan - It is Council policy to promote and facilitate participation of key stakeholders in the development and delivery of the Local Economic and Community Plan.

- Policy PHP14: Age Friendly Strategy - It is a Policy Objective to support and facilitate the implementation of the Dún Laoghaire Rathdown Age Friendly Strategy 2016-2020.
- Policy PHP35: Healthy Placemaking - It is a Policy Objective to: Ensure that all development is of high quality design with a focus on healthy placemaking consistent with NPO 4, 26 and 27 of the NPF, and RPO 6.1, 6.12, 9.10 and 9.11 of the RSES. Promote the guidance principles set out in the 'Urban Design Manual – A Best Practice Guide' (2009), and in the 'Design Manual for Urban Roads and Streets' (2013). Ensure that development proposals are cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, wayfinding and detailed design.
- Policy PHP36: Inclusive Design & Universal Access - It is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES.
- Policy PHP37: Public Realm Design - It is Council policy that all development proposals, whether in established areas or in new growth nodes, should contribute positively to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved.
- Policy PHP40: Shared Space Layouts - It is a Policy Objective to promote safer and more attractive streets and public realm for all road users throughout the County by pro-actively engaging with, and adhering to, the 'shared space' concept and guidance set out in the 'Design Manual for Urban Roads and Streets' (2013).
- Policy PHP41: Safer Living Environment - It is Council policy to facilitate the promotion and delivery of a safe environment for both the residents of, and visitors to, the County.
- Policy OSR5: Public Health, Open Space and Healthy Placemaking - It is a Policy Objective to support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan (NPAP) 2016, to increase physical activity levels across the whole population thus creating a society, which facilitates people whether at home, at work or at play to lead a more active way of life (consistent with RPO 9.16).
- Policy GIB1: Green Infrastructure Strategy - It is a Policy Objective to continue to implement, and update, the DLR Green Infrastructure (GI) Strategy, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the development, design and management of high quality natural and semi-natural areas. This recognises the ecosystems approach and the synergies that can be achieved with regard to sustainable transport, provision of open space, sustainable management of water, protection and enhancement of biodiversity.

The plan seeks to promote walking and cycling as means of transport and for the purposes of mental and physical health. The Living Streets Scheme which comprises walking and cycling facilities supports these objectives, in addition to supporting a wider range of Development Plan policy objectives relating to sustainable transport, economic vitality, accessibility and inclusiveness, enhanced public realm design and green infrastructure measures.

## Dún Laoghaire-Rathdown Climate Change Action Plan 2019-2024

Dún Laoghaire-Rathdown County Council's Climate Action Plan sets out how the Council will improve energy efficiency and reduce greenhouse gas emissions in its own buildings and operations, while making Dún Laoghaire-Rathdown a more climate-resilient region, with engaged and informed citizens. This will be achieved by a range of ongoing and planned actions in five key areas which will be continuously monitored, evaluated, and updated to 2030 and beyond.

The key targets set out in the plan are as follows:

- 33% improvement in the Council's energy efficiency by 2020.
- Make Dublin a climate-resilient region by reducing the impacts of future climate change-related events.
- 40% reduction in the Council's greenhouse gas emissions by 2030.
- Actively engage and inform our citizens on climate change.

To fulfil those targets, DLRCC have decided to focus on five key actions areas: transport, food resilience, nature-based solutions, resource management and energy & buildings. This scheme will support the transport and nature-based solutions elements of this plan.

The Living Street Scheme aims at promoting and increasing active travel in Dún Laoghaire and the County, which in turn will help make Dún Laoghaire-Rathdown a more climate-resilient region, with engaged and informed citizens.

## Dún Laoghaire-Rathdown Age-Friendly Strategy 2022-2026

The DLR Age-Friendly Strategy 2022-2026 aims to enhance the future of older people in their local areas so that they can engage positively within their communities and neighbourhoods throughout their lives. The Strategy highlights the importance of inclusion and accessibility in the physical environment in terms of public realm and transport, to ensure people can experience a good quality of life throughout their lives. The Strategy contains a series of Strategic Priorities and Objectives. The four Strategic Priorities comprise:

- Strategic Priority 1 - Strengthening DLR as a dynamic place where people will experience a good quality of life throughout the lifespan.
- Strategic Priority 2 - Fostering cohesion to reinforce the sense of attraction, engagement and belonging within communities, neighbourhoods, and places in dlr.
- Strategic Priority 3 - Ensuring that older people experience good health and wellbeing through access to high quality health and community services.
- Strategic Priority 4 - Building on our capacity to work in partnership to support inclusive, sustainable and environmental conditions for people as they grow older in dlr.

Key objectives of the Strategy relevant to the Dún Laoghaire-Rathdown Living Street scheme includes Objective 1.1 '*Develop, maintain and promote a supportive public realm that facilitates social interaction and healthy lifestyles*', and Objective 1.2 '*Influence the provision of safe and accessible transport and infrastructure to enable older people engage actively within their communities.*' The Dún Laoghaire-Rathdown Living Street scheme supports the strategic priorities and objectives set out in the DLR Age-Friendly Strategy, ensuring inclusion and accessibility for all; enhanced pedestrian and cycling routes and a supportive public realm are all key components of the scheme.

## Dún Laoghaire-Rathdown Cycling policy

The publication by the government in 2009 of Smarter Travel - a Sustainable Transport Future 2009-2020 followed by the National Cycle Policy Framework 2009 – 2020 (NCPF) has set a new transport agenda in Ireland with an increased emphasis on sustainable transport including cycling. In particular, the NCPF recognises the contribution that cycling can make towards improving the quality of life and health of individuals whilst also contributing to the wider public realm, a stronger economy, and an enhanced environment for all.

The vision in this document is to cultivate a cycling culture, through the implementation of appropriate infrastructure and promotional measures, that positively encourages all members of the community to cycle at all life stages and abilities as a mode of sustainable transport that delivers environmental, health and economic benefits to both the individual and the community. This document sets out Dún Laoghaire-Rathdown County Council's own policies in response to the publication of the National Cycle



Policy Framework, 2009 – 2020 and includes guidance for developers on cycle parking and cycle facilities to be provided as a consequence of new development.

To deliver its contribution to local and national goals, the Council, through the various policies set out in this document, will focus its attention on the following cycling activities by way of provision of infrastructure, promotion and marketing or any combination of these:

- Trips to school.
- Trips to work.
- Trips to and from public transport interchanges as part of onward journeys to work.
- Other utility trips i.e., trips to shops, leisure facilities etc.
- Recreational and tourism trips, including countryside access.
- Long distance and rural routes (except where they contribute to wider objectives, i.e. – above).

The scheme promotes cycling as a mode of transport, and increases safety for cyclists, making cycling facilities accessible to all types of cyclists. The scheme also promotes a healthier lifestyle by encouraging and allowing people to cycle through Dun Laoghaire.

## SECTION 5: PLANNING CONSIDERATIONS

### 5.1 Design and Visual Impact

Design proposals for Dún Laoghaire and its immediate surroundings have been prepared to complement as opposed to compete with the existing historical character and context of the area. In essence, the principles for the design seek to encourage pedestrians into the public realm, create safe, tranquil spaces, and provide increased greenery and integrated Sustainable Urban Drainage (SUDs) measures.

The design seeks to better unify Dún Laoghaire as a town centre through the use of consistent quality materials as found at other recent improvements schemes such as The Metals and in Monkstown. It is proposed that a portion of George's Street Lower will become pedestrianised from the Patrick St Junction to St Michael's Hospital and will integrate with ongoing public realm works close to completion at Myrtle Square. The centre of the pedestrian zone will be a 'static' space, with seating and planters designed to create a calm, soft, social, and safe space.

The seating zones will have a mix of individual seats and benches for friends and family to sit at and rest or wait whilst others are shopping. The edges will be free for pedestrians to access shops, with paving defining the various zones. These edges will also allow emergency vehicle and service / maintenance vehicles access. The junctions with side streets will be defined with a different paving pattern to indicate a node on the street. Cyclists will be encouraged to dismount in the pedestrian zones.

George's Street Lower and some side streets will include paving and planting upgrades as well as the provision of several pocket parks, typically designed to take advantage of small, enclosed spaces for planting and seating. It is a project ambition that the planted spaces will be utilised for SUDs features. In addition, the surface material currently in place on George's Street Lower could be re-used in other schemes if deemed suitable. Clarinda Park will be upgraded with increased green space, landscaping, seating, recreational areas and tree planting.

The streets will be decluttered of furniture and signage making movement easier for vulnerable road users, such as people with buggies or with mobility issues. The materials will be of high quality and utilise the warmth of natural stone. Tactile paving and dropped kerbs will be provided at key crossings and the transitions throughout the space follow best practice and guidance. Lighting, bins and bike racks will be located appropriately with the soft landscape palette providing year-round interest.

### 5.2 Traffic and Transport Assessment

There will be significant knock-on effects to traffic behaviour in Dún Laoghaire following the pedestrianisation of George's Street Lower and the introduction of three modal filters on Tivoli Road, Cross Avenue and Clarinda Park West. All destination traffic can be maintained but there will be a significant reduction in the volume of through traffic passing through Dún Laoghaire.

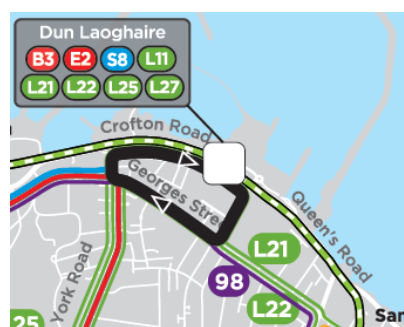
The three modal filters will significantly reduce through traffic on Tivoli Road, Cross Ave, Clarinda Park, and the surrounding streets. Through traffic will be required to detour around this block instead which could lead to an increase in traffic on some roads such as Crofton Road, George's St Upper and Glenageary Road Lower. The newly traffic calmed streets will make the block more attractive for walking and cycling and this will encourage more people to choose these modes of transport for shorter journeys. It is expected that this modal shift to sustainable modes should largely negate the increase in congestion resulting from detouring traffic, although some journey times by car are predicted to take slightly longer if using Crofton Road, George's St Upper or Glenageary Road Lower (typically 2-4 mins at peak times). For more details on this see the Living Streets: Dún Laoghaire: Traffic Modelling Report that accompanies the Part VIII Planning documents.

New electronic smart signage is proposed on all approaches to the town that will give directions to the various car parks in the town as well as an indication of the numbers of spaces available at each location.

## BusConnects Network Redesign

The National Transport Authority published the New Dublin Area Bus Network in September 2020. The overall objective of the improved network is a significant increase in capacity and frequency for customers, as well as more evening and weekend services for all spines.

The implementation of the new network will take place on a phased basis over a number of years, the first phase of the new BusConnects network for Dublin was launched in June 2021 and it is expected to be fully implemented by the end of 2024. The new network is expected to be in place by the time this project has finished construction and so the scheme is being designed with the future network in mind, rather than the existing one. The NTA have been consulted regarding the parallel development of the NTA's BusConnects project and Living Streets: Dún Laoghaire.



**BusConnects New Network on George's Street**

## 5.3 Cultural Heritage (Archaeology and Architectural Heritage)

The project area is of cultural significance in terms of its architectural heritage. No protected structures or artefacts will be directly affected by the proposed works. More recent additions such as the smaller markers located on bollards around the town will be repositioned to suit the new street layout. The streetscape will be upgraded with new seating areas, high quality paving and landscaping, these changes will enhance the setting of several heritage buildings such as Carnegie Library. The project also has the potential to include new placards that will provide visitors with relevant information at various culturally important locations in the town.

Clarinda Park is identified as an architectural conservation area, in the County Development Plan. The landscape design for Clarinda Park returns the park to its historical boundaries and brings together a cohesive series of spaces driven by historical and ecological influences in response to the site's context and relationship with Dun Laoghaire and the surrounding buildings. The landscape design has been planned to maximise the sites orientation and anticipated micro-climate to create habitable, quality spaces which respond to human comfort, encouraging residents and the public into a safe and surveyed space.

## 5.4 Biodiversity, Landscaping and Arboriculture

Extensive landscaping and tree planting will be carried out as part of the works including the planting of approximately 239 new trees around the village, 28 located at the modal filters and 110 located in Clarinda Park, as well as the protection of existing trees. The presence of underground utilities may limit the potential for new tree planting in some locations, and so the exact number of trees will be subject to change during the detailed design phase. It is anticipated the row of smaller trees on Georges

Street Lower will need to be removed to facilitate the work and new more extensive tree planting will be provided in this location, some trees in Clarinda Park that are found to be in poor health may also be removed. The planting will be selected from a list of native plants which form part of the all-Ireland pollinator plan. This will not be exclusively the case, as maintenance and other factors will also influence the selection.

In addition, the proposed improvement works within Clarinda Park will offer a net gain to biodiversity through the creation of additional woodland and meadow habitats connecting existing surrounding ecological stands with continuous tree canopies for bat and bird roosting. An increased number of trees, areas for surface water treatment and wildflower meadows, coupled with best practice maintenance will ensure a sustainable landscape for the future. Edge conditions and relationships with neighbouring developments will be sensitively integrated and screened. The primary objectives of the design are to encourage biodiversity through varied tree and shrub planting, creating a series of interlinking spaces.

A biodiversity walkover and bat survey was undertaken for Clarinda Park. It concluded that the proposed development to enhance Clarinda Park does not require a derogation licence from the National Parks and Wildlife Service and that the proposed works will enhance the habitats available for insects, bats and birds. A number of mitigation measures were suggested to minimise the impacts on foraging bats during the construction stage. For more details on this see the Living Streets: Dún Laoghaire: Clarinda Park Ecological Walkover and Bat Survey Report that accompanies the Part VIII Planning documents.

A tree survey was undertaken for Clarinda Park to assess the health of all trees in the area was. The majority were found to be in good health, but a number of trees were recommended for removal due to poor health. For more details on this see the Living Streets: Dún Laoghaire - Tree Survey Report that accompanies the Part VIII Planning documents.

During the construction works, a professionally qualified Arboriculturist will be retained by the principal contractor or site manager to monitor and advise on any works within the Root Protection Zones (RPA) of existing trees to ensure successful tree retention and planning compliance. This arborist will also be responsible for preparing methods statements for, and supervising, the planting of all new trees.

## 5.5 Drainage and Utilities

### 5.5.1 SuDS Policy

Dún Laoghaire-Rathdown County Council has set out their County Development Plan 2022-2028 which strives to deliver on its core focus of sustainability whilst centring its objectives towards achieving climate resilient, liveable, and vibrant communities. Within the County Development Plan, DLRCC have emphasised the role green infrastructure has in delivering these core principles, outlining it as a strategic asset in aiding sustainable development and as a key factor in the progression to a climate resilient nation.

Sustainable management of water, waste and other environmental resources is supported in both National Strategic Outcome 9 of the National Planning Framework (NPF) and Regional Strategic Outcome 7 of the Regional Spatial and Economic Strategy (RSES). National Policy Objectives 5 of the NPF also advocates enhanced water quality and resource management, notably through the use of Sustainable Drainage Systems (SuDS).

Policy Objective EI6 from the DLR County Development Plan aims to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS). Developments will only be permitted where the Council is satisfied that suitable measures have been proposed that mitigate the impact on drainage through the achievement of control of run-off quantity and quality while enhancing amenity and habitat. In particular the requirements of the 'SUDS Manual' by the UK's Construction Industry Research and Information Association (CIRIA) shall be followed unless specifically exempted by the Council.

The DLR County Development Plan also details that where a SuDS scheme provides biodiversity and amenity value and is readily accessible for either use or enjoyment in most weather conditions, a proportion of the SuDS area could be incorporated as a component part of the communal or public open space provision. This proportion will be decided by the Planning Authority on a case-by-case basis. The Council will also encourage the use of bioswales in roadside verges, and open spaces.

Furthermore, in Appendix 7 of the Development Plan, it is detailed that in accordance with County Development Plan 2022-2028 Section 10.2.2.6 Policy Objective E14: Sustainable Drainage Systems, the proposal must demonstrate that they meet the requirements of the Greater Dublin Strategic Drainage Study (GSDSDS) policies in relation to Sustainable Drainage Systems (SuDS). The design must incorporate SuDS measures appropriate to the scale of the proposed development such as green roofs, bioretention areas, permeable paving, rainwater harvesting, swales, etc. that minimise flows to the public drainage system and maximises local infiltration potential. The applicant should provide cross-sections and long-sections, and commentary that demonstrates all proposed SuDS measures have been designed in accordance with the relevant industry standards and the recommendations of The SuDS Manual (CIRIA C753).

The above policies are supported at European level by the EU Water Framework Directive, this sets out rules to halt deterioration in the status of EU water bodies and achieve good status for Europe's rivers, lakes, and groundwater.

### 5.5.2 SuDS Strategy

The Living Streets: Dún Laoghaire project will contribute to achieving the above objectives and will seek to provide the highest level of SuDS solutions possible while working within the constraints of the existing built environment. These SuDS features will combine to deliver the four key SuDS objectives:

**Water Quantity** – this project will use the sponge city principles to introduce pockets of water storage along the street. The first choice in this approach is to use nature-based solutions, typically in the form of raingardens, tree pits and swales. There is a significant tree planting and landscaping proposed as part of this project, that will reduce the impermeable area in the village and increase the water attenuation in the event of heavy rainfall. Approx. 101 new trees will also be planted throughout the village, as well as other planting areas and green features. These will introduce evapotranspiration into the water management sequence, this is the vaporisation of water back into the local atmosphere, reducing the volume of water that passes through the network while also cooling local temperatures. This is especially beneficial when dealing with heavy summer showers.

**Water Quality** – The street designs will carefully consider the watershed path for surface water as it is conveyed across the street surface and enters into the drainage system. The aim is that as much water entering the system as possible should pass through biofilters that will trap and hold sediment, typical highway contaminants, such as hydrocarbons, brake dust and rubber crumb, amongst others. Biofilters also reoxygenate the water as well as cooling it down.

**Biodiversity** – using nature-based solutions adds new habitats into the streetscape, creating places for flora and fauna to thrive.

**Amenity** - These green features will enhance the experience of passing along these streets, especially on foot or by bicycle, and create a greater sense of place. By improving this experience, it will also increase the likelihood of people choosing to walk and cycle.

### 5.5.3 SuDS and Drainage Next Steps

As the design develops, further investigation into the position of existing drainage and utilities, soil conditions and adjacent land use may be required to establish what level of intervention can be achieved as part of this project. This could include, but not be exclusive to the following surveys and engagement:

- Soakaway testing to appraise infiltration feasibility and presence of contamination.
- CCTV surveys of existing drainage to establish condition and alignments.
- Targeted trial pits to establish extent of underground constraints.
- Consultation with relevant local authority departments and external stakeholders on potential use of adjacent areas of site to maximise SuDS benefits.

The detailed design of the SuDS features will include cross-sections, long-sections and commentary that demonstrates all proposed SuDS measures have been designed in accordance with the relevant industry standards and the recommendations of The SuDS Manual (CIRIA C753).

Suitable maintenance programmes will also be established to maximise the benefit and ensure the longevity of the scheme. Any agreed maintenance schedule for green infrastructure should include the following:

- Regular removal of debris
- Regular inspections of pipework and sediment forebays
- Repairing of any erosional damage or re-planting when deemed necessary.

#### 5.5.4 Flooding

As there are no watercourses located within the scheme extents, and there are no works proposed in Flood Risk Zones. There are coastal Flood Risk Zones identified on the outskirts of the wider study area, however no works are proposed in proximity to these, and they are not likely to be impacted by the scheme.

### 5.6 AA Screening

Screening for Appropriate Assessment is required under Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive).

An Article 6(3) Screening for Appropriate Assessment of proposed scheme has been prepared by MKO, which concluded,

“It can be excluded beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information and in light of the conservation objectives of the relevant European sites, that the proposed works, individually or in combination with other plans and projects, in the absence of mitigation, would not be likely to have a significant effect on any of the European Sites designated under the Habitats Directive and Birds Directive.

As a result, an Appropriate Assessment is not required, and a Natura Impact Statement shall not be prepared in respect of the proposed works”.

### 5.7 EIA Screening

Barry Transportation has undertaken an EIA Screening Report to inform the proposed scheme. The purpose of the EIA Screening Report was to determine whether the preparation of EIAR is required for the proposed scheme.

The assessment identifies that the proposed scheme does not meet the criteria or minimum thresholds outlined in Section 50(1)(a) of the Roads Act 1993 (as amended) or Schedule 5, Part 1 and Part 2 of the Planning and Development Regulations 2001 (as amended), and therefore does not trigger the requirement for a mandatory EIA.

A sub-threshold screening assessment was undertaken in accordance with selection criteria outlined in Annex III of the EIA Directive and Schedule 7 of the Planning and Development Regulations 2001 (as amended) in order to determine whether or not the proposed development would be likely to have significant effects on the environment.

The likely impacts that will arise from the proposed scheme in the absence of appropriate mitigation measures have been evaluated in-line with relevant guidance and regulatory frameworks described above, with the following noted:

- It is recognised that during the construction phase of the Proposed Development there may be temporary and transient negative impacts although not significant.

However, the Contractor shall comply with all relevant environmental legislation, published standards, accepted industry practice, national guidelines, and codes of practice appropriate to the proposed scheme during the construction phase. If the recommended mitigation measures are adhered to, the proposed scheme will not result in any significant effect on any of the headings investigated as part of the sub-thresholds assessment for the Proposed Development.

The following mitigation measures shall be implemented during the construction phase of the proposed scheme.

- To ensure minimum disruption to Dún Laoghaire's existing underground services, it is recommended excavation be kept to a max depth 1m.
- Construction material shall be sourced locally from licensed suppliers, where possible.
- Relevant best practice guidance documents, including the National Roads Authority's (NRAs) 'Guidelines for the Treatment of Noise and Vibration in National Road Schemes' (NRA, 2004) and the World Health Organisation's (WHOs) 'Community Noise Guidelines' (Berglund et al., 2003), should be implemented during the construction phase and working hours onsite should be limited to prevent noise becoming a nuisance. Other best practice pollution prevention measures include CIRIA 'Guideline Document C532 Control of Water Pollution from Construction Sites' and 'C648 Control of Water Pollution from Linear Construction Projects'.
- A detailed mitigation strategy will be undertaken by a suitably qualified archaeologist and architectural heritage expert in advance of the construction phase of the development to eliminate the potential for significant impacts.
- Despite the ground disturbance caused by previous development of the road, the National Monuments Service may require that an archaeological watching brief be carried out (involving archaeological monitoring and recording) alongside groundworks within the Zones of Notification by a suitably qualified and licensed Archaeological contractor. Relevant licenses should be acquired from the DoCHG/NMS and the National Museum of Ireland (NMI) for all archaeological works. Any archaeological mitigation must be agreed in consultation with the National Monuments Service and Dún Laoghaire-Rathdown County Council.
- Close correspondence should be maintained between local utility providers in case of an instance where a diversion of utilities arises owing to the works during the construction phase.
- A Construction Environmental Management Plan, Waste Management Plan and Construction Traffic Management Plan should be prepared for the Proposed Development by the Contractor prior to construction.





## SECTION 6: CONSULTATIONS AND ALTERNATIVES CONSIDERED

### 6.1 Pre-design engagement with the public

The Pre-Design engagement phase aimed to raise awareness of the project, build understanding of what it involves, and apply an inclusive engagement approach to promote widespread participation. In all engagement activities, participants (groups and individuals) were asked for their feedback on the following key questions:

1. Feedback on the current situation and what they wanted to see prioritised in the Living Streets design.
2. What upgrades to the urban realm they thought would provide the most benefit for business owners, residents and visitors.
3. What their hopes and concerns were for the Living Streets proposal, including the modal filters.
4. What changes they would like to see prioritised to make it easier for them to walk, cycle and use public transport in the town.

### What engagement activities took place?

Over the course of December 2022 to February 2023, over **575** people engaged in pre-design consultation activities, including:

- **Drop-In** information session, Dominican Primary School, 25th January 5-8 pm
  - 120 participants
- **Pop-up**, Lexicon Library, 9th February 2-5 pm
  - 40 participants
- **Webinar**, 19th January
  - 40 participants
- **Online survey**, 21 Dec – 6 Feb
  - 350 respondents
- **Stakeholder Meetings**
  - 11 meetings were held with various community and business groups including:
    - DLBA
    - DLRCA
    - Tidy Towns
    - St. Michael's Hospital
    - Gardai
    - Tivoli Safe Mobility
    - Disability Consultation Group
- **Councillor Updates**
  - An update video was recorded at the conclusion of Pre-Design Phase and circulated to councillors and the public.

### How did we raise awareness of the project and engagement activities?

- **1800 leaflets** mail dropped - with key information & engagement activities to enhance awareness and engagement within the Living Street Neighbourhood area
- **300 leaflets** hand-delivered - to local businesses and placed in busy areas in the town.

- **Email/ Direct Message** - to almost 200 local representative residential, business, advocacy and disability groups, including direct messages over social media and PPN mail outs.
- DLR County Council – active travel webpage and Citizenspace webpage during Pre-Design consultation
- **Digital Media** - a suite of digital communications for social media with several reminder posts in advance of activities. Including an interim project website with project update video, maps and visuals.

### Snapshot of feedback

Through the Pre-Design engagement activities, 575 people participated in total. A full report on the Pre-Design Engagement Phase feedback can be found online at the following [link](#).

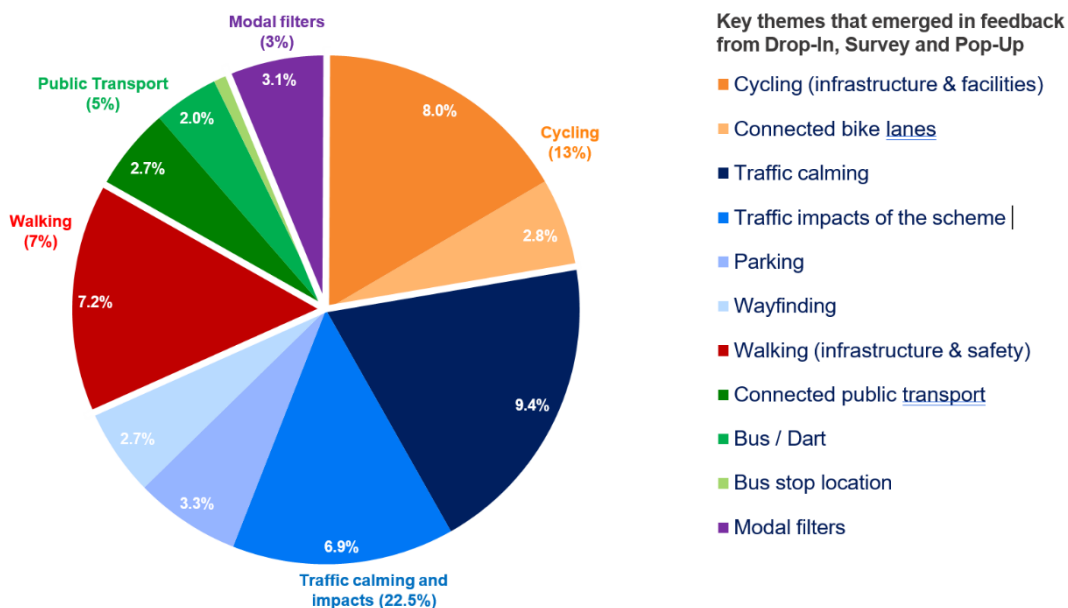
A sentiment analysis of survey responses showed that 60% appeared to be supportive, 11% opposed, and 29% neutral. The overall response demonstrated a high level of support for the scheme, reflecting the community's desire for a more attractive living and working environment in Dún Laoghaire. Safety concerns related to walking and cycling were prominent among the issues highlighted by participants.

Feedback was evaluated and two key themes were found to emerge presented in the below pie charts:

- **Theme 1: Connected Sustainable Mobility & Living Streets Neighbourhood**, represented 59% of feedback, and
- **Theme 2: Town Centre Upgrades**, represented 41% of feedback.

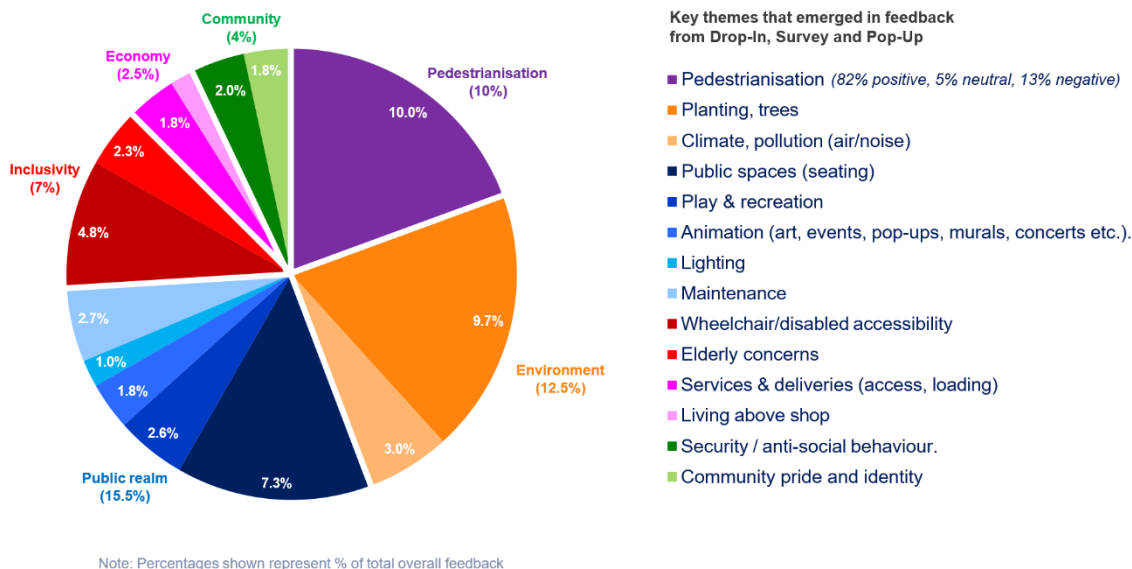
For each of these Themes, responses were categorised into sub-themes which emerged as key issues for respondents and for further consideration by the team in Design Development phase.

#### Theme 1: Connected sustainable mobility and Living Streets Neighbourhood (59% feedback)



Note: Percentages shown represent % of total overall feedback

### Theme 2: Town centre and landscape upgrades (41% of feedback)



### Design Development in response to Pre-Design Phase

Feedback received through this process is fully documented in a Pre-Design Engagement Report that can be found online at the following [link](#). This feedback informed a variety of design development considerations such as;

- Bus routing options
- Hospital survey
- Landscape design for the town – finishes, aesthetics, feature pocket parks, materials, etc
- Planting schemes – considering appropriate native schemes and maintenance needs
- Accessibility improvements.
- Modal filter design and locations
- Additional road safety interventions – e.g. Glenageary Rd Lower and York Road
- Upgrades to Clarinda Park

Additional traffic modelling activities were conducted to test different interventions and to better understand and communicate impacts to the community. For more details on this see the Living Streets: Dún Laoghaire - Traffic Modelling Report that accompanies the Part VIII Planning documents.

Pre-Design Engagement identified the need for and informed the production of a variety of information materials to build understanding on the project. These included:

- a series of FAQs in response to common feedback and queries received on the design of the scheme,
- additional scheme visuals to clarify details,
- scheme maps, and

- communications materials and videos to improve understanding of wayfinding implications.

## 6.2 Consultation With Other Departments in DLRCC

The project team liaised extensively with the various departments in DLRCC throughout the design process. The full pack of documents was circulated to all departments in advance of the planning process and the following comments were received.

### Architects Department

No comments were received from the Architects Department.

### Community & Cultural Development Department

No comments were received from the Community & Cultural Development Department.

### Forward Planning Infrastructure Department

A response was provided by the Forward Planning Infrastructure Department outlining that this department has no objection to the proposed scheme progressing to Part 8.

### Capital Projects

Capital Project Department submitted detailed comments on the scheme. They agree with the finding of the Stage 1 Road Safety Audit and Accessibility Audits and feel it is important that the issues noted are addressed. They sought some clarifications and made suggestions for improvements to the design. They also requested that a drawing be prepared that shows the impacts on bus services to the town.

**Response:** All of the issues raised in the Stage 1 Road Safety Audit and Accessibility audit will be addressed during the detailed design stage. Following this a Stage 2 Road Safety Audit and Accessibility Audit will be undertaken to confirm that this has been done satisfactorily.

The Capital Department had many good suggestions for minor improvements to the scheme, the design team will review each suggestion during the detailed design stage and discuss this with the Capital Projects Department to ensure that the best scheme is delivered.

An animated video has been prepared to explain the impacts the scheme will have on bus services, this forms part of the Part 8 information pack. A video was considered to be a more user-friendly way of communicating this, as a lot of information would have to fit on one drawing and it was likely to be confusing.

### Environment Enforcement

No comments were received from the Environment Enforcement Department.

### Estates Officer

No comments were received from the Estates Officer Department.

### Transport Planning

No comments were received from the Transport Planning Department.

### Climate Action Officer

No comments were received from the Climate Action Officer Department.

## Housing Department

The Housing Department had queries about how access would be provided to potential sites for future housing developments.

**Response:** The design team reassured them that access will be possible and will continue to liaise throughout the design process to ensure this.

## Biodiversity Officer

Comments and feedback were provided.

## Drainage Planning

The Drainage Planning submitted comments welcoming the scheme in general but expressing concerns around the lack of detail provided for the sustainable urban drainage features such as rain gardens and tree pits. To achieve the environmental and drainage benefits of the nature-based solutions that are proposed it important to get the details right. Several suggestions were made for how this can be done effectively.

**Response:** The design team agree with the comments submitted by the Drainage Planning Department. A detailed sustainable urban drainage plan, including drawings showing the relevant details at each feature, will be developed in collaboration with the Drainage Planning and Parks Departments in DLRCC during the detailed design stage.

## Parks

Comments and feedback were provided, it was agreed with the Parks Department that these queries will be addressed during the detailed design stage.

## Road Maintenance

The Road Maintenance Department submitted detailed comments on the scheme. They are fully supportive of the scheme but requested that a detailed maintenance plan be developed. This plan should be fully resourced and costed to ensure the adequate maintenance of all the new paving, planting, drainage, etc. It should be agreed which party is responsible for maintaining all the various items, and where the budget will come from. It should also specify how each item will be maintained and ensure that safe access is provided. They requested that a minimum 1 year maintenance regime is undertaken by the main works contractor following the completion of construction.

They requested that swept path analysis be carried out at all junctions to ensure that larger vehicles/buses do not continually mount footpaths resulting in ongoing maintenance issues.

They submitted comments on the levels of street lighting that should be provided at different locations. They highlighted that Dun Laoghaire has been put forward as a carbon neutral town and that lighting should be designed to be energy/carbon neutral. They also noted that new ducting will be required for the full length of George's St to feed into the new street lighting.

**Response:** It is agreed that a comprehensive maintenance plan with all the details above is essential for the scheme. However, the design team suggested it was premature to prepare the plan at this stage of the project. It was committed that this plan would be worked out during the detailed design stage and completed and signed off by all parties before the tender process for the construction works begins. A 1-year maintenance period for the main construction contract will be written into their contract.

Swept path analysis has been carried out for all junctions. Further swept path analysis will be done at detailed design stage as well to make sure that this is not an issue.

The lighting levels were noted, and a design will be prepared to meet these standards. The potential for carbon/energy neutral lighting will be assessed during the detailed design stage. The design team will consider options where solar panels are mounted above each individual lamppost and also potential other locations to generate energy that can offset the energy used by the lights. The design team will liaise with the Public Lighting Department at the detailed design process to discuss the various options.

## Traffic

No comments were received from the Traffic Department.

## Planning

A response was provided by the Planning Department outlining that this department has no objection to the proposed scheme progressing to Part 8.

## 6.3 Alternatives Considered

Barry Transportation have prepared an Options Report which presents the alternatives options considered to inform the identification of a preferred option. Several options were developed, and Multi Criteria Analysis (MCA) was undertaken for option of the scheme, with a preferred option identified and taken forward through Preliminary Design. Through this process, the preferred route was identified as is set out in the proposed Part VIII drawings.

## APPENDIX A: NOTIFICATION OF STATUTORY CONSULTEES

Prescribed Bodies - Part 8		
Organisation	Section 82 (3) PLANNING AND DEVELOPMENT REGULATIONS 2001 – 2018	Applicable (Y/N)
An Chomhairle Ealaíon	<b>3 (a)</b> where it appears to the authority that the land or structure is situated in an area of special amenity, whether or not an order in respect of that area has been confirmed under section 203 (or deemed to be so confirmed under section 268(1)(c)) of the Act, or that the development or retention of the structure might obstruct any view or prospect of special amenity value or special interest	N
Fáilte Ireland		N
An Taisce - National Trust for Ireland		N
Fáilte Ireland	<b>3 (b)</b> where it appears to the authority that the development might obstruct or detract from the value of any tourist amenity or tourist amenity works	Y
Minister, the Heritage Council, and An Taisce – the National Trust for Ireland, and in the case of development of a type referred to in sub-paragraph (i) or (ii), An Chomhairle Ealaíon and Fáilte Ireland,	<b>3 (c)</b> where it appears to the authority that the development— (i) would involve the carrying out of works to a protected structure or proposed protected structure, or to the exterior of a structure which is located within an architectural conservation area, (ii) might detract from the appearance of a structure referred to in sub-paragraph (i), (iii) might affect or be unduly close to— (I) a cave, site, feature or other object of archaeological, geological, scientific, ecological or historical interest, (II) a monument or place recorded under section 12 of the National Monuments (Amendment) Act, 1994 (No. 17 of 1994), (III) a historic monument or archaeological area entered in the Register of Historic Monuments under Section 5 of the National Monuments (Amendment) Act, 1987 (No. 17 of 1987), (IV) a national monument in the ownership or guardianship of the Minister under the National Monuments Acts, 1930 to 1994, or (V) might obstruct any scheme for improvement of the surroundings of, or any means of access to, any structure, place, feature or object referred to in sub-paragraph (iii),	Y
Other Local Authority	<b>3 (d)</b> where it appears to the authority that the area of another local authority might be affected by the development	N
Regional Authority	<b>3 (e)</b> where it appears to the authority that the development would not be consistent with or would materially contravene any regional planning guidelines (or any objective thereof) of a regional authority	N
Other Local Authority	<b>3 (f)</b> where it appears to the authority that if permission were granted, a condition should be attached under section 34(4)(m) of the Act	N
Regional Fisheries Board	<b>3 (g)</b> where it appears to the authority that— (i) the development might cause the significant abstraction or addition of water either to or from surface or ground waters, whether naturally occurring or artificial, (ii) the development might give rise to significant discharges of polluting matters or other materials to such waters or be likely to cause serious water pollution or the danger of such pollution, or (iii) the development would involve the carrying out of works in, over, along or adjacent to the banks of such waters, or to any structure in, over or along the banks of such waters, which might materially affect the waters	N
Irish Aviation Authority	<b>(h)</b> where it appears to the authority that the development might endanger or interfere with the safety of, or the safe and efficient navigation of aircraft	N
Airport Operator	<b>(i)</b> where it appears to the authority that the development might interfere with the operation and development of a licensed airport, whose annual traffic is not less than 1 million passenger movements	N
Córas Iompair Éireann and the Railway Procurement Agency, as appropriate	<b>(j)</b> where the development may have an impact on bus or rail-based transport	Y
National Roads Authority	<b>(k)</b> where it appears to the authority that— (i) the development consists of or comprises the formation, laying out or material widening of an access to a national road within the meaning of section 2 of the Roads Act, 1993 (No. 14 of 1993), not being a national road within a builtup area within the meaning of section 45 of the Road Traffic Act, 1961, or (ii) the development might give rise to a significant increase in the volume of traffic using a national road,	Y
Dublin Transportation Office (or any body that replaces that office)	<b>(l)</b> where the development might significantly impact on surface transport in the Greater Dublin Area	Y
Environmental Protection Agency	<b>(m)</b> where the development comprises or is for the purposes of an activity requiring an integrated pollution control licence or a waste licence	N
The Heritage Council, the Minister and An Taisce - the National Trust for Ireland	<b>(n)</b> where it appears to the authority that the development might have significant effects in relation to nature conservation	N
Minister for Community, Rural and Gaeltacht Affairs and Údarás na Gaeltachta	<b>(o)</b> where the development is in a Gaeltacht area and it appears to the authority that it might materially affect the linguistic and cultural heritage of the Gaeltacht, including the promotion of Irish as the community language	N
Minister for Justice, Equality and Law Reform	<b>(p)</b> where the development is in the vicinity of an explosives factory, storage magazine or local authority explosives store	N
Health Service Executive	<b>(q)</b> where it appears to the authority that the development might have significant effects on public health	Y
Minister for Communications, Marine and Natural Resources	<b>(r)</b> where the application relates to extraction of minerals within the meaning of the Minerals Development Acts, 1940 to 1995	N
Minister for Communications, Marine and Natural Resources	<b>(s)</b> where it appears to the authority that the development might impact on the foreshore	N
The railway operator, the Railway Safety Commission, and, in the case of development which might impact on a light railway or metro, the Railway Procurement Agency	<b>(t)</b> where the development might— (i) give rise to a significant increase in the volume or type of traffic (including construction traffic) passing under a height restricted railway bridge, or using a railway level crossing, or a bridge over a railway, (ii) because of its proximity to a railway, impact on the structural integrity of railway infrastructure during construction of the development, or (iii) endanger or interfere with the safe operation of a railway, during or after construction	N
Minister for Communications, Marine and Natural Resources	<b>(u)</b> where the application relates to— (i) the extraction of minerals, other than minerals within the meaning of the Minerals Development Acts 1940-1999, whether by surface or underground means, (ii) the development of, or extensions to, quarries, including sand or gravel pits, for the extraction of earth materials, or (iii) a development which, for other purposes, requires the excavation of earth materials greater than a total volume of 50,000m <sup>3</sup> or the excavation of earth materials on a site area greater than 1 hectare	N
Irish Water	<b>(v)</b> where it appears to the authority that the development might impact on the provision of public water services	Y