

Client:

Dún Laoghaire-Rathdown County Council



Project:

Living Streets: Blackrock

Report:

Part 8 Planning Report



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APPENDIX A - Notification of Statutory Consultees

SECTION 1: INTRODUCTION

On behalf of Dún Laoghaire-Rathdown County Council (DLRCC), Barry's Transportation have prepared this Part 8 Planning Report for the proposed Living Streets: Blackrock Scheme. This is a public realm improvement scheme for the Blackrock Village area and takes in the following streets:

- Rock Hill
- Main Street
- Georges Avenue
- Main Street East (Maretimo Terrace)
- Carysfort Avenue
- Temple Road

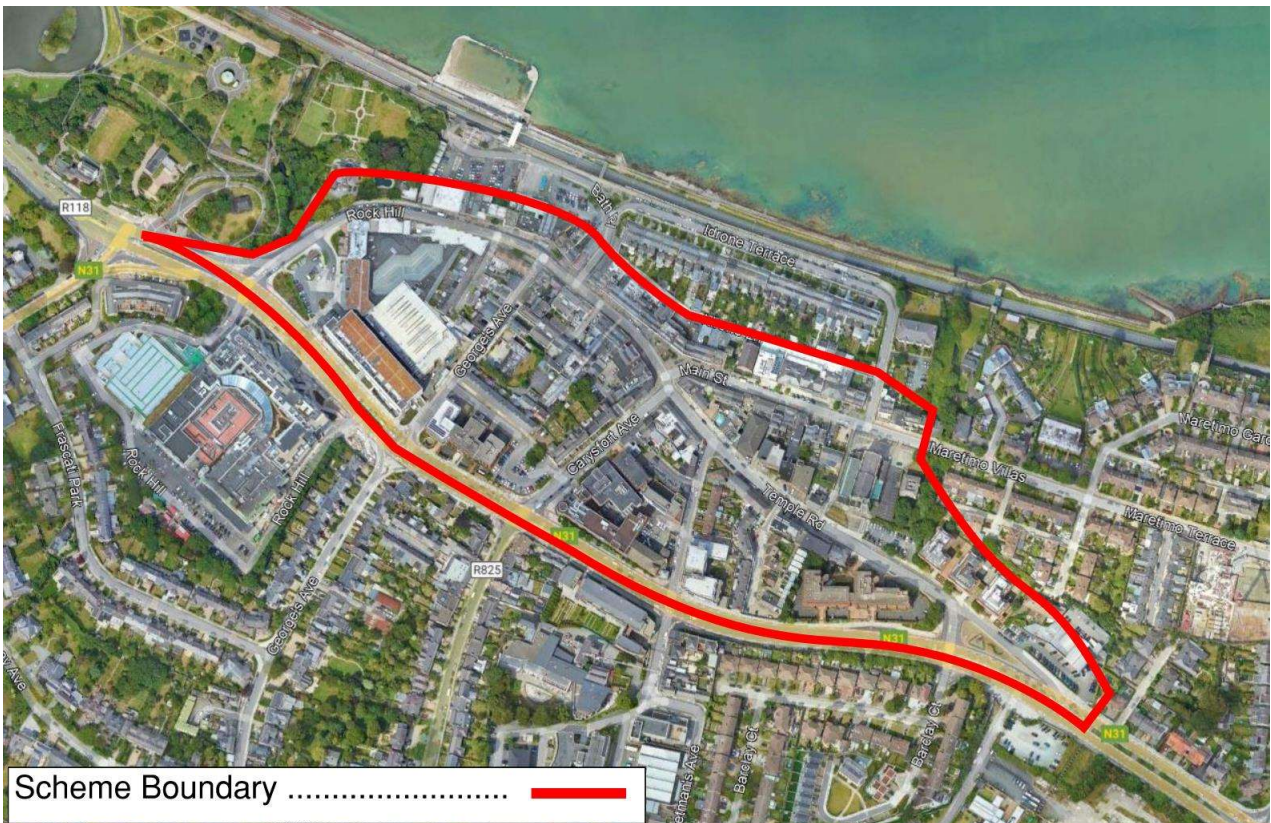


Figure 1: Scheme Extents

1.1 Objectives

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

- To provide continuous, high-quality, and consistent cycling and walking facilities, including providing a safe and direct route for cyclists between Blackrock Village and the Coastal Mobility Route
- To provide improved public realm areas and enhance the overall visual quality of Blackrock Village, including providing attractive seating areas to encourage visitors to the area and to promote social cohesion.
- To provide increased landscaping, planting and SUDS elements to improve the environment.
- To promote modal shift from private vehicle to more sustainable modes including walking, cycling and public transport.
- To create a place for all ages and abilities.
- To enhance safety for all road users including vulnerable persons.

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 with DLRCC, and alternatives considered.

SECTION 2: PLANNING PROCESS

2.1 Part 8

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 road development is covered under the above article.

2.2 Site Notices

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

- a) Give notice of proposed development in an approved newspaper.
- b) Erect or fix a site notice or site notices on the land on which the proposed development would be situated.

Dún Laoghaire-Rathdown County Council will publish a notice of the proposals in an appropriate newspaper. Site notices will also be erected at various locations across the study area 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
- EIAR Screening Report
- AA Screening 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
- Blackrock Library, Main St, Blackrock, Co. Dublin, A94 YF76

Submissions or Observations can be made 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 considered in the Part 8 Chief Executive's Report which will be prepared and presented to the Councillors for variation or modification, or for the decision not to proceed.

SECTION 3: LOCATION, CONTEXT AND SCHEME OVERVIEW

Living Streets Blackrock is a public realm improvement project which aims to enhance the attractiveness, liveability, connectivity, and economic vibrancy of Blackrock District Centre. The proposed scheme will upgrade the urban realm in Blackrock Village with new hard and soft landscaping, planting, and street furniture. It will also enhance the pedestrian and cycle infrastructure in the village. The scheme will include works to the following roads:

- Rock Hill and Main Street
- Georges Avenue
- Main Street
- Carysfort Avenue
- Temple Road

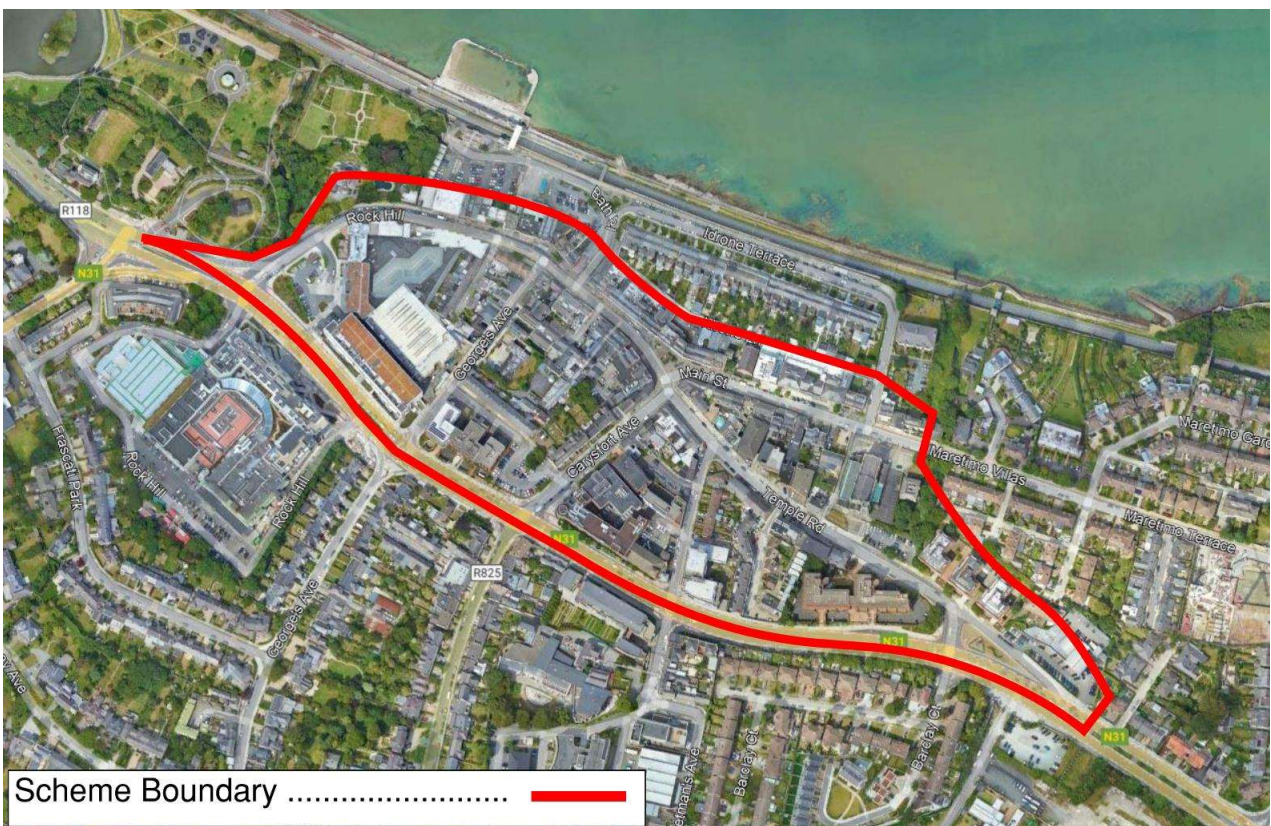


Figure 2: Site Location.

Building on the temporary public realm and mobility improvement measures implemented during the COVID-19 restrictions of summer 2020 on Blackrock Main Street and Rock Hill, this project will provide a series of permanent public realm, roadway, pedestrian and cycle upgrades using high quality and durable materials. The scheme is consistent with the policies and objectives of the Blackrock LAP and the County Development Plan, both of which were informed by extensive public consultation, as demonstrated in Section 4 below. The scheme is informed by consultation with local representative business and resident groups, Blackrock Business Network (BBN) and the Blackrock Village Rejuvenation Action Group (BVRAG), and independent evaluation of the temporary measures by TU Dublin (<https://www.tudublin.ie/explore/news/archive-2021/tu-dublin-assessment-finds-blackrock-main-street-works-effective.html>)

The existing public realm measures, introduced in the summer of 2020, include a one-way traffic system, contraflow cycle lane, wider pedestrian areas, seating, and planters. Subsequent surveys have shown high

levels of support for these temporary measures on Blackrock Main Street, with a significant majority of local residents expressing a wish to make these changes permanent. A majority of local businesses have also expressed support for the measures, with some seeking certain design improvements. Dún Laoghaire-Rathdown County Council has engaged with businesses and community groups within the village to create a scheme that best reflects their needs and aspirations, particularly exploring details concerning the design and location of public realm landscaping, street furniture, loading bays, bicycle parking racks, car parking spaces and traffic flow.

The scheme will replace existing finishes with high quality permanent materials to create a consistent look and feel to the village. This landscape upgrade will provide better seating, footpaths, and planting. The scheme will make it easier and safer to walk and cycle to and within the village with extended pedestrian and cycling infrastructure and enhanced connectivity between Blackrock Main Street, and its surrounding areas.

The scheme will provide high quality surfaces free of trip hazards and will remove any level differences between pedestrian areas. Permanent in ground planting, including approximately 70 new trees will be included in the works along with areas of low-level planting. Rain gardens will be introduced along Main St, these areas of vegetation will catch and store rainwater. New permanent seating areas will be included along the street, as well as the creation of an enclosed parklet at the area outside Bank of Ireland. The public lighting system will also be modified as part of the scheme with the design of this to be developed during the detailed design process.

The scheme will facilitate the future relocation of the bus terminus away from the Seafront in accordance with objectives from the Blackrock Local Area Plan. A new terminus location has been identified on Rock Hill, with an additional layover space also identified on Carysfort Ave. It is expected that the bus terminus would not move to its new location until sometime after the completion of this scheme, in the interim these locations will be used to provide additional on-street parking.

A new contraflow cycle lane will be provided linking Blackrock Main Street to Main Street East (passing alongside the library), this will require the removal of on-street parking spaces along this section of road, although additional parking spaces have been provided nearby on Temple Road. There is no net change in the number of spaces during the interim scheme; 77 on-street parking spaces are maintained, along with the inclusion of a longer loading bay and an additional disabled parking space. After the bus layover moves there would be a net loss of 7 spaces throughout Blackrock Village. New bike parking will be provided with a net gain of 62 parking spaces throughout the village.

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

SECTION 4: RELEVANT POLICY CONTEXT

4.1 Overview

The section of the report demonstrated that the scheme is strongly supported by policy at all levels (i.e., European, National, Regional and Local). While the scheme aligns most obviously with policy aimed at reducing emissions, improving safety, and encouraging a modal shift to walking and cycling, the project provides a unique opportunity to address a much wider range of policy objectives by integrating green infrastructure and public realm improvements. This section provides a detailed overview of this policy context and highlights how the scheme could make a positive impact in many policy areas.

Policy Level	Policy
European	<ul style="list-style-type: none"> European Green Deal RISM Directive
National	<ul style="list-style-type: none"> Project Ireland: National Development Plan 2021-2030 Project Ireland: National Planning Framework 2040 Climate Action Plan 2023 National Investment Framework for Transport in Ireland (NIFTI) Road Safety Authority (RSA), Road Safety Strategy 2021-2030 National Cycle Policy Framework (NCPF) Smarter Travel: A Sustainable Transport Future 2009-2020 National Sustainable Mobility Policy NTA Statement of Strategy 2018-2022
Regional	<ul style="list-style-type: none"> Greater Dublin Area (GDA) Cycle Network Plan 2013 Greater Dublin Area (GDA) Transport Strategy 2022-2042 GDA Cycle Network Plan 2021 Regional Spatial and Economic Strategy 2019-2031 (RSES)
Local	<ul style="list-style-type: none"> Dún Laoghaire-Rathdown County Council Development Plan 2022-2028 Blackrock Local Area Plan 2015-2025 Dún Laoghaire-Rathdown Cycling Policy Dún Laoghaire-Rathdown Climate Change Action Plan 2019-2024

4.2 European Policy

4.2.1 European 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 3: 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 ²⁸ 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.

This scheme will provide new and safer cycling infrastructure, improved footpaths 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 70 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 Blackrock Village.

4.2.2 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 the National Cycle Manual (NCM) and incorporates the re-allocation of road space to pedestrian and cycle. 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.

4.3 National Policy

4.3.1 Project Ireland 2040: 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 (NDP). The 2018 NDP was published along with the National Planning Framework in February 2018 as part of Project Ireland 2040. The 2018 NDP was developed to drive Ireland’s long term economic, environmental, and social progress across all parts of the country over the next two decades and underpins the successful implementation of the new National Planning Framework (NPF). The updated NDP 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 provides €165 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.

In terms of active travel, €360 million is being committed per year to the development of walking and cycling infrastructure all over Ireland over the next 10 years. This project will draw funding from the National Development Plan.

4.3.2 Project Ireland 2040: National Planning Framework

Project Ireland 2040 is Ireland’s National Planning Framework (NPF) and provides a high-level strategic plan to shape planning policy, future growth, and development in Ireland in the period to 2040. The NPF aims to avoid the “mistakes” made in previous planning policy – mistakes that have led to urban sprawl, unbalanced regional development, and increased car dependency - by ensuring that investment is closely aligned to these overarching principles. The NPF is based on ten ‘National Strategic Outcomes’ (NSO), which are an expression of the shared national goals or benefits the NPF aims to achieve. These are displayed in the figure below.



All public projects are required to demonstrate how they align to the NPF, and how they would contribute to the achievement of the NSO. The alignment of the proposed scheme to the NSO is summarised in the table below.

NSO	Relevance to the proposed scheme
1. Compact Growth	Responding to past levels of urban sprawl and car dependency, the NPF aims to concentrate growth in existing villages, towns, and cities; and to ensure that residents have easy access to jobs, amenities, and services. The scheme will encourage compact growth by encouraging a shift to sustainable modes of transport and making Blackrock a healthier and more liveable town.
4. Sustainable Mobility & 10. Transition to a low Carbon and Climate Resilient Society	The scheme aims to support sustainable mobility and encourage a shift from private cars to reduce transport emissions. 62 new bicycle parking stands will be provided along with higher quality and safer pedestrian and bicycle path facilities. Furthermore, the bus stops have been relocated when necessary to allow for optimised accessibility throughout the village.
7. Enhanced Amenity & Heritage	The scheme proposes to deliver enhanced amenities and public realm for local residents and visitors to walk, cycle, jog, or to simply enjoy spending time in a high-quality public realm in Blackrock Village. The high quality hard and soft landscaping proposals will enhance the aesthetic and environmental quality of the village streets, de-cluttering and removing cars which will improve views of protected structures and monuments in Blackrock. Furthermore, improved seating area, art pieces and parklets will help enhance amenities.
9. Sustainable management of water, waste, and other environmental resources	The scheme aims to improve environmental quality by integrating green infrastructure (i.e., vegetation, SuDS etc) into the planning and design, where possible. A number of additional trees and planters will be provided throughout the village.

As well as the NSO, the NPF also includes 'National Policy Objectives' to provide a more specific statement of the types of actions or investment that should be prioritised. Several of these are of particular relevance to the scheme and are displayed in the table below. As well as transport and climate objectives, this highlights the potential of the project to make a positive contribution to other policy areas, particularly in terms of improving the environment and quality of life within the study area.

NPO 6	Making Stronger Urban Places: Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.
	The scheme provides enhanced public amenities with high quality materials, helping rejuvenate Blackrock Village.

NPO 26	People, Homes, and Communities: Support the objectives of public health policy including Health Ireland and the National Physical Activity Plan, through integrating such policies, where appropriate and at the applicable scale, with planning policy.
	The scheme provides better pedestrian and cycling facilities, promoting health and physical activity through active travel.

NPO 27	People, Homes, and Communities: Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.
	Pedestrian and cyclist improvements being provided will help prioritise walking and cycling accessibility throughout Blackrock Village. Making these new amenities safer will allow for all age groups to benefit from them.

NPO 57	Realising our Sustainable Future: Integrating sustainable water management solutions, such as Sustainable Urban Drainage (SUDS), non-porous surfacing and green roofs, to create safe places.
	The scheme includes provision of new green areas with integrated SUDS as well as approximately 70 new trees.

NPO 64	Realising our Sustainable Future: Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.
	This scheme supports active travel through new and improved pedestrian and cycle paths, and through improved public transport amenities, which all promote reduction in pollution levels. It also includes green infrastructure such as SuDS.

4.3.3 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 continuous dedicated cycle and pedestrian 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.

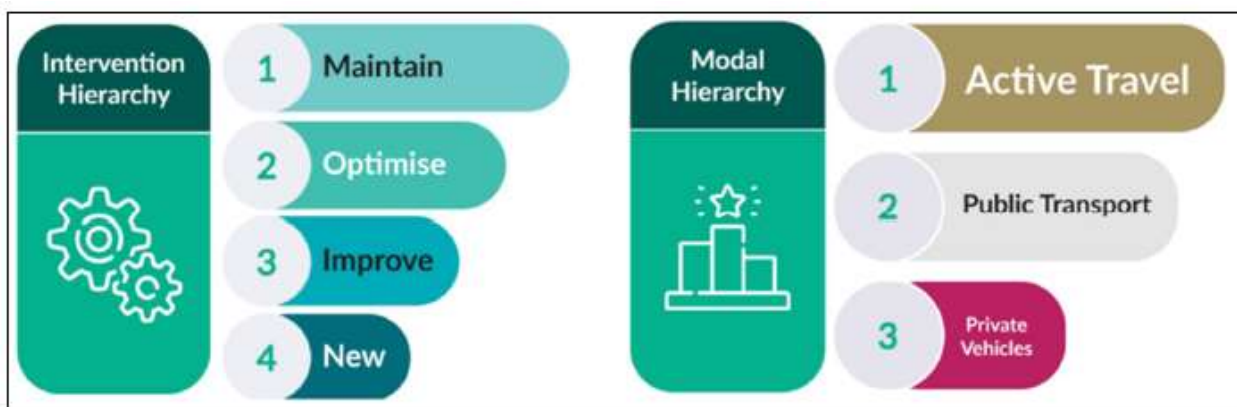
No.	Action
TR/23/14	Promote widespread, consistent, and accelerated implementation of the Design Manual for Urban Road and Streets to ensure improved placemaking and accessibility, including delivery of 10-Minute Towns and 15-Minute Cities.
TR/23/25	Local Areas to identify roads and streets suitable 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/23/30	Advance roll-out of National Cycle and Greenway Networks.
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.

4.3.4 National Investment Framework for Transport in Ireland (NIFTI)

The Department of Transport published a framework for guide future investment in the land transport network and to prioritise investment that supports the delivery of the National Strategic Outcomes. The investment objectives of NIFTI are:

- Delivering clean, low-carbon and environmentally sustainable mobility.
- Supporting successful places and vibrant communities.
- Facilitating safe, accessible, reliable, and efficient travel on the network.
- Promoting strong and balanced economy.

NIFTI includes two ‘hierarchies’ specifying the order in which transport investment should be prioritised: an ‘intervention hierarchy’ and a ‘modal hierarchy’; both of which are shown in the figure below.



The Intervention Hierarchy differentiates between the level of intervention proposed, and states that investment should firstly seek to ‘maintain’ existing infrastructure; then to ‘optimise’ or ‘improve’ existing infrastructure; and finally – if it is not possible to achieve an objective through previous steps – to invest in providing ‘new’ infrastructure. The aim of the Investment Hierarchy is to maximise the lifespan and value for

money of past investments, and to ensure that more affordable and efficient options for achieving an objective are considered before investing in large-scale transport projects or programmes.

The scheme is mostly aligned with Level 2 ('Optimise') on the Intervention Hierarchy. While requiring improved infrastructure in parts, the primary focus of the project is optimising and re-designing existing public space in Blackrock Village to be more efficient, sustainable, and equitable. This includes targeted upgrades to cycling, pedestrian, and public transport infrastructure, while reducing the prominence given to private cars.

The Modal Hierarchy differentiates between the modes of transport, and states that Active Travel (walking and cycling) should be prioritised, followed by public transport, and lastly by private vehicles. As outlined throughout, the scheme has been guided by a user hierarchy which seeks to prioritise active travel and bus users over private cars, which squarely aligns with NIFTI's Modal Hierarchy.

4.3.5 Road Safety Authority (RSA), Road Safety Strategy 2021-2030

The Road Safety Strategy seeks to reduce the number of fatalities and injuries on our roads through a number of specific objectives covering the areas of road safety education, enforcement, and engineering. The primary target of the 2021 – 2030 Strategy is to "reduce deaths and serious injuries by 50% by 2030".

With regard to engineering, it acknowledges that there are frequent issues raised by road users in relation to unsatisfactory road design including cycle lane and junction design. The proposed development of Blackrock village as part of this scheme addresses this area of concern through the provision of high-quality, coherent off-road cycle facilities that provide a level of segregation within the proposed development. The revised junction layouts provide an improved operating environment for vehicular traffic. The proposed development also encourages increased levels of walking and cycling due to a safer and more pleasant environment.

The scheme has been subject to a Stage 1 Road Safety Audit and further audits will be carried out as the design progresses.

4.3.6 National Cycle Policy Framework (NCPF)

The Government is committed to developing cycling as one of the most desirable modes of travel, it being good for your health, the economy, and the environment. The National Cycle Policy Framework (NCPF) sets out objectives to the year 2020 to achieve its vision. Analysis of the best practice of the most cycle friendly cultures, consideration of the views of stakeholders, identification of the potential to grow cycling as a share of overall commuting and mistakes made in the past by other countries allowed the government to identify measures that are required to make Irish towns and villages safe and attractive for cyclists of all ages and abilities and develop a framework document that provides a common, integrated basis for the long term development and implementation of cycling policies among various sectors and levels of government.

The design for this scheme is in accordance with the NCPF and the NCM through prioritisation of cyclists and pedestrians.

4.3.7 Smarter Travel: A Sustainable Transport Future 2009-2020

This document reflects the government's vision and required measures to have a sustainable transport system by 2020. It sets out below five goals:

- To reduce overall travel demand.
- To maximize the efficiency of the transport network.
- To reduce reliance on fossil fuels.
- To reduce transport emissions.
- To improve accessibility to transport.

In order to achieve these goals and ultimately ensure that sustainable travel and transport is in place by 2020, the following key targets are proposed:

- Future population and employment growth will take place predominantly in sustainable compact forms, which would reduce the need to travel for employment and services.
- 500,000 more people will make alternative means to commute and total share of car commuting will drop from 65% to 45%.
- Support and provide alternative methods such as walking, cycling and public transport, to rise the share to 55% of total commuter journeys to work.
- Total kilometres travelled by the car fleets in 2020 will not increase significantly from current levels.
- Reduction of GHG emission from transport sector will be achieved compared to the 2005 level.

Following these objectives and targets, following key actions are proposed:

- Reduce distance travelled by private cars and encourage smarter travel (e.g. encourage people to live close to workplaces, use pricing mechanisms or fiscal measures to encourage behavioural changes).
- Ensure alternatives to the car are more widely available, mainly through radically improved public transport service and through investment in cycling and walking.
- Improve the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving and alternative technologies.
- Strengthen institutional arrangements to deliver the targets.

This scheme will help to achieve these goals by improving the infrastructure for cycling and walking in Blackrock Village which will make them safer, more convenient and more pleasant choices of travel.

4.3.8 National Sustainable Mobility Policy

The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible, and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car.

The policy aims to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars. This project will support this by making it easier for people to choose walking, cycling or public transport daily instead of having to use a petrol or diesel car to access the comprehensive range of services and facilities available in Blackrock Village.

4.3.9 NTA Statement of Strategy 2018-2022

Following the 2015-2017 Statement of Strategy, The NTA published a new statement of strategy to 2022. The vision set out in this document is to provide a high quality, accessible, sustainable transport network connecting people across Ireland. To deliver this vision, the NTA set out 5 key missions:

- To secure the provision of an efficient, accessible, and integrated transport system in rural and urban Ireland.
- To transform and elevate customer's transport experience.
- To regulate privately operated transport services for the benefit of consumers.
- To contribute to the effective integration of transport and land use policies.
- To advance Ireland's transition to a low emissions transport system.

One of the main strategic priorities is to promote the use of more sustainable transport. This means a shift from cars to public transport, cycling or walking, thereby reducing emissions. This project supports this aim.

4.4 Regional Policy

4.4.1 Greater Dublin Area (GDA) Cycle Network Plan 2013 and GDA Cycle Network Plan 2021

The Government, together with the National Transport Authority (NTA) and other state agencies are committed to support and enhance cycling as a mode of transport in Ireland and develop cycling infrastructure and networks to achieve these objectives. In 2013 the Greater Dublin Area (GDA) Cycle Network Plan was published, see Figure 2 below. Its core objective is to ensure investment into cycle infrastructure is made as efficiently as possible, and to help the NTA and local authorities within the GDA to enhance understanding as to the bicycle facilities currently available, identify gaps in connections and infrastructure, assess the state of existing facilities and where improvement measures will be most advantageous to the public. The National Cycle Manual (NCM) defines a cycle network as “a collection of connected routes. Routes are a set of connected links and junctions that follow logical corridors between zones or urban centres. The purpose of the cycle network is to connect the main zones of origin and destination within an urban area and should provide effective through-movement for cyclists. A well-planned cycle network will carry the vast majority of cycle journeys”. DLRCC, in conjunction with the NTA are currently working on a number of cycle routes through the area, these works form part of the NTA’s GDA Cycle Network Plan.

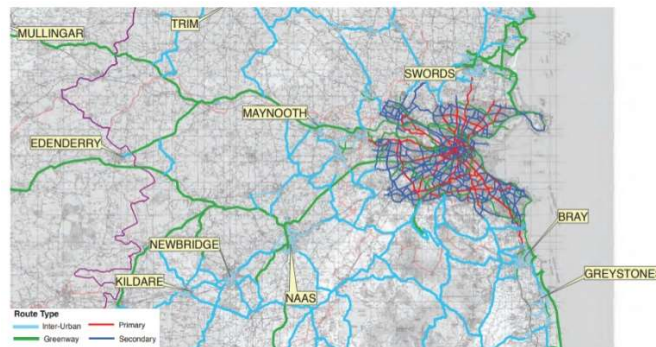


Figure 4: GDA Cycle Network Plan

The 2013 GDA Cycle Network Plan is currently undergoing a review. The updated GDA Cycle Network Plan was published in November 2021 as part of the ‘Supporting Documents’ for the public consultation on the Transport Strategy for the Greater Dublin Area 2022-2042. In the draft plan, Blackrock has been identified as one of fourteen district (town) centres across the GDA, mirroring those of the GDA Transport Strategy. Each district centre has its cycle network enhanced in the vicinity as well as outward connections. The proposed network for Blackrock is shown in Figure 3 below. Although it does not include the roads that are a part of this scheme, it is worth noting the cycle network in the vicinity of Blackrock Village and the additional connections this scheme will facilitate, particularly the new contra-flow cycle lane from Main St to Seapoint Ave.



Figure 5: GDA Cycle Network Plan for Blackrock area

4.4.2 Greater Dublin Area (GDA) Transport Strategy 2022-2042

The NTA's Greater Dublin Area Transport Strategy 2022-2042 provides a framework for the planning and delivery of transport infrastructure and services over the next two decades. The Strategy's role is to establish the essential policies and measures required to support the Greater Dublin Area in meeting its full potential and increasing sustainable transport use.

The Transport Strategy also proposes changes in the management and operation of the existing transport network to optimise and fully exploit the use of existing transport infrastructure. The strategy outlines the vision for the reallocation of road space and a modal shift from private car use to active travel modes such as walking and cycling. This modal shift and reallocation of road space will result in other benefits for the Greater Dublin Area such as:

- Reduced congestion at peak hours,
- Reduced dependency on private car use,
- Improve accessibility and social inclusion,
- Decreased air pollution levels,
- Increased levels of physical activity and enhanced health and wellbeing benefits.

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.

4.4.3 Regional Spatial and Economic Strategy 2019-2031 (RSES)

The Regional Spatial and Economic Strategy is a strategic plan and investment framework to shape the future development of our Region to 2031 and beyond by supporting the health and wellbeing of people and places, from urban to rural, with access to quality housing, travel, and employment for all.

Trends within the region indicate that there is an overreliance on the private car for travel to work and education. It is estimated that congestion in the Dublin area was costing the economy over €350m per year by 2012, in terms of lost time, and that this would grow to more than €2bn by 2033. This congestion impacts on the region's commuters, public transport and the efficient movement of goods and services to, from and within the region. Transport can affect health and wellbeing both directly, for example through traffic accidents, commuter stress, or accessibility to employment and health services and indirectly, for example through higher rates of diseases and ill health as a result of pollution or sedentary lifestyles. Increasing traffic is a health hazard that predominantly effects the more socially disadvantaged and deprived. In contrast the provision of good public transport, greenways and cycleways can enhance areas, contributing

to liveable places and creating opportunities to be physically active. There is a need to overcome barriers to better mobility be they political, economic, or physical such as poverty, disability, affordability, or gender.

This scheme supports the RSES by reducing reliance on private cars by creating safe and accessible pedestrian, cycle and public transport amenities throughout Blackrock Village. These amenities help in overcoming mobility barriers and help affect health and wellbeing of the population in a positive way, reducing the risk of accidents, commuter stress and accessibility to employment and health services, but also by promoting physical activity as opposed to use of private vehicles.

4.5 Local Policy

4.5.1 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).

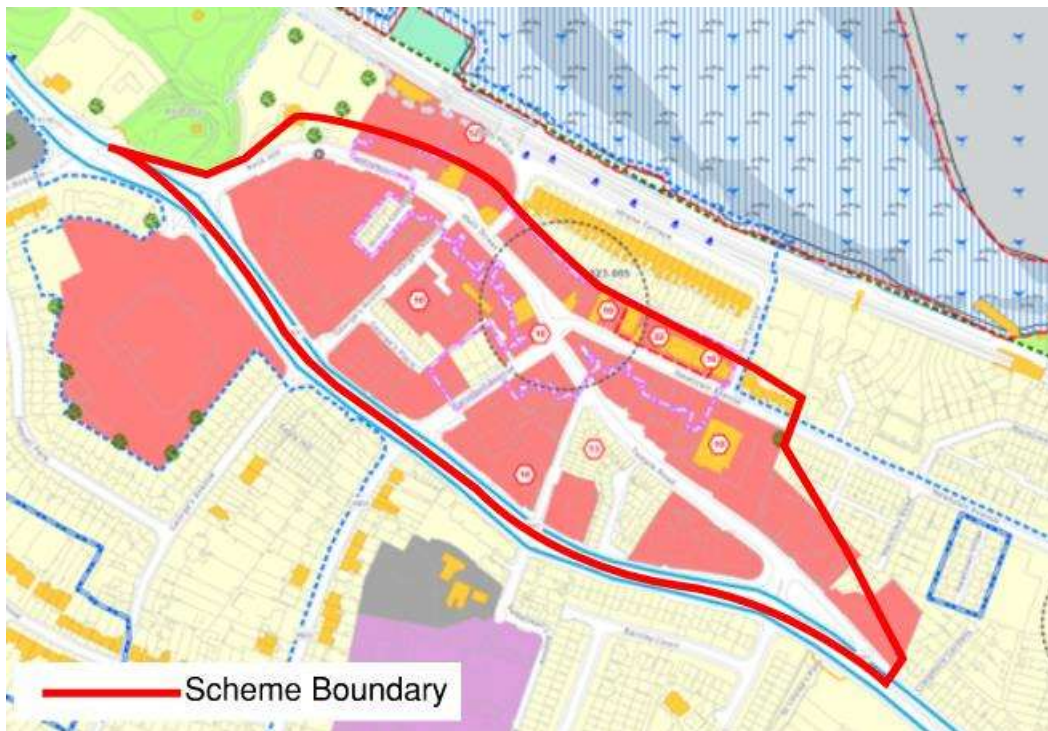


Figure 6: DLR Development Plan Map

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

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

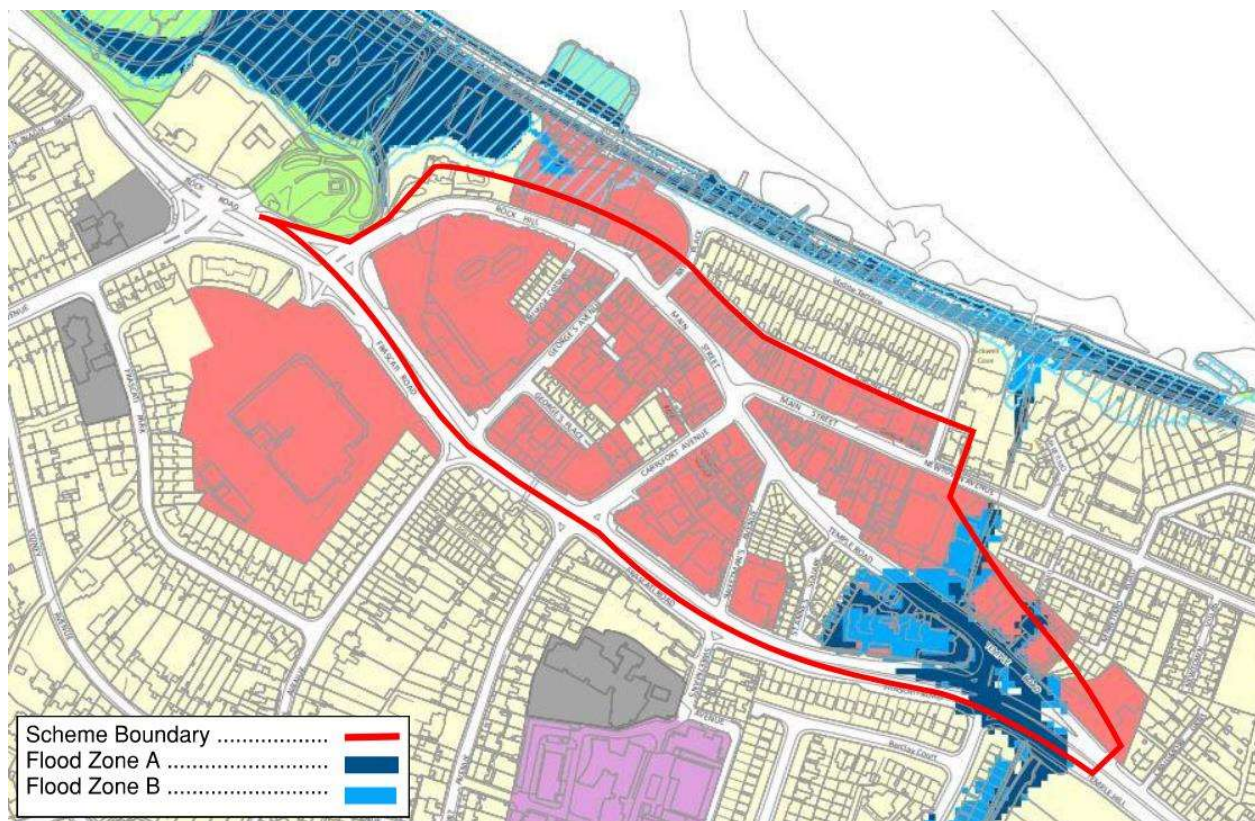


Figure 7: DLR Flood Zone Map

The DLR Flood Zone Map can be found online at:

https://www.dlrcoco.ie/sites/default/files/atoms/files/flood_zone_map_2_0.pdf

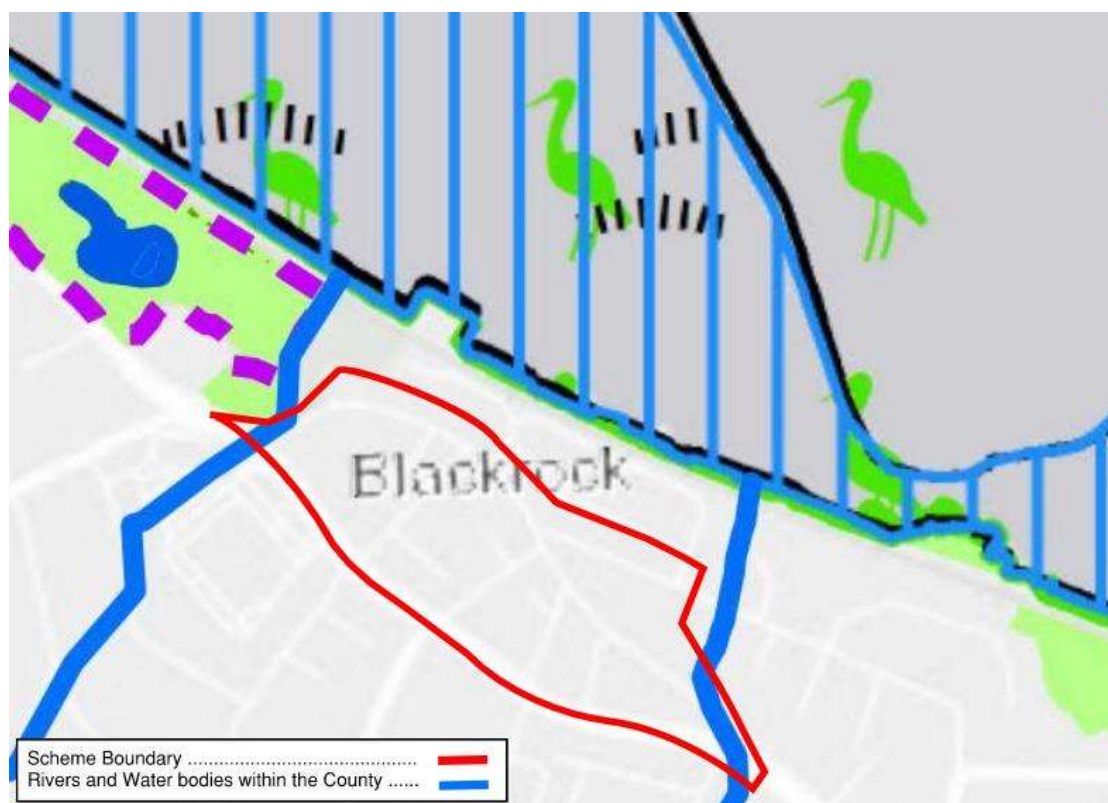


Figure 8: DLR Ecological Network Map

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

Relevant information from Figures 6,7 and 8 is summarised below:

- The designation of the village in the development plan as a district centre.
- The village is subject to a Local Area Plan (LAP) and is addressed further below.
- There is a cross monument located centrally within the village (RMP Ref. 023-005).
- Portions of the village along Rock Hill, Main Street, Newtown Avenue, and some surrounding streets are within a Candidate Architectural Conservation Area (ACA).
- There is an industrial heritage milestone marker indicated along Main Street/Rock Road proximate to the shopping centre (Site No. 206).
- There are 2 no. waterbodies (partially culverted) at either end of the village that flow to the sea under Rock Road and Temple Road. Carysfort–Maretime Stream and the Priors Stream. Portions of the village are in Flood Zone B, particularly at Temple Road.
- A portion of the Blackrock Park to the north of the village is a Locally Important Biodiversity Site.
- The coastline is located to the east of the village, including the Special Area of Conservation (SAC), Special Protection Area (SPA) and proposed Natural Heritage Area (pNHA).

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

Objective CA18	It is a Policy Objective to retain and promote urban greening - as an essential accompanying policy to compact growth - which supports the health and wellbeing of the living and working population, building resilience to climate change whilst ensuring healthy placemaking. Significant developments shall include urban greening as a fundamental element of the site and building design incorporating measures such as high-quality biodiverse landscaping (including tree planting), nature-based solutions to SUDS and providing attractive routes and facilities for the pedestrian and cyclist.
	This project proposes significant new landscaping on all streets within the scheme, including the planting of approximately 70 new trees. Nature based SuDS solutions will be used, and rain gardens will be introduced on Main St to trap and store water during storms which will reduce the demands on the water network in an environmentally friendly way.

Objective PHP36	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.
	This scheme has been designed in accordance with guidance documents such as DMURS and the NCM to ensure accessibility throughout the extents of it. The Dun Laoghaire Rathdown Disability Consultation Group have been consulted as part of the design process. O'Herlihy Access Consultancy have been employed to undertake two independent accessibility audits of the design, one at preliminary design and one at detailed design stage.

Objective PHP37	It is a Policy Objective that all development proposals, whether in established areas or in new growth nodes, should contribute positively to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved.
	This is a village improvement scheme with an improved urban realm at its core. High quality paving, extensive in ground planting, attractive seating and rest area will be provided to enhance the public realm in Blackrock and to make it a more pleasant place to work, live or visit.

Objective PHP38	It is a Policy Objective to preserve and enhance the public realm offering in our towns and villages.
	See above

Objective T1	It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high-quality public transport systems.
	This scheme improves the environment for pedestrians and cyclists and will make these safer, more attractive, and more convenient choices for the public.

Objective T5	It is a Policy Objective to expand attractive public transport alternatives to car transport as set out in 'Smarter Travel, A Sustainable Transport Future' and subsequent updates; the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and the NTAs 'Integrated Implementation Plan 2019-2024' and subsequent updates by optimising existing or proposed transport corridors, interchanges, developing new park and rides, taxi ranks and cycling network facilities at appropriate locations.
	This scheme improves the environment for pedestrians and cyclists and will make these safer, more attractive, and more convenient choices for the public.

Objective T11	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.
	This scheme fully aligns with this policy objective. It will provide improved walking and cycling infrastructure including completing a new connection from Blackrock Main St to the Coastal Mobility Route.

Objective T12	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.
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	This scheme will provide improved pedestrian facilities keeping accessibility and safety influencing the design.
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Objective T13	It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility.
	This scheme will complete new cycle links that will add to these networks.

Objective T19	It is a Policy Objective to manage carparking as part of the overall strategic transport needs of the County.
	Car parking and loading have been carefully considered as part of this project. In some instances, car parking has been removed to support the introduction of new cycle facilities or to provide additional urban realm space. In other locations new parking spaces have been created and hybrid loading/parking bays (loading up until a certain time and parking after) have been proposed to make better use of the available space.

Objective T23	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.
	This scheme will provide improved pedestrian and cycle facilities which will improve the County road network. The NTA have been consulted regarding the proposed design.

Objective T29	It is a Policy Objective to introduce Traffic Management Schemes on particular roads and in appropriate areas throughout the County to reduce vehicle speeds to an acceptable level
	This proposed layout seeks to reduce vehicle speeds by narrowing the lane width in places, tightening corner radii, and introducing speed humps where appropriate. Distinctive road surfaces will be used to indicate a changed environment to drivers as they enter the village core.

Objective MFC2	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.
	This scheme enhances the environment for pedestrians and cyclists and so supports this goal.

Objective MFC3	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.
	This scheme includes Blackrock Main Street as one of the principal areas of works. High-quality material will be used to ensure a sense of place and enhance the quality of public realm throughout the village.

Objective OSR7	It is a Policy Objective to implement the objectives and policies of the Tree Policy and the forthcoming Tree Strategy for the County, to ensure that the tree cover in the County is managed, and developed to optimise the environmental, climatic and educational benefits, which derive from an 'urban forest', and include a holistic 'urban forestry' approach.
	This scheme proposes significant new landscaping including the planting of approximately 70 new trees around Blackrock Village.

Objective EI6	It is a Policy Objective to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS).
	Nature based SuDS solutions will be used on this project. Rain gardens will be introduced on Main St to trap and store water during storms which will reduce the demands on the water network in an environmentally friendly way.

Objective HER1	It is a Policy Objective to protect archaeological sites, National Monuments (and their settings), which have been identified in the Record of Monuments and Places and, where feasible, appropriate, and applicable to promote access to and signposting of such sites and monuments.
	The cross on Blackrock Main Street, located outside Bank of Ireland is identified in the Record of Monuments. This cross will be relocated to a prominent location in the new elliptical park that is being created here. This new setting will bring additional attention to this monument.

Objective HER16	It is Policy Objective to ensure that works to the public realm – such as the provision of traffic control measures, street furniture, materials and finishes - have regard to the distinctive character of the area.
	All traffic interventions have been designed to have as little visual impact as possible. The landscaping plan has been designed to promote the historic nature of Blackrock Village. The village has been decluttered of signs and simple granite paving slabs have been chosen so that these bring out the architecture of the distinctive buildings along the street, rather than competing against them for attention

Objective HER18	It is a Policy Objective that development proposals within a candidate Architectural Conservation Area will be assessed having regard to the impact on the character of the area in which it is to be placed.
	The proposed scheme relates to road upgrade works, it does not require any significant construction works or any additional land-use changes. The proposed scheme will preserve the established character of the buildings and streetscape. Therefore, there are no potential implications regarding the location of the Blackrock Village cACA.

4.5.2 Blackrock Local Area Plan 2015-2025

The Local Area Plan (LAP) is a statutory document prepared by the Planning Authority in accordance with the requirements of Sections 18 – 20 of the Planning and Development Act 2000 (as amended). The Blackrock LAP is informed by a hierarchy of European, National, Regional and County planning policy documents and guidelines. These are set out in brief in Figure 1.2. Any development within the LAP boundary shall be in accordance with the requirements of the relevant EU Directives and associated legislation, National and Regional Guidelines and County Development Plan policy provisions.

The purpose of the Blackrock Local Area Plan is to set out the policies and objectives that when implemented, will provide for the delivery of a distinctive, coherent, and vibrant urban village that is well connected with its surrounding hinterland and makes for an attractive place to live, work and visit. The essence of the Plan is based around improving the local environment, both physical and visual, for all users.

A Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis of Blackrock in the LAP details that there is inadequate pedestrian and cyclist connectivity in the area and a poor public realm in parts. Accordingly, the key objectives of the development strategy in the LAP include:

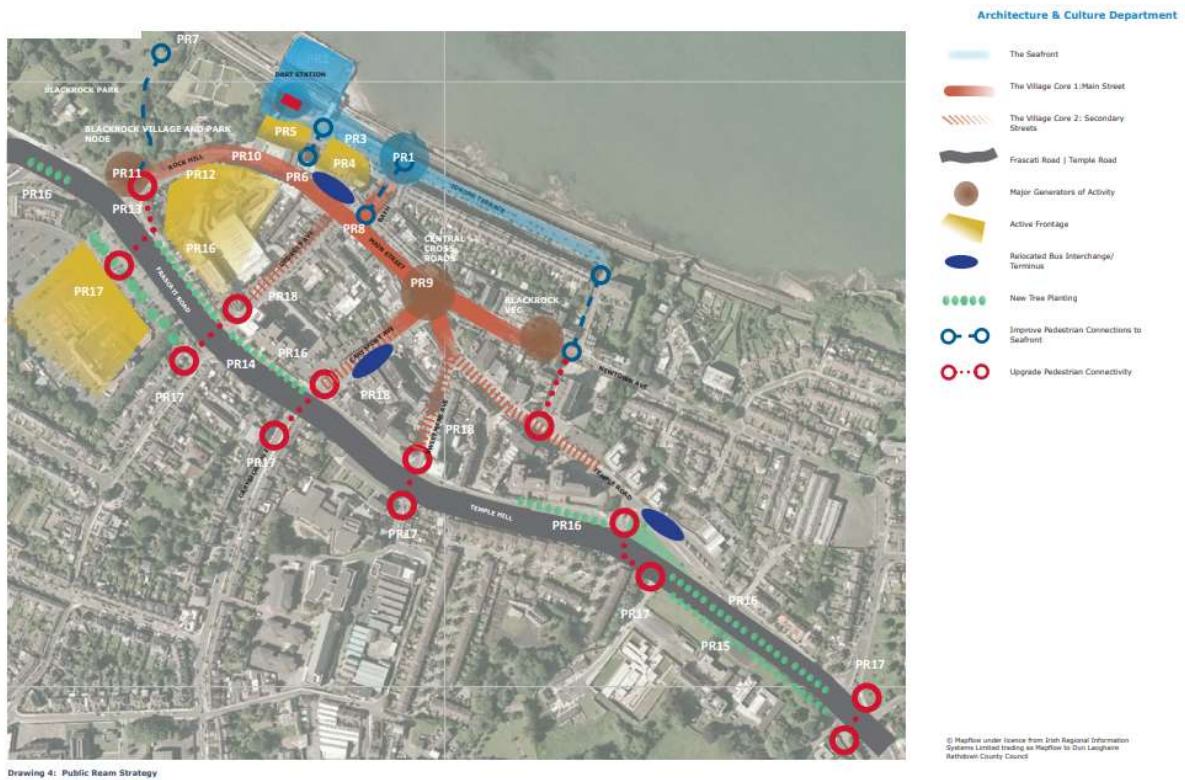
- The provision of a range of public realm improvement works, particularly for pedestrians.
- Improved movement, connectivity, and legibility for all forms of transport, particularly pedestrians and cyclists.

Section 3.6 of the Blackrock LAP provides a public realm strategy developed for Blackrock. The main focus of the strategy is set out as follows:

- Refocus and re-orientate Blackrock village core and the Main Street to properly re-engage with its seafront.
- Improve connectivity and permeability between the village core and Blackrock Park.
- Comprehensively upgrade the environmental quality of the Temple Hill and Frascati Road corridor.

The overall aim is to create an environment within Blackrock that encourages an uncluttered, legible, accessible, and usable street environment that caters for a variety of activities and events, facilitates the continuing function as a significant shopping destination whilst at the same time respecting the underlying historic character and fabric of the village core. The Blackrock LAP notes that “all new development should be designed so that it enhances and contributes to the overall attractiveness and amenity value of the public realm. Measures may include the provision of well-designed urban spaces, the provision of active ground floor uses and the incorporation of high-quality surface treatments, lighting, signage, and street furniture. The potential to enhance local biodiversity should also be considered in the design of new public spaces”. This scheme follows the guidelines and recommendations set out in the LAP by giving back road space to public realm to allow for better amenities, as well as providing new high quality surfaces and new green areas.

Below is a map outlining the public realm strategy throughout the village:



The scheme will support the specific objectives of the Blackrock Local Area Plan 2015-2025, which include the following:

Objective BK01	The Council recognises the distinct character and intrinsic heritage qualities of the Blackrock area. Understanding and appreciating the history and culture of Blackrock is an important part to the planning of its future. It is Council Policy to ensure the protection of this historical character and ensure that any future development / redevelopment is carried out in a manner sympathetic to its special character.
	This scheme maintains Blackrock's historical character throughout proposed development.
Objective BK07	It is Council Policy to encourage a high standard of public realm upgrade / improvements throughout Blackrock in accordance with the Public Realm Strategy.
	This scheme will demonstrate a high-quality design and use high-quality materials.
Objective BK09	It is Council policy to upgrade the public realm along Main Street and Rock Hill in order to provide a more attractive streetscape and an improved pedestrian environment in the village core.
	This scheme includes public realm upgrades along both Main Street and Rock Hill.

Objective BK12	It is Council Policy to promote the principles of sustainable travel both to-and-from and within the Blackrock Local Area Plan Boundary.
	This scheme enhances the environment for pedestrians and cyclists and so supports this goal.

Objective RI2	It is an objective of the Council to reduce the volume of through traffic on Main Street over the Plan period to complement a package of measures aimed at improving the public realm and environment for pedestrians, cyclists, and public transport.
	This scheme enhances the environment for pedestrians and cyclists and so supports this goal.

Objective RI3	It is an objective of the Council to create an environment where traffic speeds will be reduced on Main Street and within the Blackrock village core.
	This proposed layout seeks to reduce vehicle speeds by narrowing the lane width in places, tightening corner radii and introducing speed humps where appropriate. Distinctive road surfaces will be used to indicate a changed environment to drivers as they enter the village core.

Objective PC3	It is an objective of the Council to provide for improved pedestrian facilities and enhanced local environment along Georges Avenue as a means of improving connectivity between the Main Street area and areas south of Frascati Road.
	This scheme will upgrade George's Avenue to provide high quality paving and better footpaths and crossing facilities for pedestrians.

Objective PT1	It is an objective of the Council to facilitate the re-location of the existing Bus Terminus at the DART Station to Carysford Avenue and Temple Road, subject to the agreement of the National Transport Authority (NTA).
	<p>This scheme provides a new bus terminus on Rock Hill, with an additional layover space also provided on Carysford Avenue. This achieves this objective from the LAP.</p> <p>Locating the terminus on Carysford Ave or Temple Road was considered during the options selection phase. The location on Rock Hill was found to be more favourable from a bus operations point of view and this location was agreed with the NTA. Further details of this assessment process can be found in the Bus Routing Technical Note.</p>

Objective CP2	It is an objective of the Council to rationalise the existing on-street car parking and unloading facilities along Main Street to facilitate improvements to the public realm where appropriate.
	Car parking and loading have been carefully considered as part of this project. In some instances, car parking has been removed to support the introduction of new cycle

	facilities or to provide additional urban realm space. In other locations new parking spaces have been created and hybrid loading/parking bays (loading up until a certain time and parking after) have been proposed to make better use of the available space.
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Objective EI6	It is an objective of the Council to ensure that Sustainable Drainage Systems (SuDS) is applied to any development in Blackrock and that site specific solutions to surface water drainage systems are developed, which meet the requirements of the Water Framework Directive and associated River Basin Management Plans. SuDS measures may include green roofs, permeable paving, detention basins, water butts, infiltration etc...
	Nature based SuDS solutions will be used on this project. Rain gardens will be introduced on Main St to trap and store water during storms which will reduce the demands on the water network in an environmentally friendly way.

Objective AH1	It is an objective of the Council to create an improved setting for the Cross, an archaeological monument, as part of a wider public realm scheme.
	This cross will be relocated to a prominent location in the new elliptical park that is being created outside Bank of Ireland. This new setting will bring additional attention to this monument. 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

Objective PR9	It is an objective of the Council to provide an appropriate setting and location for the Cross on Main Street and provide an information plaque explaining the historical significance of the Cross
	See above

Objective PR13	It is an objective of the Council to facilitate the improvement of the pedestrian crossing between the shopping centres and Blackrock Park.
	The proposed design for this scheme includes an improved link between the shopping centres and Blackrock Park.

Objective PR18	It is an objective of the Council to carry out a series of public realm improvements along George's Avenue, Carysfort Avenue and Sweetman's Avenue with a view to enhancing the overall pedestrian environment and improving pedestrian connectivity between Frascati Road and Main Street / Rock Hill
	The proposed design for this scheme includes public realm improvements along George's Avenue and Carysfort Avenue, helping improve the pedestrian environment and links with other streets in the village.

Objective PT3	It is an objective of the Council, with the agreement of the NTA, to facilitate the provision of appropriate bus routes and stops in co-ordination with the overall Blackrock Transport Network Strategy
	This scheme relocates bus stops to facilitate public transport links throughout the village and increase accessibility.

4.5.3 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 proposed development includes permanent and improvement cycle facilities throughout Blackrock Village, including a link between Main Street and Maretimo Villas, which connects Blackrock to the Coastal Mobility Route. This promotes cycling as a mode of transport, and increases safety for cyclists, making these facilities accessible to all types of cyclists. The scheme also promotes a healthier lifestyle by encouraging and allowing people to cycle through the Blackrock.

4.5.4 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 proposed development aims at promoting and increasing active travel in Blackrock and the County, which in turn will help make Dún Laoghaire-Rathdown a more climate-resilient region, with engaged and informed citizens. Furthermore, the inclusion of SUDS in the scheme falls under the "nature-based solutions" area set out in the DLRCC Climate Change Action Plan.

4.6 Design Guidance

In addition to the relevant policy guidance, the proposed scheme has been prepared in compliance with the following design guidance:

- DMURS (Design Manual for Urban Roads & Streets).
- National Cycle Manual.
- National Transport Authority, Project Management Guidelines.
- Traffic Management Guidelines.
- Traffic Signs Manual.

SECTION 5: PLANNING CONSIDERATIONS

5.1 Design and Visual Impact

Design proposals for Blackrock Main Street and its immediate surrounds will complement and not compete with the existing historical character and context of the building vernacular. In essence, the principles for the design seek to encourage pedestrians into the public realm, create, safe, tranquil spaces, increased greenery and integrated SUDs measures.

A number of core spaces have been identified at the ‘gateway’ to the Main Street from the Blackrock bypass, the space immediately before the junction to the baths, the seating area located outside Bank of Ireland and the public space outside the old library building. Each of these spaces will provide for seating opportunities, bike parking and articulate the user experience of Blackrock Village.

The streets will be decluttered of furniture and signage making movement easier for those with mobility issues and more accessible for those with buggies and other users. 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, and the soft landscaping palette will providing year round interest.

5.2 Traffic and Transport Assessment

No new restrictions will be imposed on traffic as part of this scheme and so there will be limited impact on traffic in the area, apart from some disruption during the construction stage. The number of lanes for traffic turning onto the Frascati Road has been reduced from two to one at Rock Hill, Carysfort Ave and Temple Road in accordance with the BusConnects proposals. The proposed design will provide a higher level of service for pedestrians and cyclists, and this will encourage some drivers to instead choose sustainable modes of transport to visit Blackrock Village.

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. However, depending on the progress of the two projects an interim scheme may be required, and this has also been considered by the design team.



BusConnects new network in Blackrock & Proposed Implementation Schedule (Aug 22)

BusConnects Belfield/Blackrock to City Centre Core Bus Corridor (CBC)

The NTA has progressed the design of this CBC route and the planning application is awaiting judgement from An Bord Pleanála, the application was lodged in May 2022. The route travels down Frascati Road and will interact with this scheme at the junctions of Rock Hill, George’s Avenue, Carysfort Avenue and Temple Road. Screenshots of the proposed designs for these four junctions are shown below. The scheme has been designed to be compatible with the layout of these junctions as per the BusConnects route design.

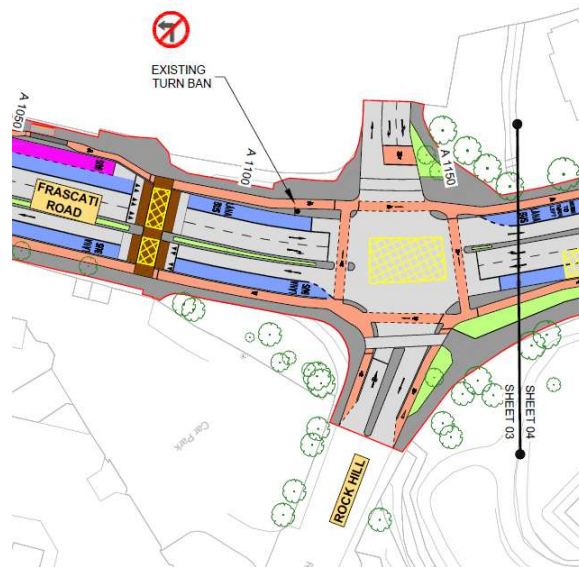


Figure 9: BusConnects – Proposed Rock Hill Junction



Figure 10: BusConnects – Proposed George’s and Carysfort Avenue Junctions

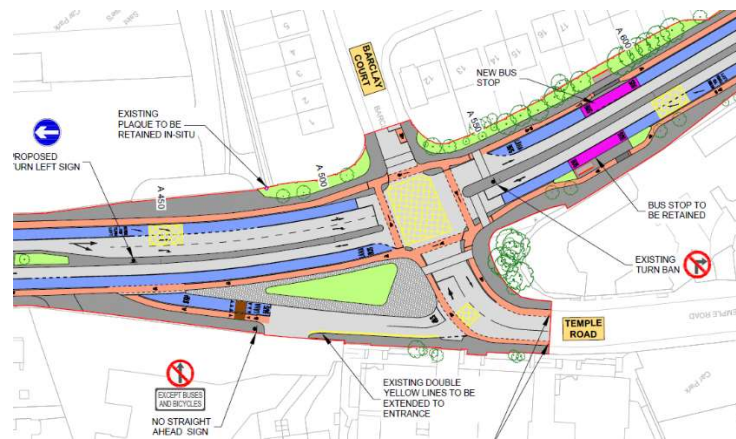


Figure 11: BusConnects – Proposed Temple Road Junction

5.3 Cultural Heritage (Archaeology and Architectural Heritage)

It is understood that the mile marker located adjacent to the shopping centre on the main street and the cross located in the open space at the bank of Ireland are of significance and must be retained and incorporated into the design. The cross will be moved only a few meters with the plinth sitting in a planted area to celebrate its historical significance and become a focal point of the space. The mile marker will be retained in its current location with an intricate paving detail around a planted area. It is proposed that some lighting will light the cross and potential for placards could provide visitors with relevant information.

5.4 Biodiversity, Landscaping and Arboriculture

Arborist Associates Ltd was commissioned to provide a condition assessment of the existing trees within the study area. This study recommended the removal of two trees on Main Street which were determined to be unsuitable species for their existing location. These two trees are located across the road from Starbucks. They are growing too high and close to the nearby building and require frequent pruning. These two trees will be removed as part of the works and replaced with more suitable planting. One further tree is required to be removed to facilitate the works, this is located outside Bank of Ireland and its removal is necessary for the construction of the new enclosed village parklet.

Extensive landscaping and tree planting will be carried out as part of the works including the planting of approximately 70 new trees around the village.

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).

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 EI4: Sustainable Drainage Systems, the proposal must demonstrate that they meet the requirements of the Greater Dublin Strategic Drainage Study (GDSDS) 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: Blackrock 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 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 greatly increase the water attenuation in the event of heavy rainfall. Rain gardens are proposed along Main St, and as much water as possible from the large pedestrian area on the southern side of the road will drain into these rain gardens. Approx. 70 new trees will also be planted throughout the village including several within the rain gardens. These green features 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. Something that is especially beneficial when dealing with heavy summer showers.

Water Quality – The street designs will carefully consider the water shed 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. It is important to note that all stormwater drainage from the study area feeds into a combined sewer network and so ends up at a wastewater treatment plant. As

such, the benefits from providing SuDS features that would filter and clean the water in Blackrock Village will be limited on this project.

Biodiversity – using nature-based solutions will hardwire habitat into the streetscapes, creating a long-term ecological environment for nature to recolonise and occupy.

Amenity - These green features will enhance the experience of passing along these streets, especially on foot or by Bicycle. 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 need to 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

A portion of the scheme at the junction with Frascati Road and Temple Road is located within a Flood Risk Zone. As per Section 5.28 of the Guidelines for Planning Authorities on Flooding, schemes such as this one which are unlikely to raise significant additional flooding issues are permitted to proceed within flood risk zones. The flood risk at this location will be further investigated during the detailed design stage to provide appropriate mitigation. The source of this flooding is the Brewery Stream which enters into a culvert on the southern side of Frascati Road to pass underneath the road, the total prevention of flooding at this location is beyond the scope of this project and would require a separate flooding study of this stream.

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, would not be likely to have a significant effect on any of the European Sites identified.

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.
- The proposed scheme will create some impact to the settings of a Record of Monuments and Places - Cross (DU023-005) located within the proposed scheme extents. However, this impact will be temporary and limited to the construction phase.

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 Blackrock Village's existing underground services, it is recommended excavation be kept to a minimum.
- 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 the 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; and

- 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 Consultations

Consultation has been undertaken with the various departments in DLRCC to obtain feedback on the draft scheme, minor comments were received which will be taken on board during the detailed design stage.

6.2 Alternatives Considered

Barry's Transportation have prepared an Options Report which presents the alternatives options considered to inform the identification of a preferred option. The area was split into five sub-sections and several options were developed for each section. Multi Criteria Analysis (MCA) was undertaken for each section 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	3 (a) 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	3 (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	N
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,	3 (c) 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	3 (d) where it appears to the authority that the area of another local authority might be affected by the development	N
Regional Authority	3 (e) 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	3 (f) 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	3 (g) 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	(h) 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	(i) 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	(j) where the development may have an impact on bus or rail-based transport	N
National Roads Authority	(k) 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)	(l) where the development might significantly impact on surface transport in the Greater Dublin Area	Y
Environmental Protection Agency	(m) 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	(n) 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	(o) 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	(p) where the development is in the vicinity of an explosives factory, storage magazine or local authority explosives store	N
Health Service Executive	(q) where it appears to the authority that the development might have significant effects on public health	N
Minister for Communications, Marine and Natural Resources	(r) 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	(s) 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	(t) 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	(u) 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 ³ or the excavation of earth materials on a site area greater than 1 hectare	N
Irish Water	(v) where it appears to the authority that the development might impact on the provision of public water services	Y