

APPENDIX 5

Transport and Mobility: Technical Requirements

1.0 Introduction

This Appendix which addresses transport and mobility technical requirements should be read in conjunction with Chapter 8 of the Plan, Sustainable Movement and Transport.

2.0 Development Management

2.1 Layout and Access

The layout for all developments shall seek to maximise pedestrian permeability within the development and to improve pedestrian and cycle linkages to the wider road network, as far as possible. A walkability and/or cyclability audit may be required depending on the location of the development and existing provisions within the local road network.

All developments, from one-off housing to large scale mixed use development, shall demonstrate safe vehicular access and egress arrangements. All vehicular access shall be considered, including private car, service, delivery and emergency vehicles, in addition to applicable vehicular access requirements. Where possible, service areas shall be provided within the curtilage of the site to minimise the impact on the local road network.

All developments shall be constructed in accordance with the design guidance and requirements set out in DMURS. The latest version is available to download on www.dmurs.ie.

All planning applications for retail / commercial developments are to include the following:

- A place to park adjacent to the building or complex for passengers with disabilities / mobility issues as well as for drivers with disabilities / mobility issues.
- Dished or level crossings at all traffic junctions and the use of tactile paving and audible signals, where appropriate.
- Parking bays which are sufficiently wide to allow access for wheelchairs.
- A route from a parking place to the building that is level or ramped and unimpeded by steps.

- A visible, accessible entrance-way and door to the building – not a separate ‘disabled’ entrance – which is easy to distinguish and must be under cover (revolving doors and frame-less glass doors are considered to be hazardous).
- Sign-posting for the buildings which is legible and well-illuminated, with lettering and numerals on doors at eye level.
- Pedestrian routes in open spaces or between buildings which are free from obstructions, pathways which are wide enough for people who use wheelchairs i.e. 2000mm /Irish Wheelchair Association Best Practice Guidelines, and surfaces which are slip resistant.
- In the case of changes in level, shallow ramps in addition to steps and stairways which are clearly marked and equipped with handrails.
- The careful siting of bollards, gully gratings and signposts to avoid hazards.
- Public toilets for people with disabilities which are sited so that they are accessible and usable. Large scale developments are required to install ‘Changing Places’ toilets.
- Floor surfaces inside the building which are slip-resistant, and where there are changes in level, ramps as well as steps or stairways which are clearly marked.
- Where a building is multi-storey, a lift large enough for a wheelchair and a minimum of one other person with controls that are usable from a seated position to serve all main circulation areas which provide facilities.
- Clear sign-posting and usability of amenities e.g. lavatories and telephone.
- The improvement of access to existing buildings and their surroundings as opportunities arise, through alterations, extensions and changes of use.
- An explanation of how surrounding roads, footpaths and sight-lines will be linked.
- Illustrations of access to and access within the building itself.
- Diagrams showing how people can move to and through the place – including vehicles, bikes and pedestrians.

- Description of how levels change within the public spaces, including pavement and dropped kerbs.
- Specifications to show that disabled people will not be segregated but will be able to move around within a building at all levels and use the same entrances, corridors and rooms as everyone else without a detour.
- - Details of how access for the emergency services will be provided.
- Where appropriate with a building, sign-posting, illustrations and diagrams to inform the public in accessible formats for people with impaired vision.
- Landscape design which takes into account the needs of people with disabilities i.e. pathways should not be encroached upon and the future possibility of low overhanging branches should be avoided. All specimen trees should be selected with consideration for people with disabilities e.g. root damage to surfaces and over-hanging branches etc.

2.2 Transport Assessments

The traditional function of a Traffic Impact Assessment is to assess the nature and extent of the impact of any substantial development on the immediate and surrounding road network and, if deemed necessary, on the wider transportation system.

Traffic Impact Assessments will be required to demonstrate that sufficient, realistic and verifiable levels of road capacity will be provided for, in a sustainable, phased manner, so as to cater for all new trips to be generated by the development. Traffic Impact Assessments will be required to take account of up-to-date traffic surveys and of the cumulative quantum of traffic to be generated as a result of planned developments (which are subject to current planning applications or have been granted permission and not yet developed or which may be permitted in line with an approved plan) which would result in traffic using the same immediate road network and junctions as the development which is subject to the Traffic Impact Assessment. Where travel to school has an impact on traffic, assessments should be done during school term time when movements are at a maximum.

Transport Assessments, while incorporating Traffic Impact Assessments, are wider in scope. They set the development in the context of existing and proposed public transport, seek to promote walking and cycling and may, as a result, identify where improvements could be made in the pedestrian and cycling networks.

Traffic and Transport Assessments (TTA) and Road Safety Audits will be required for major developments, in accordance with the National Roads Authority (NRA) (now Transport Infrastructure Ireland (TII) Traffic and Transport Assessment Guidelines (2014) and any subsequent review, to assess the traffic impacts on the surrounding road network and provide measures to mitigate any adverse impacts. The requirements for a TTA should be ascertained at pre-planning stage.

Applications which comprise of, but not limited to, the construction of new roads, amendments to existing roads, any project which materially affects vulnerable road users, or any development that generates significant road movements, shall be accompanied by a Road Safety Audit and Quality Audit to assess the existing road network and set out the appropriate traffic management strategy for the new development.

Traffic and Transport Assessments shall project forward 5 years and 15 years after opening date in accordance with the TII Traffic and Transport Assessment Guidelines and the UK's Institution of Highway Engineers and Transportation Guidelines, and shall, in their analysis, consider all major road and traffic schemes and existing and proposed developments in an area.

2.3 Mobility Management and Travel Planning

Dublin City Council regards mobility management as an important element in the promotion of sustainability and in the achievement of a substantial increase in the modal share of public transport, walking and cycling during peak and off-peak travel times. Mobility management is a pro-active approach to influencing how people travel. While it plays an important role at a strategic level, the adoption of this approach at a site or business level can be very influential in achieving sustainable travel patterns.

Travel planning is a tool for implementing mobility management in specific situations and environments such as workplaces, schools/ colleges and mixed-use developments by pro-actively encouraging sustainable travel. A Travel Plan consists of a package of measures, initiatives and incentives aimed at encouraging a target group of people to shift from travelling individually by private car to walking, cycling, public transport and car-sharing. Proposals such as carpooling, dedicated priority car parking for car-sharers, flexible working hours, off-peak shift working, e-working from home, free/ subsidised bicycles and public transport promotions should also be considered.

Mobility Management and Travel Plans will be required for developments of different types and scales, to be determined at pre-application stage in consultation with Dublin City Council. The plans will set out percentage targets for modal splits to be achieved over a specified time period and will outline the range of integrated measures that will be put in place to support mode shift. Where appropriate, the plans may also identify improvements to the local environment which will be implemented in tandem with the development to support sustainable travel by the users of and visitors to the development. Regular monitoring and updating of the plan is required as travel planning is an on-going process.

As a general guideline, Dublin City Council may request a Travel Plan if an existing or proposed commercial development has the potential to employ over 100 workers. Such developments may include office and commercial buildings, warehousing and wholesaling, and integrated multiple occupancy shopping centres.

Where a zero or reduced quantum of car parking is proposed for a residential development, a proactive mobility management strategy is essential at the early design stages to identify measures that will promote the use of sustainable modes within the development and ensure any associated infrastructure can be incorporated into the design. A Residential Travel Plan will be required to support the zero/reduced provision of car parking to serve a development.

There are many developments below the threshold scale which would benefit from travel planning and which could make a positive contribution to sustainability. The potential to prepare a Travel Plan as part of a development can be discussed at pre-application stage.

The requirement for the submission of a Travel Plan will be assessed on a case-by-case basis. Account will be taken of the location, scale of development, the precise nature of the uses proposed and the anticipated impact on the surrounding area, in terms of congestion and the existing and proposed transport network.

Guidance on the preparation of Travel Plans for both workplaces and schools is available on the National Transport Authority's website (www.nationaltransport.ie).

Guidance on the preparation of Residential Travel Plans can be taken from the Department for Transport, UK (2007) Making Residential Travel Plans Work.

2.4 Service Delivery and Access Strategy

As outlined in Chapter 8 Sustainable Movement and Transport, the City Centre and urban villages have limited capacity on the streets to accommodate the wide range of activities generated by existing and new developments. Having regard to this limited capacity, service areas shall be provided where possible within the curtilage of the site. These areas are to be used exclusively for service and delivery vehicles, details of which will be determined by the Planning Authority. The servicing requirements for any development should be established early in the preplanning process. Swept-path analysis shall also be submitted demonstrating the safe manoeuvrability of all vehicles servicing the site.

Where no off-street services or on-street storage can be provided, it shall be a requirement of all new developments to submit full details of all new deliveries, including their time, frequency and manner, to the Planning Authority.

For residential developments, details of access for service vehicles shall be considered at an early stage in the design process. Access for emergency vehicles, refuse collections and general servicing needs (i.e. domestic/household deliveries) shall be adequately demonstrated. Identifying the location of drop off/pick up areas for deliveries, in particular for car free developments which may be reliant on third party services to meet their household requirements, shall also be considered early in the design process.

For student accommodation and co-living/shared accommodation, details on how arrivals/departures will be managed shall also be submitted as part of a planning application, as well as detailing how the overall servicing and delivery needs for the multiple residents will be managed for the development.

For larger developments (residential and non-residential), a Delivery and Service Management Plan shall contain, but is not limited to, the following information:

- Details how the proposed development will be accessed and served by deliveries, including refuse vehicles and emergency vehicles;
- Confirm the number, type and frequency of service vehicles envisaged for the development and detail the locations from which servicing will occur and how it will be managed;
- Swept-path analysis demonstrating the safe manoeuvrability of all vehicles servicing the site.

Where a development is located in close proximity to a Luas line, consideration to the impact of deliveries and services during the operation of the development on the Luas line shall be determined and associated mitigation measures outlined (See also section 9.2 below).

2.5 Car Parking and Cycle Management

The management of car parking provision within a development is an integral part of ensuring there is limited impact or overspill onto the adjoining road network. Where car parking is provided for residential or non-residential developments, a Car Parking Management Plan shall be provided regarding the continual management and assignment of spaces to uses and residents over time.

Generally car parking spaces shall not be sold with units but shall be assigned and managed in a separate capacity via leasing or permit arrangements. A management scheme for any visitor car parking shall also put in place. Where car club spaces are provided within a development, a letter of confirmation from the relevant provider shall be included with an application and details submitted regarding the operation of the service within a development.

The maximum standards for car parking provision are set out in Table 2. Dublin City Council proactively works with developers to develop appropriate mobility strategies for new developments, including appropriate parking ratios. Car parking ratios for new developments are dependent on a number of factors in order to deliver a sustainable community. In particular locations, active travel (walking and cycling) infrastructure and provisions to support active travel modes and access to operational high frequency public transport corridors within 10 minutes walking distances are all key components for reduced car parking provision. Other applicable factors include access to services and amenities located within walking distance, high quality shared mobility provision, and service vehicles access and strategy which all seek to minimise the impact on the public transport corridors and other users of the surrounding road network.

Where car parking is provided for a residential development, a rationale for the quantum of car parking proposed shall be provided. This should include an analysis of census data in relation to the car ownership levels by occupiers of a similar development (i.e. houses or apartments) in the relevant electoral area and existing mode split. Reference shall also be included to the quantum of parking in the immediate area as a result of planned developments (which are subject to current planning applications or have been granted permission and not yet developed).

The standards for cycle parking are set out in Table 1 below. See section 3.0 for guidance on cycle parking.

Where a number of covered and secure bicycle stores are to be provided, consideration shall be given on how access to these stores will be managed for users through the submission of a Bicycle Parking Management Plan. Bicycle stores shall be fully accessible to users of varying ability i.e. the use of ramps/lift access shall be facilitated where possible. The reliance on wheel ramps located on stair cases to access bicycle parking, especially for large residential and commercial developments with zero or reduced car parking provision is not conducive to fully accessible bicycle parking and is discouraged by Dublin City Council.

Where large bicycle stores are proposed i.e. in excess of 100 spaces in a single store, consideration shall be given at an early design stage to providing additional measures within these stores where further segregation of bicycle storage could occur e.g. provision of bicycle cages that would hold a smaller number of bicycles and could be effectively numbered/labelled for ease of use. The management of bicycle parking should also detail how access to stores for cargo bikes and adapted bikes will be facilitated.

3.0 Cycle Parking Standards

Cycling provides a flexible, efficient and attractive transport option for urban living in accordance with sustainable development principles and the promotion of the 15 minute city. With increasing numbers of people cycling and a growing number of options for cycle mobility, including cargo bikes, adapted bikes, bike trailers and e-bikes, all of which increase the range of uses and needs which cycling can respond to, it is essential that well integrated, accessible and secure cycle parking, to cater for all types of bikes, is provided within new developments. This will help to encourage the use of new cycle mobility solutions for everyday mobility needs such as shopping, delivery and childcare/school drop off / collection.

All new developments are required to fully integrate cycle facilities into the design and operation of the schemes, in accordance with Table 1.

Having regard to the Sustainable Urban Development: Guidelines for New Apartments (2020), cycle parking for residential apartment units shall be provided at a rate of 1 secure cycle parking space per residential bedroom and 1 visitor cycle parking space for every two units. Relaxations of this standard may be considered in certain instances where the applicant can justify the proposed quantum having regard to location, quality of facilities, flexibility for future enhancement / enlargement and availability of alternative transport facilities.

Secure cycle parking stations/facilities shall be provided in new public transport interchanges, Luas stops (in association with TII), Park and Ride facilities, office blocks, apartment blocks, shopping centres, hospitals, etc., in accordance with the standards set out in Table 1, unless otherwise agreed with the Planning Authority.

Secure bicycle parking stands shall be provided in all cases where bicycle parking is deemed to be necessary by the Planning Authority. Such cycle stands shall be within 25 m of a destination for short-term parking (shops) and within 50 m for long-term parking (school, college, office). All long-term (more than three hours) cycle stands shall be protected from the weather. Cyclists shall be able to secure both frame and wheels to the cycle parking stand.

All on-street cycle stands shall be capable of performing the basic functions of supporting the bicycle and protecting it against theft or vandalism. Off-street storage/parking facilities shall provide adequate shelter, lighting, safety and security, ease of access and egress, and an appropriate level of supervision. As such, publicly accessible cycle parking shall be of Sheffield stand type; toaster racks or similar are not acceptable for publicly accessible cycle parking. Where high density cycle parking is provided in a secure location, stacked/tiered cycle parking may be acceptable provided it is easily used and secure. Secure cycle compounds shall be provided where feasible and, in particular, in large office developments, multi-storey car parks and railway stations.

Guidance for selecting the most appropriate type of bicycle parking facility depending on location and user needs is outlined in the National Cycle Manual, 'Bicycle Parking Facilities'. Dublin City Council will have regard to this document when considering applications where bicycle parking is a requirement. Planning applications shall clearly demonstrate cycle parking capacity and user accessibility. It is an objective of this Plan over its lifetime (Objective SMT09) to develop a guidance document for the design and provision of cycle parking. All developments must outline how they comply with said guidance when completed.

3.1 Bicycle Parking Standards for Various Land Uses

Bicycle parking is divided into two categories- Long term spaces are designed for use by residents and employees and shall be located in a secure and well lit area. Short stay/visitor spaces are designed for use by the general public and shall be located in highly visible areas for ease of access.

Table 1: Bicycle Parking Standards for Various Land Uses

Category	Land-Use	Zone	Long Term	Short Stay/ Visitor
Accommodation	Hotel ¹	All Zones	1 per 5 staff	To be determined by the Planning Authority on case by case basis
	Nursing Home Elderly Persons Accommodation/ Sheltered Housing ²	All Zones	1 per 5 staff 1 per 5 residents	1 per 10 residents
	Residential Apartment ³	All Zones	1 per bedroom	1 per two apartments
	Residential Dwelling	All Zones	1 per unit	1 per 5 dwellings
	Student Accommodation	All Zones	1 per bedroom	1 per 5 bedrooms
Civic, Community and Religious	Bank Community Centre Library Public Institution	All Zones	1 per 5 staff	1 per 100 sq. m. Gross Floor Area (GFA)
	Place of Worship	All Zones	-	1 per 20 seats
	Funeral homes	All Zones	-	To be determined by the Planning Authority on case by case basis

Category	Land-Use	Zone	Long Term	Short Stay/ Visitor
Education	College of Higher Education	All Zones	1 per 5 staff 1 per 2 students	
	Crèche/Childcare Services ⁴	All Zones	1 per 5 staff	1 per 10 children
	Primary Schools	All Zones	1 per 5 staff 1 per 5 students	
	Post Primary Schools	All Zones	1 per 5 staff 1 per 5 students	
Medical	Clinics and Group Practices	All Zones	1 per 5 staff	To be determined by the Planning Authority on case by case basis
	Hospital	All Zones	1 per 5 staff	1 per 10 beds
Retail and Retail Service	Café Restaurant	All Zones	1 per 5 staff	1 per 10 seats
	Public Houses	All Zones	1 per 5 staff	1 per 150 sq. m. GFA
	Retail	All Zones	1 per 5 staff	1 per 100 sq. m. GFA
	Retail Warehousing	All Zones	1 per 5 staff	1 per 100 sq. m. GFA
Enterprise and Employment	Offices ⁵	All Zones	1 per 75 sq. m. GFA	To be determined by the Planning Authority on case by case basis
	Manufacturing/ Warehousing	All Zones	1 per 200 sq. m.	-
	Clubhouse Gymnasium ⁶	All Zones	1 per 5 staff	1 per 50 sq. m. GFA
	Courts Pitches	All Zones	1 per 5 staff	4 per pitch or court
Venue	Auditoriums Cinema Conference Centre Theatre Stadia	All Zones	1 per 5 staff	1 per 20 seats

- 1 Includes Guest House, Bed and Breakfast, Hostel Accommodation.
- 2 Includes Adapted Bikes/Mobility Scooters
- 3 Include provision for e-bikes/cargo bikes/bike trailers/adapted bikes
- 4 Include provision for scooter parking/cargo bikes/bike trailers
- 5 Includes Business/Professional, Office Based Industry, Science and Technology Based Enterprise, Business Park. Incorporate opportunities for future expansion should demand arise.
- 6 Includes Leisure and Recreation Centres.

A departure from the standards set out in Table 1 may be acceptable in limited circumstances on a case by case basis at the discretion of Dublin City Council. The applicant must fully engage with Dublin City Council at pre-application stage to ascertain any deviations from the above standards. For any land use not outlined in Table 1, the default parking rate will be calculated based on those of a comparable use and/or determined as part of a Transport and Traffic Assessment and/or Mobility Management Strategy.

3.2 Shower/Changing Facilities

Suitable shower and changing facilities shall be made available in developments incorporating staff cycle parking. Facilities shall be secure, lockable and located in well-lit locations.

The following standards shall be adhered to:

- 1 shower per commercial development over 75 sq. m.
- A minimum of 2 showers for commercial developments over 500 sq. m.
- 1 shower per 1,000 sq. m. thereafter

Changing/drying areas, toilets and lockers should be provided in association with shower facilities. The number of lockers provided shall relate to the number of cycle parking spaces. Lockers shall be well ventilated, secure and lockable. Lockers that facilitate multiple short-term users are recommended.

4.0 Car Parking Standards

Parking is an integral element of overall land-use and transportation policy within the City, and the purpose of the parking standards set out in Table 2 is to ensure that an appropriate level of parking is provided to serve all new development. The Dublin City Council area is divided into three areas for the purpose of parking control, as shown on Map J.

- Parking Zone 1 is generally within the Canal Cordon and within North Circular Road in recognition of active travel infrastructure and opportunities and where major public transport corridors intersect;
- Parking Zone 2 occurs alongside key public transport corridors and;
- The remainder of the City falls under Parking Zone 3.

Where a potential development site falls on the boundary of two or more parking zones, it is at the discretion of the Planning Authority to decide the appropriate level of car parking to serve the development having regard to the location of the site and its accessibility to existing and proposed public transport facilities.

Table 2 specifies the requisite level of on-site parking to be provided for residents, staff and visitors for various types of development. These car parking standards shall be generally regarded as the maximum parking provision and parking provision in excess of these maximum standards shall only be permitted in exceptional circumstances e.g. boundary areas, or where necessary for the sustainable development of a regeneration area (see Chapter 13).

A relaxation of maximum car parking standards will be considered in Zone 1 and Zone 2 for any site located within a highly accessible location. Applicants must set out a clear case satisfactorily demonstrating a reduction of parking need for the development based on the following criteria:

- Locational suitability and advantages of the site.
- Proximity to High Frequency Public Transport services (10 minutes' walk).
- Walking and cycling accessibility/permeability and any improvement to same.
- The range of services and sources of employment available within walking distance of the development.
- Availability of shared mobility.

- Impact on the amenities of surrounding properties or areas including overspill parking.
- Impact on traffic safety including obstruction of other road users.
- Robustness of Mobility Management Plan to support the development.

There is a predisposition to consider residential off-street car parking, subject to design and safety criteria, particularly along Quality Bus Corridors (QBCs) and to facilitate traffic management proposals. However, proposals for off-street parking in the front gardens of single dwellings in predominantly residential areas will not be permitted where residents are largely reliant on on-street car parking and there is a strong demand for such parking.

Residential parking spaces are mainly to provide for car storage to support family friendly living policies in the City. It is not intended to promote the use of the car within the City. If the car space is not required in the short-term, it should be given over to other residential storage or utility uses. Car parking for housing developments can be provided in the form of on street or curtilage car parking. Car parking located on-street that is proposed to be taken in charge at a future time cannot be allocated to any specific use and are considered public car parking spaces.

In all new developments, where car parking is provided within the curtilage of a dwelling, the car parking should not dominate the front garden and should be discrete, set within the landscaping features. Further details with regards parking in front gardens are provided in Section 4.3 below.

Dublin City Council will seek to discourage commuter parking while continuing to facilitate adequate car-parking provision for shopping, business and leisure use in the city through the implementation of proactive parking policies.

Table 2: Maximum Car Parking Standards for Various Land Uses

Category	Land-Use	Zone 1	Zone 2	Zone 3
Accommodation	Hotel ¹	None	1 per 3 rooms	1 per room
	Nursing Home Retirement Home	1 per 3 residents	1 per 2 residents	1 per 2 residents
	Elderly Persons Housing Sheltered Housing	1 per 4 dwellings	1 per 2 dwellings	1 per 2 dwellings
	Student Accommodation	None ²	1 per 20 bed spaces	1 per 10 bed spaces
	Houses Apartments/ Duplexes	1 per dwelling	1 per dwelling	1 per dwelling
Civic, Community and Religious	Bank Community Centre Library Public Institution	1 per 350 sq. m. GFA	1 per 275 sq. m. GFA	1 per 75 sq. m. GFA
	Place of Worship	1 per 100 seats	1 per 25 seats	1 per 10 seats
	Funeral Home	4 off street parking spaces	4 off street parking spaces	4 off street parking spaces
Education	College of Higher Education	None	1 per classroom plus 1 per 30 students	1 per classroom plus 1 per 30 students
	Crèche/ Childcare Services ³	1 per 100sq.m. GFA	1 per 100 sq. m. GFA	1 per 100 sq. m. GFA
	School ⁴	None	1 per classroom	1 per classroom
Medical	Clinics and Group Practices	1 per consulting room	2 per consulting room	2 per consulting room
	Hospital	1 per 150 sq. m. GFA	1 per 100 sq. m. GFA	1 per 60 sq. m. GFA

Category	Land-Use	Zone 1	Zone 2	Zone 3
Retail and Retail Service	Café Restaurant and Takeaways	None	1 per 150sq. m. seating area	1 per 150sq. m. seating area
	Public Houses	None	1 per 300 sq. m. NFA	1 per 50 sq. m. NFA
	Club ⁵	None	1per 10 sq. m. floor area	1 per 3 sq. m. floor area
	Retail Supermarkets exceeding 1,000sq.m. GFA	None	1 per 100 sq. m. GFA*	1 per 30 sq. m. GFA*
	Other Retail and Main Street	1 per 350 sq. m. GFA	1 per 275 sq. m. GFA	1 per 75 sq. m. GFA
	Retail Warehousing (non-food)	1 per 300 sq. m. GFA	1 per 200 sq. m. GFA	1 per 35 sq. m. GFA
Enterprise and Employment	Offices ⁶	None ⁷	1 per 200 sq. m. GFA	1 per 100 sq. m. GFA
	Manufacturing / Warehousing	1 per 450 sq. m. GFA	1 per 450 sq. m. GFA	1 per 200 sq. m. GFA
Sports and Recreation	Clubhouse Gymnasium ⁸ Courts Pitches		Dependent on nature and location of use	
Venue	Auditoriums Cinema Conference Centre Stadia ⁹ Theatre	1 per 100 seats	1 per 25 seats	1 per 10 seats

- 1 Includes Guest House, Bed and Breakfast, Hostel Accommodation.
- 2 Include Mobility Management Plan outlining how arrivals/departures will be managed.
- 3 Include Mobility Management Plan outlining how drop offs/pickups will be managed.
- 4 Includes Primary School and Post Primary School

- 5 Includes Dance Halls, Function room, Lounge, Private Dance Clubs and Night Club.
 - 6 Includes Business/Professional, Office Based Industry, Science and Technology Based Enterprise.
 - 7 Parking for Car Share and Accessible Parking only. Quantum to be determined in consultation with Dublin City Council.
 - 8 Includes Leisure and Recreation Centres.
 - 9 Include 1 coach space per 500 spectators
- * Car parking above maximum permitted standards may be acceptable in very limited circumstances at the discretion of Dublin City Council. Such circumstances could include proposals where overspill car parking may arise, where the need to protect the primacy of the City in the regional retail hierarchy is identified, or where the need to accommodate car parking as part of a larger scheme of civic importance is apparent. In all cases, the applicant must fully engage with Dublin City Council at pre-application stage regarding the acceptability of departure from maximum standards.



For any land use not outlined in Table 2, the default parking rate will be calculated based on those of a comparable use and/or determined as part of a Transport and Traffic Assessment and/or Mobility Management Strategy.

4.1 On Street Parking

Public on-street parking is a necessary facility for shoppers and business premises and is necessary for the day-to-day functioning of the city. Dublin City Council will preserve available on-street parking, where appropriate. However, the space currently occupied by on-street parking may be needed in the future for strategic transportation projects or active travel infrastructure.

There will be a presumption against the removal of on-street parking spaces to facilitate the provision of vehicular entrances to single dwellings in predominantly residential areas where residents are largely reliant on on-street car-parking spaces or where there is a demand for public parking serving other uses in the area. Where new residential developments result in the removal of on-street parking spaces or where no parking is provided for new residential developments, residents of these dwellings will not automatically be entitled to a parking permit. In this instance, the issuing of a parking permit will be based on the current capacity of the permit parking scheme in question.

4.2 Accessible Car Parking

Where car parking is provided, whether for residents, employees, visitors or others, a number of car-parking spaces for people with accessibility requirements shall be provided on a proportional basis. At least 5% of the total number of spaces shall be designated car-parking spaces, with a minimum provision of at least one such space, whichever is the greatest. In particular circumstances, the planning authority may require a higher accessible parking content depending on the nature of development. All accessible parking shall be allocated and suitably signposted for convenient access.

4.3 Parking in Front Gardens

Planning Permission is required for the alteration of a front garden in order to provide car parking by creating a new access, or by widening of an existing access. Proposals for off-street parking in the front gardens of single dwellings in mainly residential areas may not be permitted where residents rely on on-street car parking and there is a strong demand for such parking.

4.3.1 Dimensions and Surfacing

Vehicular entrances shall be designed to avoid creation of a traffic hazard for passing traffic and conflict with pedestrians. Where a new entrance onto a public road is proposed, the Council will have regard to the road and footway layout, the impact on on-street parking provision (formal or informal), the traffic conditions on the road and available sightlines.

For a single residential dwelling, the vehicular opening proposed shall be at least 2.5 metres or at most 3 metres in width and shall not have outward opening gates. Where a shared entrance for two residential dwellings is proposed, this width may increase to a maximum of 4 metres.

Detailed requirements for parking in the curtilage of Protected Structures and in Conservation Areas are set out below in section 4.3.7.

The basic dimensions to accommodate the footprint of a car within a front garden are 3 metres by 5 metres. It is essential that there is also adequate space to allow for manoeuvring and circulation between the front boundary and the front of the building. A proposal will not be considered acceptable where there is insufficient area to accommodate the car safely within the garden without overhanging onto the public footpath, or where safe access and egress from the proposed parking space cannot be provided, for example on a very busy road, opposite a traffic island or adjacent to a pedestrian crossing or traffic junction or where visibility to and from the proposed access is inadequate. In certain circumstances, applicants may be required to demonstrate that vehicles can turn within the site and exit in forward motion.

Any works to the public road to facilitate the provision of an entrance including the removal or relocation of utility poles/boxes and public lighting are carried out at the applicant/developers own expense to the requirements of the relevant utility provider and Dublin City Council. Applications for new vehicular entrances or works to existing entrances shall clearly delineate in the submitted drawings the location of any existing street trees, utility boxes/poles, public lighting and other relevant infrastructure located in the immediate vicinity of the entrance.

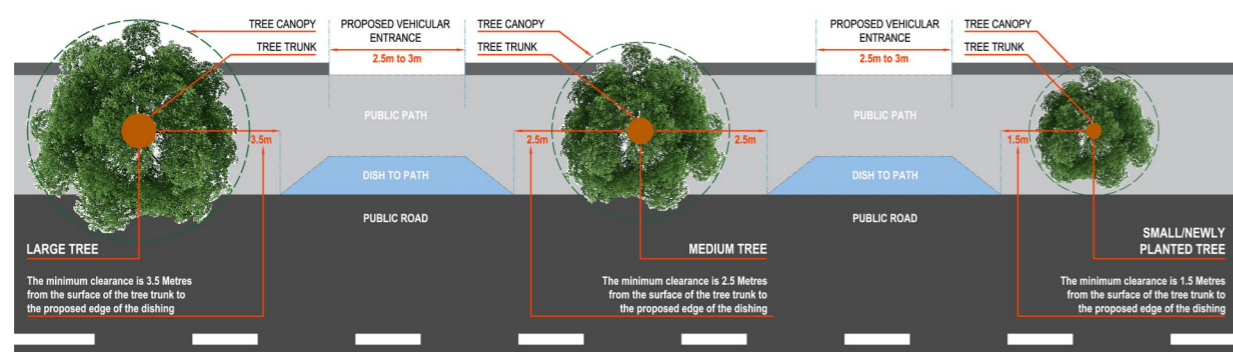
4.3.2 Impact on Street Trees

In all cases, the proposed vehicular entrance shall not interfere with any street trees. Proposals to provide a new entrance or widen an existing vehicular entrance that would result in the removal of, or damage to, a street tree will not generally be permitted and where permitted in

exceptional circumstances, must be mitigated. Where a street tree is located in close proximity to a vehicular entrance, protective measures shall be implemented during construction to safeguard against any damage caused and a financial security required to cover any damage caused (see Chapter 15 for further details).

The extent of the associated dishing of the footpath and kerb for a vehicular entrance shall not negatively impact on existing street trees and tree root zone. A minimum clearance will be required from the surface of the tree trunk to the proposed edge of the dishing. Figure 1 illustrates the various minimum clearance distances required, based on the maturity of the street tree. In the event the minimum clearance cannot be achieved, consultation with the Parks, Biodiversity and Landscape Services Department will be required to ascertain the acceptability of the potential loss of a street tree as a result of the proposed development and associated dishing.

Figure 1: Street Trees and Vehicular Entrances



4.3.3 Impact on Public Transport Infrastructure

Where a vehicular entrance is located in proximity to a bus stop or shelter, the Council will consider the impact of any conflict between vehicles and pedestrians at this location. The removal or relocation of a bus stop or bus shelter to accommodate a vehicular entrance may not be possible having regard to the impact on the overall bus route and will be considered on a case by case basis, in consultation where necessary, with Dublin Bus and the National Transport Authority (NTA). The impact of a proposed vehicular entrance or widening of an existing entrance on existing Kassel Kerbs, which provide improved access to buses for people with mobility impairment and/or disabilities, will also be taken into consideration and determined on a case by case basis.

4.3.4 Sustainable Urban Drainage

The combined effect of paving a number of gardens in a street or area increases the risk of flooding and pollution (oil, brake dust, etc.). The use of Sustainable Drainage Systems (SuDS) can help remove pollutants from surface water runoff and reduce overall flood risk in the city while also enhancing amenity and biodiversity.

In accordance with Policy SI22, proposals should indicate how the design aims to control surface water runoff in a sustainable fashion through the use of permeable or porous surfaces such as gravel and green areas etc. rather than excessive hard surfacing (for further design guidance please refer to Sustainable Drainage Design and Evaluation Guide (2021) which is summarised in Appendix 12. Large unrelieved areas of paving or other impermeable surface treatments will not be considered acceptable. Precast or natural slabs, setts, cobble or other such materials are preferable to the use of concrete or tarmac for the paved area. This minimises the visual impact when the car is not parked in the garden. Where unbound material is proposed for driveway, parking and hardstanding areas, it shall be contained in such a way to ensure that it does not transfer on to the public road or footpath on road safety grounds.

4.3.5 Treatment of Front Boundaries

There are many different types of boundary treatment in existence. When considering any alterations, minimal interventions are desirable and proposals should aim to be complementary or consistent to others in the area which are of a high standard and in keeping with the overall character and streetscape. Vehicular entrances with splayed entrance walls or fences will not generally be permitted. All boundary treatment shall take cognisance of the need to provide adequate visibility.

1. Hedges with or without a fence

Hedges of privet, thorn, Griselinia, etc. can form very attractive boundaries. In widening an entrance gate care should be taken to ensure that the roots of the existing hedge are not disturbed beyond what is necessary for the insertion of the wider gate. The existing hedging can then grow and improve the appearance of the new entrance.

2. Boundary walls of limestone, granite or rubble, either plastered or unplastered.

These may have granite piers. The widening of the entrance should be carried out carefully to move one of the existing piers to a new position, with a revised gate design similar to the existing. Some existing gates can be extended to provide increased width by welding on additional sections.

3. Iron railing with or without a plinth

This type of boundary sometimes incorporates an iron gatepost or stone pier. The entrance should be widened on one side by moving the gatepost or stone pier and extending one leaf of the gate. A very disruptive effect is caused by the insertion of a completely different type of gate and gate pier. Minimal intervention is desirable where the gate pier is of an ornamental wrought iron design.

4. Low walls (without railings)

There are usually two gate piers, one which can be moved back to provide for the extra entrance width and any hedge or shrub trimmed accordingly.

5. Open plan with low plinth or kerb

This is typically found in housing estates and preferably no change should be made. It is very undesirable to erect gates, gate piers and enclosing walls in such circumstances as they disrupt the character of the estate.

6. Brick or plastered concrete walls

Existing gate piers should be duplicated, and replacement of plaster and brickwork should match the existing.

7. Wooden fencing

This is not very common and has a limited life in the Irish climate. In replacing decayed timber fencing, a consistent approach with neighbouring boundaries should be considered. It may be worthwhile to agree a common approach with neighbours.

4.3.6 Landscape Treatment of Front Gardens

By reducing the paved area to the front garden to a minimum, space can be left for the planting of shrubs and ground cover. The front boundary wall or fence should always be provided with a screen of ornamental small trees or hedging to give visual definition to the extent of the front garden and soften the appearance of the parked car. Importantly, any planting incorporated in the garden must not obscure visibility for drivers when exiting the driveway.

4.3.7 Parking in the Curtilage of Protected Structures, Architectural Conservation Areas and Conservation Areas

In accordance with Section 13.4.3 of the Architectural Heritage Protection Guidelines 2011, "proposals to remove or alter boundary features could adversely affect the character of the Protected Structure and the designed landscape around it. Widening an entrance or altering railings will alter the scale and visual impact of the gate and gate piers. Relocating a gateway may destroy a carefully designed relationship between the entrance and the main building."

Features including boundary walls, railings and gardens make an important contribution to the character and setting of protected structures, ACAs and conservation areas. Therefore, poorly designed parking within the curtilage and front gardens of protected structures and in conservation areas can have a negative impact on the special interest and character of these sensitive buildings and areas. For this reason, proposals for parking within the curtilage and front gardens of such buildings will not normally be acceptable where inappropriate site conditions exist, particularly in the case of smaller gardens where the scale of intervention is more significant, and can lead to the erosion of the character and amenity of the area and where the historic plinths, decorative railings and gates, historic gate piers, and historic ground surfaces are still intact.

Where site conditions exist which can accommodate car parking provision without significant loss of visual amenity and/or historic fabric, proposals for limited off-street parking will be considered where the following criteria can be met:

- A high standard of design and layout will be expected to integrate the proposal into the sensitive context, the use of natural materials that would complement the special character of the Protected Structure i.e. gravels, granite etc.
- The retention of most of the original boundary wall and/or railings and plinth wall and the re-use of the removed railings for new access gates will be sought;
- The outlook of rooms with regard to light, including basement rooms, should not be obstructed;

- Works which would involve the loss of mature and specimen trees (those in good condition) which contribute to the character of a protected structure or conservation area, both within the private and public domain, will be discouraged;
- High quality appropriate surface treatment, which should be influenced by the surrounding context and buildings, will be sought, particularly traditional materials such as gravel or other permeable materials. Bituminous or concrete surfacing are not acceptable;
- Every reasonable effort is made to protect the integrity of the protected structure and/or conservation area;
- There is sufficient depth available in the garden to accommodate a private parked car;
- Access to and egress from the proposed parking space will not give rise to a traffic hazard;
- The remaining soft landscaped area to the front of the structures should generally be in excess of half of the total area of the front garden space, exclusive of car parking area, footpaths and hard surfacing. SuDS features should be incorporated as appropriate (see also Appendix 12);
- Car parking shall be designed so that it is set-back from the house and front boundary wall to avoid excessive impact on the protected structure;
- Car parking bays shall be no greater than 5 m x 3 m metres wide;
- The proposed vehicular entrance should, where possible, be combined with the existing pedestrian entrance so as to form an entrance no greater than 2.6 m and this combined entrance should be no greater than half the total width of the garden at the road boundary. The gates shall not swing outwards so as to cause an obstruction on the public footpath;
- Where cast or wrought iron or other historic railings exist and historic brick and stone boundary walls, which contribute to the special character of the structure, every effort will be made to preserve and to maintain the maximum amount of original form and construction through minimum intervention. Any original existing gates, piers and cast iron or other railings that require alterations shall be reused and integrated with all new parking proposal. The use of automatic gates will be discouraged as the mechanisms required to operate them could have a significant impact on the legibility of the historic gates.

- Special regard shall be given to circumstances where on-street parking facilities are restricted as a consequence of the introduction of bus priority measures or other traffic management changes. In such situations, every reasonable effort will be made to facilitate proposals for off-street parking in the front gardens of protected structures and in conservation areas subject to the above criteria being met.

4.3.8 Mews Parking

All parking provision in mews lanes, where provided, will be in off-street garages, forecourts or courtyards, subject to conservation and access criteria. Car free mews developments may be permitted in certain circumstances where there are specific site constraints and where alternative modes of transport are available. Each development will be assessed on a case by case basis. However, if the introduction of car parking spaces within the mews development would have an impact on the volume of the proposal and would render it inconsistent with the historic terrace, then in order to protect the legibility of the historic coach house terrace, car parking will be discouraged.

Potential mews laneways must provide adequate accessibility in terms of private vehicular movements, emergency vehicles and refuse vehicles. A minimum carriageway of 4.8m in width (5.5m where no verges or footpaths are provided) is required. In circumstances where these widths cannot be provided, safe access and egress for all vehicles and pedestrians must be demonstrated.

All mews lanes will be considered to be shared surfaces, and footpaths need not necessarily be provided, save for lanes where existing footpaths are present. Where historic materials exist, roof materials, stone, paving surfaces, windows, joinery, ironmongery etc. these should be retained in order to protect the special character of the original mews lanes.

4.3.9 Non-Residential and Commuter Off-Street Parking in the Curtilage of Protected Structures and in Conservation Areas

In parts of the city centre, the large scale provision of commercial and commuter off-street car parking in the curtilage of protected structures and conservation areas significantly detracts from the special interest and visual character of protected structures and sensitive areas and has caused serious injury to the special character of its curtilage.

In assessing development schemes where off-street parking is proposed, or where such parking exists and is proposed to be retained as part of the overall scheme, the impact on the integrity, setting, character and amenities of the protected structure and/or conservation area will be critically assessed. In all cases, the objective to eliminate unauthorised and excessive off-street car parking will be sought.

5.0 Electric Vehicles (EV)

In accordance with Policy SMT27, EV charging stations on public and private land will be supported in this Plan.

All new developments must be futureproofed to include EV charging points and infrastructure. In all new developments, a minimum of 50% of all car parking spaces shall be equipped with fully functional EV Charging Point(s). The remaining spaces shall be designed to facilitate the relevant infrastructure to accommodate future EV charging. Space for EV charging infrastructure shall be clearly detailed in planning applications.

In publicly accessible spaces, appropriate signage indicating the presence of a Charge Point or Points shall be erected. All Charge Points fitted in publicly accessible areas shall be capable of communicating usage/pricing data with the National Charge Point Management System and use the latest version of the Open Charge Point Protocol (OCCP). They should also support a user identification system such as Radio Frequency Identification (RFID).

Publicly accessible EV Charging locations shall allow for ad-hoc payment methods for users. EV Charging enabling works for accessible and other reserved parking spaces shall also be included in the development where these exist.

All new or upgraded commercially operated car parking development shall be required to provide for a minimum of 50% of spaces with EV charging facilities.

All newly installed EV charge points and associated infrastructure shall comply with all relevant Acts, Statutory Instruments and regulations.

When detailed Guidance for EV charge points, which is currently in preparation by Dublin City Council in association with the other Dublin local authorities, the SEAI and the Department of Transport becomes available, it shall replace the above standards.

6.0 Motorcycle Parking

New developments shall include provision for motorcycle parking in designated, signposted areas at a rate of 5% of the number of car parking spaces provided. Motorcycle parking areas shall have limited gradients to enable easy manoeuvrability and parking. Fixed and robust features such as rails, hoops or posts should be provided to secure a motorcycle using a chain or similar device.

7.0 Shared Mobility

In accordance with Policy SMT22, the Council will support the use and expansion of shared mobility services across all areas of the City.

The provision of car club parking spaces in all developments will be supported. Where a development, residential and/or commercial, seeks to include car sharing services as part of the car parking provision on site, details of the operational management of the car club must be provided. All car club spaces shall be fully equipped with EV infrastructure.

8.0 Design and Construction Standards and Processes for Roads and Footpaths

8.1 Design Criteria for Car Parking

The car parking standards in Table 2 and the associated circulation and manoeuvring space must be provided within the curtilage of the building, clear of the carriageways and footways, whether public or private, giving access to the premises.

The basic dimensions required for the layout of commercial car parking shall be 2.5m wide by 4.75m in length.

Parking bay widths for people with accessibility requirements shall be in accordance with the requirements under Part M of the Building Regulations (2010) and any subsequent review.

8.2 Road and Footpath Standards

The Design Manual for Urban Roads and Streets (DMURS) provides guidance in relation to the design of urban roads and streets, encouraging an integrated design approach that views the street as a multi-functional space and focuses on the needs of all road users.

All developments shall be constructed in accordance with the design guidance and requirements set out in DMURS. The latest version is available to download on www.dmurs.ie

All roads and footpaths within developments shall be constructed to Taking-in-Charge standards. Dublin City Council sets out construction technical standards and specifications in Construction Standards for Road and Street Works in Dublin City Council (2020) and any subsequent review.

Full details of these construction requirements can be viewed on www.dublincity.ie.

Any works proposed to alter or amend existing public footpaths / roadways must be agreed with the Planning Authority at an early stage in the pre-application process. A letter of consent may be required from the Environment and Transportation Department for these works and submitted with the planning application which details the proposed amendments to the public footpath or roadway.

8.3 Taking in Charge

Section 180 of the Planning and Development Act 2000, as amended, provides for the taking-in-charge of residential developments by local authorities. This section provides that when a development has been completed in accordance with planning permission, the Planning Authority shall initiate procedures under Section 11 of the Roads Act 1993, as amended, to take it in charge, if requested to do so by the developer or by a majority of owners of the houses involved. A mandate from owners may be requested or a plebiscite of owners may be held to confirm their intent.

All areas to be taken in charge by Dublin City Council shall be maintained free of development both above and below ground. No part of a development shall overhang and no basements should extend under footpaths, roads and areas of public realm if these areas are intended to be taken in charge by the Road Maintenance Services Section of Dublin City Council. Where an existing overhang is already permitted, the development will be assessed on its merits on a case by case basis.

Planning applications comprising of areas to be taken in charge shall be accompanied by a taken in charge site layout plan at a scale of 1:500 which indicates the area of the site sought to be taken in charge. The details and specification of the road and footpath layout of these areas should be set out as part of the planning application.

Full details on the Taking in Charge Procedure for a Developer or a Home Owner and the necessary requirements can be viewed on www.dublincity.ie.

8.4 Road Opening License

A Road Opening Licence (ROL) is a licence that allows the holder to excavate a specified section of the public road, (the public road includes carriageway/footway and associated grass verge), and carry out reinstatement (which may be permanent or temporary). A ROL may be issued for the purposes of installing service connections to a new development, reconstructing a portion of the public road if damaged over the course of a development, or as required by Planning Permission.

The applicant/developer must familiarise themselves with the Department of Transport, Tourism and Sport's Guidelines for Managing Openings in Public Roads (2017) and any subsequent review.

The applicant/developer is advised to engage at an early stage following a grant of planning permission with the relevant departments in Dublin City Council to ensure that all necessary agreements required through compliance are completed prior to the making of an application for a ROL.

Details on how to apply for a Road Opening Licence are available on www.dublincity.ie.

9.0 Technical Requirements for Dublin Tunnel and LUAS

9.1 Dublin Tunnel Structural Safety

Dublin City Council is committed to conserving the structural integrity of Dublin Tunnel and special requirements relate to structural engineering of any proposed development that lies over the tunnel corridor area.

The Dublin Tunnel meets the City boundary at the Coolock Interchange and the route follows a south-easterly direction to East Wall Road. A suitably qualified structural engineer must prepare a Development Assessment. If the proposal is within 6 metres of the outer edges of the tunnel bore, a suitably qualified tunnelling engineer must prepare the assessment.

Assessment of the structural suitability of proposals and submitted applications is at present carried out by Transport Infrastructure Ireland (TII), acting on behalf of the Environment and Transportation Department of Dublin City Council.

To assist prospective developers of lands along the tunnel route, Dublin Tunnel Guidance Notes, The Assessment of surface and subs-surface developments in the vicinity of the Dublin Port Tunnel (March 2009), may be downloaded from www.dublincity.ie or at www.dublintunnel.ie.

9.2 LUAS

Luas is Dublin's Light Rail Transit system, also known as the tram network. The Luas network is made of 2 tram lines, the Luas Red Line and the Luas Green Line which interchange in Dublin City centre.

To assist prospective developers of lands in the vicinity of a Luas line, Transport Infrastructure Ireland (TII) have developed guidelines providing important information for the design and execution of developments and related works. These guidelines, Light Rail Environment- Technical Guidelines for Developments (December 2020) may be downloaded from www.tiipublications.ie.

Where a proposed development is located in close proximity to the Luas line, the developer shall ensure there is no adverse impact on Luas operation and safety during construction and operation of the development. The development shall comply with the Code of engineering practice for works on, near or adjacent the Luas light rail system (2016), published by Transport Infrastructure Ireland (TII).